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National Transport Strategy 2 (NTS2) Draft for Consultation

Child Rights and Wellbeing Impact Assessment

Child Rights and Wellbeing Impact Assessment (CRWI)

Stage 3 (Non-Legislative Policy/Measure)

Stage 1 - Screening

CRWIA title: National Transport Strategy 2 Publication date:	
Name the strategy and describe its overall aims.	<p>The National Transport Strategy 2 (NTS2) is being prepared by Transport Scotland to establish a new transport vision for Scotland and an associated set of strategic transport objectives. This will enable a subsequent update to the Strategic Transport Projects Review 2 (STPR2) to take place to set out Scottish Ministers' transport infrastructure priorities in alignment with the development of National Planning Framework 4 (NPF4).</p> <p>The Draft NTS2 is being published to allow consultation on the proposed substantive components of the document, comprising:</p> <ul style="list-style-type: none"> • Identification of Current and Emerging Challenges and Opportunities • A Vision for Transport in Scotland, with cross-cutting Themes and constituent Outcomes • an implementation framework comprising a suite of 14 policies and 38 linked policy enablers <p>Once finalised, the NTS2, STPR2 and the NPF4 will provide an integrated spatial and strategic framework to underpin planning and development decisions and to guide transport infrastructure investment across Scotland up to 2040. Recognising that transport is a critical enabler of sustainable and inclusive economic growth, the NTS2 will provide a visionary platform and the strategic context necessary to address key economic, social and environmental challenges through action within the transport system. The NTS2 vision for Scotland's transport system relates directly to creating an inclusive and accessible transport system contributing to a more equitable society. Promotes Equality is one of the four priorities underpinning the vision.</p>
What aspects of the strategy will affect children and young people up to the age of 18?	<p>In accordance with the United Nations Convention on the Rights of the Child (UNCRC), Section 1 of the Children and Young People (Scotland) Act 2014 requires the Scottish Ministers to consider whether existing and emerging legislation, policy and guidance have a direct or indirect impact on children and young people and to assess what further action is required to ensure compliance with the</p>

	<p>UNCRC. Transport Scotland is also listed in Schedule 4 of the Children and Young People (Scotland) Act 2014 as a “corporate parent” and therefore must discharge specific duties in relation to children and young people who are looked after by local authorities.</p> <p>Key findings from NTS2 stakeholder engagement activities of relevance to the implementation of relevant duties regarding children and young people are:</p> <ul style="list-style-type: none"> • car dependencies in rural areas • usage restrictions on Young Scot cards, preventing young people accessing discounted rail fares when travelling to school, university and jobs • unaffordability of transport for young people entering the workforce, with a call for targeted financial support • the need for young people to relocate in order to access services/employment and enjoy the quality of life that others take for granted <p>Stakeholder engagement, baseline and policy analysis undertaken to support the implementation of applicable statutory equalities duties allowed a consolidated set of key issues of relevance to transport to be identified and considered during the development of the Draft NTS2. Promotes Equality’ is defined within the Draft NTS2 as one of four key Priorities and identified key equalities issues are reflected in the Draft NTS2 by framing the document around relevant outcomes and identifying a set of related ‘Key Challenges’. Of these, the needs of young people are addressed under the challenge of ‘<i>changing population and needs</i>’.</p> <p>At this stage it is considered that components of the Draft NTS2 (including policies and policy enablers) focused on improving accessibility and equality of access, in particular to education, economic opportunities and public services, are most likely to impact on the interests of children and young people.</p>
<p>What likely impact – direct or indirect – will the policy/measure have on children and young people?</p>	<p>In overall terms, the focus on tackling inequalities and on addressing related challenges within the Draft NTS2 establishes a positive framework which will allow transport interventions to be designed around meeting the needs of all people, including children and young people. As a key enabler of socio-economic activity, transport influences access to and young people’s ability to benefit from</p>

	<p>education, amenities, public services, employment and economic opportunities.</p> <p>At this stage it is considered that components of the document (including policies and policy enablers) focused on improving accessibility, in particular to education, economic opportunities and public services, are most likely to impact on the interests of children and young people. The emerging NTS2 therefore has the potential to contribute positively to the implementation of UNCRC articles 3, 12, 23, 24, 28 and 31. However, the high-level nature of the emerging NTS2, combined with the absence of proposed implementation or delivery mechanisms at this stage, precludes the identification at this stage of specific or differential impacts on children and young people.</p>
<p>Which groups of children and young people will be affected?</p>	<p>It is anticipated that emerging NTS2 will directly and beneficially affect any child or young person in Scotland who uses, is dependent on or is impacted by the transport system. However, as above, no differential impacts can be identified at this stage.</p>
<p>Will this require a CRWIA?</p>	<p>Yes</p>

Stage 2 – The CRWRIA (Detailed)

CRWIA title: National Transport Strategy 2	
Publication date:	
Which UNCRC Articles are relevant to the policy/measure?	<p>The following UNCRC articles are relevant to the proposed strategy:</p> <ul style="list-style-type: none">• Article 3: The best interests of the child must be a top priority in all decisions and actions that affect children• Article 12: Every child has the right to express their views, feelings and wishes in all matters affecting them, and to have their views considered and taken seriously. This right applies at all times, for example during immigration proceedings, housing decisions or the child’s day-to-day home life.• Article 23: A child with a disability has the right to live a full and decent life with dignity and, as far as possible, independence and to play an active part in the community. Governments must do all they can to support disabled children and their families.• Article 24: Every child has the right to the best possible health. Governments must provide good quality health care, clean water, nutritious food, and a clean environment and education on health and well-being so that children can stay healthy. Richer countries must help poorer countries achieve this.• Article 28: Every child has the right to an education. Primary education must be free and different forms of secondary education must be available to every child. Discipline in schools must respect children’s dignity and their rights. Richer countries must help poorer countries achieve this.• Article 31: Every child has the right to relax, play and take part in a wide range of cultural and artistic activities <p>These articles are reflected in domestic law through B.3.1 The Children and Young People (Scotland) Act 2014. Section 1 of the Act sets out a duty for the Scottish Ministers (including Transport Scotland) to:</p> <ul style="list-style-type: none">a) “keep under consideration whether there are any steps which they could take which would or might secure better or further effect in Scotland of the UNCRC requirements, and

	<p>b) if they consider it appropriate to do so, take any of the steps identified by that consideration”.</p>
<p>What impact will the strategy will have on children’s rights?</p>	<p>Key findings from NTS2 stakeholder engagement activities of relevance to the implementation of relevant duties regarding children and young people are:</p> <ul style="list-style-type: none"> • car dependencies in rural areas • usage restrictions on Young Scot cards, preventing young people accessing discounted rail fares when travelling to school, university and jobs • unaffordability of transport for young people entering the workforce, with a call for targeted financial support • the need for young people to relocate in order to access services/employment and enjoy the quality of life that others take for granted <p>In relation to child rights, at this stage it is considered that involvement of young people in policy development and components of the Draft NTS2 focused on improving accessibility, in particular to education, economic opportunities and public services, are most likely to result in beneficial impacts. In particular, the inclusion of the following policies and policy enablers within the Draft NTS2 demonstrates that child rights have been appropriately taken account of:</p> <p><u>Relevant Proposed NTS2 Policies</u></p> <ul style="list-style-type: none"> • provide a transport system that is equally accessible for all • improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth • provide a transport system which promotes and facilitates travel choices which help to improve people’s health and wellbeing <p><u>Relevant Proposed NTS2 Policy Enablers</u></p> <ul style="list-style-type: none"> • ensure transport in Scotland is accessible for all • identify and remove barriers to public transport connectivity and accessibility within Scotland

- reduce the negative impacts which transport has on the safety, health and wellbeing of people
- ensure sustainable labour market accessibility to employment locations
- ensure sustainable access to education and training facilities
- improve sustainable access to healthcare facilities for staff, patients and visitors
- support transport's role in improving peoples' health and wellbeing

These policies and policy enablers recognise that, as an enabler of socio-economic activity, transport influences access to and young people's ability to benefit from education, amenities, public services, employment and economic opportunities. This demonstrates that the Scottish Ministers' duties under the Children and Young People (Scotland) Act 2014 and the UNCRC in relation to child rights have been appropriately discharged in the preparation of the emerging NTS2. With respect to child rights, the Draft NTS2 is therefore likely to contribute positively to the implementation of the following UNCRC articles:

- Article 3: The best interests of the child must be a top priority in all decisions and actions that affect children
- Article 12: Every child has the right to express their views, feelings and wishes in all matters affecting them, and to have their views considered and taken seriously. This right applies at all times, for example during immigration proceedings, housing decisions or the child's day-to-day home life.
- Article 23: A child with a disability has the right to live a full and decent life with dignity and, as far as possible, independence and to play an active part in the community. Governments must do all they can to support disabled children and their families.
- Article 24: Every child has the right to the best possible health. Governments must provide good quality health care, clean water, nutritious food, and a clean environment and education on health and well-being so that children can stay healthy. Richer countries must help poorer countries achieve this.

	<ul style="list-style-type: none"> • Article 28: Every child has the right to an education. Primary education must be free and different forms of secondary education must be available to every child. Discipline in schools must respect children’s dignity and their rights. Richer countries must help poorer countries achieve this. • Article 31: Every child has the right to relax, play and take part in a wide range of cultural and artistic activities. <p>However, the high-level nature of all components of the Draft NTS2, combined with the absence of proposed implementation or delivery mechanisms at this stage, largely precludes the identification at this stage of specific or differential impacts on children’s rights.</p>
<p>What likely impact – direct or indirect – will the policy/measure have on children and young people?</p>	<p>The emerging NTS2 does not focus on specific modes nor define specific transport interventions or investment priorities, and the scope of and proposed implementation of individual proposed NTS2 components remains relatively undefined. The Draft NTS2 vision for Scotland’s transport system relates directly to creating an inclusive and accessible transport system and contributing to a more equitable society. Key inequalities of relevance to transport, as identified through the implementation of applicable statutory duties, have also been addressed in the development of the Draft NTS2 by framing the document around relevant priorities and outcomes and identifying a set of related ‘Key Challenges’, as detailed below.</p> <p><u>Priorities and Outcomes</u></p> <p>‘Promotes Equality’ is defined within the Draft NTS2 as one of four priorities which the whole document is framed around, and within this priority three constituent outcomes are identified. The first proposed NTS2 Outcome specifically identifies the need to advance equality of opportunity and outcome in relation to age (and other protected characteristics):</p> <p><i>Promotes Equality</i></p> <p><i>Everyone in Scotland will share in the benefits of a modern and accessible transport system. Transport plays an important part in delivering the fully inclusive society we want – outcomes are as important as opportunities. While we promote equality, our actions will simultaneously tackle inequalities and help reduce poverty, in particular child poverty. Our transport system:</i></p>

1. *Will provide fair access to services we need: we have a duty to advance equality of opportunity and outcome, including the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. We will ensure that our poorest communities and individuals have fair access to the transport services they need. The transport system will enable everyone to access a wide range of facilities and services.*
2. *Will be easy to use for all: people have different needs and capabilities. Our transport system will recognise these and work to ensure that everyone can use the system with as little effort as possible.*
3. *Will be affordable for all: people have different incomes and our transport system will not exclude people from mobility by making it unaffordable. We will target action to deliver the Strategy towards those needing most help.*

The inclusion of this Promotes Equality priority means that the need to address child rights and the needs of young people is afforded very high importance in both the Draft NTS2 strategic framework and in subsequent proposed policies and policy enablers. The implementation of duties under the Children and Young People (Scotland) Act 2014 from the outset of the preparation of the Draft NTS2 has therefore allowed the implementation of the UNCRC to play a central role in the document.

Key Challenges

The Draft NTS2 presents 22 'Key Challenges' of relevance to the transport system and identifies the need for each to be tackled in order to deliver the holistic NTS2 Vision and Outcomes. Identified challenges which directly relate to children and young people are:

- Poverty and Child Poverty
- Social Isolation
- Changing Transport Needs of Young People
- Fair Work and Skilled Workforce
- Health and Active Travel

As with the Promotes Equality NTS2 priority, the inclusion of these Key Challenges within the Draft NTS2 demonstrates the high level of importance afforded to meeting the needs of and tackling key issues affecting all people, including children and young people.

Policies and Policy Enablers

At this stage it is considered that the proposed NTS2 policies and policy enablers focused on improving access to education, economic opportunities and public services for all, including young people, are most likely to safeguard the interests of and benefit children and young people. The development of the following policies and policy enablers demonstrates that the needs of and impacts on children and young people have been appropriately considered in the preparation of the emerging NTS2:

Policy Measures

- improve and enable the efficient movement of people and goods on our transport system
- provide a transport system that is equally accessible for all
- improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth
- support the transport industry in meeting current and future employment and skills needs
- provide a transport system which promotes and facilitates travel choices which help to improve people's health and wellbeing

Policy Enablers

- ensure transport in Scotland is accessible for all
- identify and remove barriers to public transport connectivity and accessibility within Scotland
- reduce the negative impacts which transport has on the safety, health and wellbeing of people
- continue to support the implementation of the recommendations from, and the development of, Scotland's Accessible Travel Framework

- ensure sustainable labour market accessibility to employment locations
- ensure sustainable access to education and training facilities
- improve sustainable access to healthcare facilities for staff, patients and visitors
- support initiatives that promote the attraction and retention of an appropriately skilled workforce across the transport sector
- promote and facilitate active travel choices across mainland Scotland and islands
- integrate active travel options with public transport services
- support transport's role in improving peoples' health and wellbeing

Role of CRWIA in Draft NTS2 Development

The implementation of this CRWIA and other statutory equalities duties has directly informed the development of the Draft NTS2. The impact assessment has been carried out on an iterative basis in tandem with policy development, thereby allowing any ambiguities and weaknesses in proposed NTS2 policies and policy measures to be independently identified and addressed through the development of mitigation and enhancement recommendations. 47 recommendations were identified, at which point drafting of the Draft NTS2 was still ongoing. Following this, the recommendations were implemented, either by amending the Draft NTS2, providing further explanatory detail in the supporting NTS2 Policy Assessment Report or, for recommendations relating to policy implementation rather than the high-level content of the NTS2 itself, identifying considerations which should be taken account of in the future development of related transport interventions (i.e. through the ongoing STPR2 and or through developing the NTS2 Delivery Plan) in order to continue the implementation of relevant statutory equalities duties.

The table below lists all policy recommendations made through the CRWIA process and provides a summary of how each recommendation has been or will be addressed.

	Recommendation	Draft NTS2 Response
	<p>1. To demonstrate accordance with relevant statutory requirements, the development and implementation of relevant policies and policy enablers should include consultation with children and young people where their rights may be impacted or should be considered.</p>	<p>Building upon previous engagement with representative groups including Young Scot, this will be implemented through the development and assessment of transport interventions through the future development of the NTS Delivery Plan.</p>
	<p>2. As each policy (and supporting NTS text) is further developed and delivered it should consider the policy's coverage and links to key equalities issues, as this would influence potential equalities impacts.</p>	<p>To be addressed through the addition of further policy definition in a future NTS Delivery Plan.</p>
	<p>3. The NTS2 should be supported by a Delivery Plan to identify proposed or potential implementation mechanisms or transport interventions for each NTS policy and policy enabler. To maximise the performance of the NTS2 Delivery Plan in tackling inequalities, proposed transport interventions for inclusion within the NTS2 Delivery Plan should be developed and assessed with regard to the Equalities Objectives and associated Guide Questions prepared through the implementation of relevant requirements under the Children and Young People (Scotland) Act 2014 and the UNCRC.</p>	<p>A Delivery Plan will be developed as per this recommendation.</p>

4. Policy Enabler 28: the term “skills demands” should either be defined or replaced with “skills needs” as per Policy K, and any intended difference between Policy K and Policy Enabler 28 should be clarified.

Addressed within the Policy Assessment Report which accompanies the Draft NTS2.

CRWIA Outcomes

A key outcome of the CRWIA is a suite of relevant Guide Questions developed specifically to ensure the continued implementation of applicable duties under the Children and Young People (Scotland) Act 2014 and the UNCRC through the future the design and assessment of future transport interventions and a NTS2 Delivery Plan. These Guide Questions, which form part of a wider NTS2 Equalities Assessment Framework that takes account of all applicable statutory duties, are:

How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?

Have children and young people been consulted on the intervention?

What impact will or might the intervention have on the rights of children and young people?

Will the rights of one group of children in particular be affected, and to what extent?

Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?

Is the intervention the best way of achieving its aims, taking into account children’s rights?

Will the intervention contribute to the implementation of Transport Scotland’s corporate parent duties under Section 58 of the Children and Young People (Scotland) Act 2014?

Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?

Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?

Impact Assessment Summary

Taking account of all relevant components of the Draft NTS2 and the role CRWIA has played in its development (including the development of Guide Questions for future application), it can be concluded that the Draft NTS2 appropriately recognise that transport influences access to and young people's ability to benefit from education, amenities, public services, employment and economic opportunities. The Draft NTS2 would therefore have an overall positive impact on the wellbeing of children and young people, as it recognises key issues and provides an appropriately supportive policy framework to underpin for future interventions which meet the needs of and consider impacts on children and young people. On this basis it can be concluded that, whilst the high-level nature of the Draft NTS2 precludes the identification of specific or differential impacts at this stage, the Draft NTS2 would have beneficial impacts on children and young people. The Draft NTS2 would therefore contribute positively to the following *Getting it Right for Every Child Wellbeing Indicators*:

- Safe - Protected from abuse, neglect or harm at home, at school and in the community
- Healthy - Having the highest attainable standards of physical and mental health, access to suitable healthcare, and support in learning to make healthy, safe choices
- Achieving - Being supported and guided in learning and in the development of skills, confidence and self-esteem, at home, in school and in the community
- Active - Having opportunities to take part in activities such as play, recreation and sport, which contribute to healthy growth and development, at home, in school and in the community
- Respected - Having the opportunity, along with parents and carers, to be heard and involved in decisions that affect them
- Responsible - Having opportunities and encouragement to play active and responsible roles at home, in school and in the community, and where necessary, having appropriate guidance and

	<p>supervision, and being involved in decisions that affect them</p> <ul style="list-style-type: none"> • Included - Having help to overcome social, educational, physical and economic inequalities, and being accepted as part of the community in which they live and learn. <p>This demonstrates that the Scottish Ministers' duties under the Children and Young People (Scotland) Act 2014 and the UNCRC in relation to considering the needs of and impacts on children and young people have been appropriately discharged in the preparation of the emerging NTS2 to date.</p>
<p>Will there be different impacts on different groups of children and young people?</p>	<p>Due to the strategic nature of the emerging NTS2 and the high-level nature of all proposed policies and policy enablers, no differential impacts between groups of children and young people can be identified at this stage.</p>
<p>If a negative impact is assessed for any area of rights or any group of children and young people, what options have you considered to modify the proposal, or mitigate the impact?</p>	<p>The emerging NTS2 is not itself expected to have any negative impact on any area of rights or any group of children and young people.</p>
<p>How will the policy/measure contribute to the wellbeing of children and young people in Scotland?</p>	<p>The high-level nature of all proposed NTS2 policies and policy enablers, combined with the absence of proposed implementation or delivery mechanisms, largely precludes the identification at this stage of specific or differential impacts on enhancing the wellbeing of children and young people or on implementing the UNCRC. The Draft NTS2 establishes a strategic framework through which future interventions will be designed which contribute to the wellbeing of children and young people and give better effect to child rights in accordance with the UNCRC. By engaging with young people in its development and including provisions which support improved access to education, economic opportunities and public services, it is clear that the Draft NTS2 would therefore, in overall terms, support the implementation of the following UNCRC articles in Scotland:</p>
<p>How will the policy/measure give better or further effect to the implementation of the UNCRC in Scotland?</p>	

	<ul style="list-style-type: none"> • Article 3: The best interests of the child must be a top priority in all decisions and actions that affect children • Article 12: Every child has the right to express their views, feelings and wishes in all matters affecting them, and to have their views considered and taken seriously. This right applies at all times, for example during immigration proceedings, housing decisions or the child’s day-to-day home life. • Article 23: A child with a disability has the right to live a full and decent life with dignity and, as far as possible, independence and to play an active part in the community. Governments must do all they can to support disabled children and their families. • Article 24: Every child has the right to the best possible health. Governments must provide good quality health care, clean water, nutritious food, and a clean environment and education on health and well-being so that children can stay healthy. Richer countries must help poorer countries achieve this. • Article 28: Every child has the right to an education. Primary education must be free and different forms of secondary education must be available to every child. Discipline in schools must respect children’s dignity and their rights. Richer countries must help poorer countries achieve this. • Article 31: Every child has the right to relax, play and take part in a wide range of cultural and artistic activities
<p>Have you consulted with relevant stakeholders?</p>	<p>Transport Scotland officials engaged relevant stakeholders including Young Scot and the Scottish Youth Parliament through discussions, events, and workshops to support the development of the emerging strategy and the CRWIA. Key findings related to children and young people included:</p> <ul style="list-style-type: none"> • car dependencies in rural areas • usage restrictions on Young Scot cards, preventing young people accessing discounted rail fares when travelling to school, university and jobs • unaffordability of transport for young people entering the workforce, with a call for targeted financial support

	<ul style="list-style-type: none"> • the need for young people to relocate in order to access services/employment and enjoy the quality of life that others take for granted
<p>Have you involved children and young people in the development of the policy/measure?</p>	<p>Yes, engagement with children and young people in the development of the strategy was conducted through Young Scot and the Scottish Youth Parliament. Workshops collected responses from 231 young people.</p>

Stage 3 – CRWIA (Summary Reporting)

CRWIA title: National Transport Strategy 2 Publication date:	
Summary of policy aims and desired outcomes	<p>The National Transport Strategy 2 (NTS2) is being prepared by Transport Scotland to establish a new transport vision for Scotland and an associated set of strategic transport objectives. This will enable a subsequent update to the Strategic Transport Projects Review 2 (STPR2) to take place to set out Scottish Ministers’ transport infrastructure priorities in alignment with the development of National Planning Framework 4 (NPF4).</p> <p>The Draft NTS2 is being published to allow consultation of the proposed substantive components of the document, comprising:</p> <ul style="list-style-type: none"> • Identification of Current and Emerging Challenges and Opportunities • A Vision for Transport in Scotland, with cross-cutting Themes and constituent Outcomes • an implementation framework comprising a suite of 14 policies and 38 linked policy enablers <p>Once finalised, the NTS2, STPR2 and the NPF4 will provide an integrated spatial and strategic framework to underpin planning and development decisions and to guide transport infrastructure investment across Scotland up to 2040. Recognising that transport is a critical enabler of sustainable and inclusive economic growth, the NTS2 will provide a visionary platform and the strategic context necessary to address key economic, social and environmental challenges through action within the transport system. The NTS2 vision for Scotland’s transport system relates directly to creating an inclusive and accessible transport system contributing to a more equitable society. Promotes Equality is one of the four priorities underpinning the vision.</p>
Executive summary	<p>The National Transport Strategy 2 (NTS2) sets out a vision for Scotland’s transport system for the next twenty years. It aims to deliver a sustainable, inclusive and accessible transport system. The desired outcomes of the strategy are to promote equality, take climate action, contribute to economic growth, and improve the health and wellbeing of the people of Scotland. These desired outcomes, particularly promoting equality, ensure that future policies designed through this framework are likely to have positive impacts on the rights and wellbeing of children and young people. However, the high-level nature of the emerging NTS2 precludes the</p>

	<p>identification of any specific or differential impacts on groups of children and young people.</p> <p>The implementation of this CRWIA and other statutory equalities duties has directly informed the development of the Draft NTS2. The impact assessment has been carried out on an iterative basis in tandem with policy development, thereby allowing any ambiguities and weaknesses in proposed NTS2 policies and policy measures to be independently identified and addressed through the development of mitigation and enhancement recommendations. . 47 recommendations were identified, at which point drafting of the Draft NTS2 was still ongoing.</p> <p>The high-level nature of the Draft NTS2, combined with the absence of proposed implementation or delivery mechanisms, largely precludes the identification at this stage of specific or differential impacts on enhancing the wellbeing of children and young people or on implementing the UNCRC. The Draft NTS2 establishes a strategic framework through which future interventions will be designed which contribute to the wellbeing of children and young people and give better effect to child rights in accordance with the UNCRC. By engaging with young people in its development and including provisions which support improved access to education, economic opportunities and public services, it is clear that the Draft NTS2 would therefore, in overall terms, support the implementation of the UNCRC articles 3, 12, 23, 24, 28 and 31 in Scotland.</p> <p>A key outcome of the CRWIA is a suite of relevant Guide Questions developed specifically to ensure the continued implementation of applicable duties under the Children and Young People (Scotland) Act 2014 and the UNCRC through the future the design and assessment of future transport interventions and a NTS2 Delivery Plan.</p>
Background	<p>In 2006, NTS set out a vision, encapsulating priorities for transport in Scotland and providing a strategic framework against which questions of transport investment, priorities and policies could be judged. A refreshed NTS was published in January 2016, keeping the overall NTS framework whilst updating the strategic context and clarifying roles and responsibilities across transport modes, locations and organisational hierarchy. It recommended a 'fuller, collaborative review of the NTS to the next Scottish Government' which was subsequently announced by the Minister for Transport and the Islands, in August 2016. The Draft NTS2 represents the latest output from the NTS</p>

	<p>Review, with the finalised NTS2 expected to be published by the end of 2019.</p> <p>In accordance with the United Nations Convention on the Rights of the Child (UNCRC), Section 1 of the Children and Young People (Scotland) Act 2014 requires the Scottish Ministers to consider whether existing and emerging legislation, policy and guidance have a direct or indirect impact on children and young people and to assess what further action is required to ensure compliance with the UNCRC. Transport Scotland is also listed in Schedule 4 of the Children and Young People (Scotland) Act 2014 as a “corporate parent” and therefore must discharge specific duties in relation to children and young people who are looked after by local authorities.</p>
<p>Scope of the CRWIA, identifying the children and young people affected by the policy, and summarising the evidence base</p>	<p>Insofar as transport affects access to services, amenities, economic opportunities and social activities across all parts of Scotland, the content and implementation of the NTS2 is likely to result in impacts on upon all people who live in Scotland, including children and young people.</p> <p>The intended role of the emerging NTS2 is to establish a visionary strategic framework to underpin future decision making. This CRWIA focuses on the role of this high level policy framework in shaping the future development and delivery of specific interventions in a way which respects the rights of children and enhances the wellbeing of young people.</p> <p>As the emerging NTS2 does not focus on specific modes nor define specific transport interventions or investment priorities, the scope of and proposed implementation of individual proposed NTS components remains relatively undefined. This largely prevents the identification at this stage of specific or differential impacts from proposed policies and policy enablers on people with individual protected characteristics, although transport related barriers facing children and young people have been identified where possible.</p> <p>The subsequent development of specific actions and interventions (funding streams, policy programmes, physical infrastructure development, etc.) to implement the NTS2 through the preparation of a NTS2 Delivery Plan will need to carry forward the implementation of this CRWIA.</p>
<p>Children and young people’s views and experiences</p>	<p>Engagement with children and young people highlighted the following concerns regarding the existing transport network:</p> <ul style="list-style-type: none"> • car dependencies in rural areas

	<ul style="list-style-type: none"> • usage restrictions on Young Scot cards, preventing young people accessing discounted rail fares when travelling to school, university and jobs • unaffordability of transport for young people entering the workforce, with a call for targeted financial support • the need for young people to relocate in order to access services/employment and enjoy the quality of life that others take for granted
<p>Key Findings, including an assessment of the impact on children’s rights, and how the measure will contribute to children’s wellbeing</p>	<p>As the emerging NTS2 does not focus on specific modes nor define specific transport interventions or investment priorities, and the scope of and proposed implementation of individual proposed NTS components remains relatively undefined, specific or differential impacts on children cannot be identified at this stage.</p> <p>This CRWIA is being undertaken alongside other statutory equalities duties on an iterative basis as the NTS2 emerges to allow the consideration of likely equalities impacts to itself inform the content of the NTS2. In relation to the Draft NTS2, this has been achieved to date in two ways:</p> <ol style="list-style-type: none"> 1. Recognising and taking steps to address key equalities issues through the Draft NTS2 itself, in particular through orientating the strategic framework of the document around tackling key challenges 2. Testing the relationship of proposed NTS2 policies and policy enablers with key equalities issues and proposing changes to clarify or improve the substantive components of the Draft NTS2 <p>The implementation of duties under the Children and Young People (Scotland) Act 2014 from the outset of the preparation of the Draft NTS2 has therefore allowed the implementation of the UNCRC to play a central role in the document. In particular:</p> <ul style="list-style-type: none"> • the inclusion of the ‘Promotes Equality’ priority within the Draft NTS2 strategic framework means that the need to address child rights and the needs of young people is afforded very high importance in all components of the document • 22 ‘Key Challenges’ of relevance to the transport system are identified, including the following of relevance (directly or indirectly) to children and young people): poverty & child poverty, social isolation,

changing transport needs of young people, fair work & skilled workforce, and health & active travel. As with the Promotes Equality NTS2 priority, the inclusion of these Key Challenges within the Draft NTS2 demonstrates the high level of importance afforded to meeting the needs of and tackling key issues affecting all people, including children and young people.

- Depending on future implementation mechanisms, at this stage it is considered that proposed NTS2 policies and policy enablers focused on improving access to education, economic opportunities and public services for all, including young people, are most likely to safeguard the interests of and benefit children and young people. The development of these policies and policy enablers demonstrates that the needs of and impacts on children and young people have been appropriately considered in the preparation of the emerging NTS2:

Policy Measures

- improve and enable the efficient movement of people and goods on our transport system
- provide a transport system that is equally accessible for all
- improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth
- support the transport industry in meeting current and future employment and skills needs
- provide a transport system which promotes and facilitates travel choices which help to improve people's health and wellbeing

Policy Enablers

- ensure transport in Scotland is accessible for all
- identify and remove barriers to public transport connectivity and accessibility within Scotland
- reduce the negative impacts which transport has on the safety, health and wellbeing of people

- continue to support the implementation of the recommendations from, and the development of, Scotland's Accessible Travel Framework
- ensure sustainable labour market accessibility to employment locations
- ensure sustainable access to education and training facilities
- improve sustainable access to healthcare facilities for staff, patients and visitors
- support initiatives that promote the attraction and retention of an appropriately skilled workforce across the transport sector
- promote and facilitate active travel choices across mainland Scotland and islands
- integrate active travel options with public transport services
- support transport's role in improving peoples' health and wellbeing

In summary, the Draft NTS2 establishes an appropriate strategic framework through which future interventions will be designed which contribute to the wellbeing of children and young people and which give better effect to child rights in accordance with the UNCRC. By engaging with young people in its development and including provisions which support improved access to education, economic opportunities and public services, it is clear that the Draft NTS2 would therefore, in overall terms, support the implementation of the UNCRC articles 3, 12, 23, 24, 28 and 31 and contribute positively to the following *Getting it Right for Every Child Wellbeing Indicators*:

- Safe - Protected from abuse, neglect or harm at home, at school and in the community
- Healthy - Having the highest attainable standards of physical and mental health, access to suitable healthcare, and support in learning to make healthy, safe choices

- Achieving - Being supported and guided in learning and in the development of skills, confidence and self-esteem, at home, in school and in the community
- Active - Having opportunities to take part in activities such as play, recreation and sport, which contribute to healthy growth and development, at home, in school and in the community
- Respected - Having the opportunity, along with parents and carers, to be heard and involved in decisions that affect them
- Responsible - Having opportunities and encouragement to play active and responsible roles at home, in school and in the community, and where necessary, having appropriate guidance and supervision, and being involved in decisions that affect them
- Included - Having help to overcome social, educational, physical and economic inequalities, and being accepted as part of the community in which they live and learn

However, owing to the high-level nature of the Draft NTS2 and the absence of any implementation mechanisms, no specific or differential impacts can be identified at this stage.

To ensure the Scottish Ministers' duties under the Children and Young People (Scotland) Act 2014 and the UNCRC are appropriately applied in the development of specific transport interventions (funding streams, policy programmes, physical infrastructure development, etc.) within a future NTS Delivery Plan, interventions should be developed and assessed with regard to the following Guide Questions developed through undertaking the CRWIA:

How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?

Have children and young people been consulted on the intervention?

What impact will or might the intervention have on the rights of children and young people?

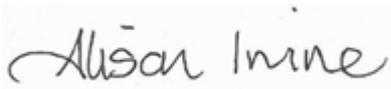
	<p><i>Will the rights of one group of children in particular be affected, and to what extent?</i></p> <p><i>Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?</i></p> <p><i>Is the intervention the best way of achieving its aims, taking into account children's rights?</i></p> <p><i>Will the intervention contribute to the implementation of Transport Scotland's corporate parent duties under Section 58 of the Children and Young People (Scotland) Act 2014?</i></p> <p><i>Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?</i></p> <p><i>Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?</i></p>
<p>Monitoring and review</p>	<p>The Draft NTS2 includes a strong focus on monitoring progress in tackling identified Key Challenges and achieving the proposed NTS2 outcomes, many of which relate directly or indirectly to children and young people. To evidence this, Transport Scotland will design a robust monitoring and evaluation framework to measure and annually report on performance in tackling the challenges and achieving the NTS Outcomes at a national, regional and local level. Proposed headline indicators are currently being developed, drawing on existing and new sources of data and research. Where possible, analysis of the indicators will be broken down to look at demographic, socioeconomic and geographic factors. This will include a focus on equalities issues. The Guide Questions developed through this CRWIA will also be applied in the future development and assessment of specific transport interventions to implement the high-level policy framework set out in the Draft NTS2.</p>

CRWIA Declaration**Authorisation****Policy lead**

Ewan Burns
Graduate Transport Planner
Transport Strategy and Analysis

Date

22/07/2019

Deputy Director or equivalent

Alison Irvine
Director
Transport Strategy and Analysis

Date

22/07/2019



**TRANSPORT
SCOTLAND**

CÒMHDHAIL ALBA

Transport Scotland

Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

0141 272 7100

info@transport.gov.scot

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