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# **National Transport Strategy 2**

## **Child Rights and Wellbeing Impact Assessment**

## Stage 1 - Screening

<b>Children's Rights and Wellbeing Impact Assessments (CRWIA) title: National Transport Strategy (NTS2)</b> <b>Publication date: 5 February 2020</b>	
<p><b>Name the strategy and describe its overall aims.</b></p>	<p>This document summarises how a proportionate Child Rights and Wellbeing (CRW) impact has been undertaken in respect of the National Transport Strategy (referred to in this document as 'the Strategy') in accordance with the Children and Young People (Scotland) Act 2014.</p> <p>The Strategy has been 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 Strategy was published for public consultation between 31 July 2019 and 23 October 2019, accompanied by a suite of four templates, through which all equalities impacts of the draft Strategy were assessed. This enabled a fully informed consultation on the substantive components of the document. An independent consultant was commissioned to analyse and report on the consultation responses. Transport Scotland subsequently took account of the consultation report findings in redrafting and finalising the Strategy. Assessing for equalities impacts has thus been an iterative process.</p> <p>The finalised Strategy comprises:</p> <ul style="list-style-type: none"> <li>• a Vision which is underpinned by four Priorities, each with three associated Outcomes. The Vision, Priorities and Outcomes are at the heart of the Strategy and will be the basis for decisions and the evaluation of the success of Scotland's transport policies going forward</li> <li>• four interconnected Priorities to deliver the Vision: reduces inequalities; takes climate action; helps deliver inclusive economic growth; and improves health and wellbeing</li> <li>• under the four interconnected Priorities, a series of current and emerging challenges which must be tackled in order to deliver the Vision, Priorities, and Outcomes are set out</li> <li>• finally, a series of policies that will act as the drivers of change and help address the challenges, achieve the</li> </ul>

	<p>Priorities and Outcomes and deliver the Vision are set out. The policies are presented under the four Priorities but cut across these</p> <p>The Strategy, 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 and beyond.</p> <p>Recognising that transport is a critical enabler of sustainable and inclusive economic growth, the Strategy provides a visionary platform and the strategic context necessary to address key economic, social and environmental challenges through action within the transport system. The Strategy’s vision for Scotland’s transport system relates directly to creating an inclusive and accessible transport system contributing to a more equitable society. Reduces Inequalities is one of the four priorities underpinning the vision.</p>
<p><b>What aspects of the strategy will affect children and young people up to the age of 18?</b></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>Key findings from the Strategy’s stakeholder engagement activities of relevance to the implementation of relevant duties regarding children and young people are:</p> <ul style="list-style-type: none"> <li>• concerns regarding car dependencies in rural areas</li> <li>• concerns regarding usage restrictions on Young Scot cards, preventing young people accessing discounted rail fares when travelling to school, university and jobs</li> <li>• concerns regarding the unaffordability of transport for young people entering the workforce, with a call for targeted financial support</li> <li>• concerns regarding the need for young people to relocate in order to access services/employment and enjoy the quality of life that others take for granted</li> </ul> <p>Stakeholder engagement, baseline and policy analysis undertaken to support the implementation of applicable statutory</p>

	<p>equalities duties allowed a consolidated set of key issues of relevance to transport to be identified and considered during the development of the Strategy. 'Promotes Equality' is defined within the Strategy as one of four key themes and identified key equalities issues are reflected in the Strategy 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>The changing transport needs of young people</i>'.</p> <p>While the future implementation of the Strategy cannot be assessed, at this stage it is considered that components of the Strategy (including policies) 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><b>What likely impact – direct or indirect – will the policy/measure have on children and young people?</b></p>	<p>In overall terms, the focus on tackling inequalities and on addressing related challenges within the Strategy 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 education, amenities, public services, employment and economic opportunities.</p> <p>Whilst specific impacts are dependent on the future implementation of the Strategy, at this stage it is considered that the document (including policies 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 Strategy 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 Strategy, combined with the absence of 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><b>Which groups of children and young people will be affected?</b></p>	<p>It is anticipated that Strategy 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><b>Will this require a CRWIA?</b></p>	<p>Yes</p>

## Stage 2 – The CRWIA (Detailed)

<p><b>CRWIA title: National Transport Strategy (NTS2)</b>  <b>Publication date: 5 February 2020</b></p>	
<p><b>Which UNCRC Articles are relevant to the policy/measure?</b></p>	<p>The following UNCRC articles are relevant to the Strategy :</p> <ul style="list-style-type: none"> <li>• Article 3: The best interests of the child must be a top priority in all decisions and actions that affect children</li> <li>• 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</li> <li>• 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</li> <li>• 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</li> <li>• 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</li> <li>• Article 31: Every child has the right to relax, play and take part in a wide range of cultural and artistic activities</li> </ul> <p>These articles are reflected in domestic law through 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> <ol style="list-style-type: none"> <li>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</li> </ol>

	<p>b) if they consider it appropriate to do so, take any of the steps identified by that consideration”</p>
<p><b>What impact will the strategy will have on children’s rights?</b></p>	<p>Key findings from the Strategy’s stakeholder engagement activities of relevance to the implementation of relevant duties regarding children and young people are:</p> <ul style="list-style-type: none"> <li>• concerns regarding car dependencies in rural areas</li> <li>• concerns regarding usage restrictions on Young Scot cards, preventing young people accessing discounted rail fares when travelling to school, university and jobs</li> <li>• concerns regarding the unaffordability of transport for young people entering the workforce, with a call for targeted financial support</li> <li>• concerns regarding the need for young people to relocate in order to access services/employment and enjoy the quality of life that others take for granted</li> </ul> <p>In relation to child rights, at this stage it is considered that involvement of young people in policy development and components of the Strategy’s 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 within the Strategy demonstrates that child rights have been appropriately taken account of:</p> <p>Relevant policies within the Strategy:</p> <ul style="list-style-type: none"> <li>• ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland’s Accessible Travel Framework</li> <li>• ensure sustainable, public and active travel access to employment, education and training locations</li> <li>• reduce emissions generated by the transport system to improve air quality</li> <li>• increase safety of the transport system and meet casualty reduction targets</li> <li>• reduce the negative impacts which transport has on the safety, health and wellbeing of people</li> <li>• provide a transport system that promotes and facilitates active travel choices which help to improve people’s health and wellbeing across mainland Scotland and the Islands</li> </ul>

	<ul style="list-style-type: none"> <li>• improve sustainable access to healthcare facilities for staff, patients and visitors</li> </ul> <p>These policies recognize 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 Strategy.</p> <p>With respect to child rights, the Strategy is therefore likely to contribute positively to the implementation of the following UNCRC articles:</p> <ul style="list-style-type: none"> <li>• Article 3: The best interests of the child must be a top priority in all decisions and actions that affect children</li> <li>• 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</li> <li>• 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</li> <li>• 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</li> <li>• 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</li> <li>• Article 31: Every child has the right to relax, play and take part in a wide range of cultural and artistic activities</li> </ul> <p>However, as with all other applicable statutory duties and requirements, the high-level nature of all components of the Strategy, combined with the absence of implementation or</p>
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	<p>delivery mechanisms at this stage, largely precludes the identification at this stage of specific or differential impacts on children's rights.</p>
<p><b>What likely impact – direct or indirect – will the policy/measure have on children and young people?</b></p>	<p>The Strategy does not focus on specific modes nor define specific transport interventions or investment priorities, and the scope of and implementation of individual Strategy components remains relatively undefined. Nevertheless, the Strategy's 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 Strategy by framing the document around a suite of key outcomes and priorities as well as by identifying a set of related 'Key Challenges'.</p> <p><i>Key Priority:</i> 'Reduces Inequalities' is one of four Priorities which frame the Strategy, and within this Priority three constituent outcomes are identified. The first outcome under this Priority specifically identifies the need to advance equality of opportunity and outcome in relation to age (and other protected characteristics):</p> <p><u>Reduces inequalities</u></p> <p>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:</p> <ul style="list-style-type: none"> <li>• <b>will provide fair access to services we need:</b> we have a duty to reduce inequalities and 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 disadvantaged communities and individuals have fair access to the transport services they need. The transport system will enable everyone to access a wide range of services and to realise their human rights</li> <li>• <b>will be easy to use for all:</b> people have different needs and capabilities. Our transport system will recognise</li> </ul>



	<p>these and work to ensure that everyone can use the system with as few barriers as possible</p> <ul style="list-style-type: none"><li>• <b>will be affordable for all:</b> people have different incomes and our transport system will not exclude people from mobility by making it unaffordable. We will target actions to deliver the Strategy towards those needing most help, including those living in poverty</li></ul> <p>This Strategy's Priority clearly responds to equalities issues and helps to ensure the Strategy safeguards the rights of children and allow young people to reach their full potential. It is clear on the need to tackle the relationship between child poverty and transport and has strong socio-economic and place dimensions. Other Priorities including 'Takes Climate Action', and Improves our Health and Wellbeing are also interlinked with the safeguarding of the rights of children and young people.</p> <p>The inclusion of the Reduces Inequalities Priority means that the need to address child rights and the needs of young people is afforded very high importance in both the Strategy's strategic framework and in subsequent policies. The implementation of duties under the Children and Young People (Scotland) Act 2014 from the outset of the preparation of the Strategy has therefore allowed the implementation of the UNCRC to play a central role in the document.</p> <p><u>Key challenges</u></p> <p>The Strategy presents 22 'Key Challenges' of relevance to the transport system and identifies the need for each to be tackled in order to deliver its holistic Vision and Outcomes. Identified challenges which directly relate to children and young people are:</p> <ul style="list-style-type: none"><li>• poverty and child poverty</li><li>• social isolation</li><li>• the changing transport needs of young people</li><li>• global climate emergency</li><li>• air quality</li><li>• safety and security</li><li>• labour markets</li><li>• physical activity</li></ul>
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	<p>As with the Promotes Equality theme, the inclusion of these Key Challenges within the Strategy demonstrates the high level of importance afforded to meeting the needs of and tackling key issues affecting all people, including children and young people.</p> <p><u>Policies</u></p> <p>Depending on future implementation mechanisms, at this stage it is considered that the Strategy's policies 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. Notwithstanding the identification of individual uncertainties in their wording, the development of the following policies demonstrates that the needs of and impacts on children and young people have been appropriately considered in the preparation of the Strategy:</p> <p>Relevant policies within the Strategy:</p> <ul style="list-style-type: none"><li>• ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland's Accessible Travel Framework</li><li>• ensure sustainable, public and active travel access to employment, education and training locations</li><li>• reduce emissions generated by the transport system to improve air quality</li><li>• increase safety of the transport system and meet casualty reduction targets</li><li>• reduce the negative impacts which transport has on the safety, health and wellbeing of people</li><li>• provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands</li><li>• improve sustainable access to healthcare facilities for staff, patients and visitors</li></ul> <p><u>Role of CRWIA in the Strategy's development</u></p> <p>The implementation of this CRWIA and other statutory equalities duties has directly informed the development of the Strategy. The impact assessment has been carried out on an iterative basis in tandem with policy development, thereby allowing ambiguities and weaknesses in the Strategy's policies</p>
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	<p>and policy measures to be independently identified and addressed through the development of mitigation and enhancement recommendations. A schedule of 47 identified recommendations was issued by the impact assessment project team to Transport Scotland in May 2019, at which point drafting of the Strategy was still ongoing. Following this, the impact assessment project team held discussions with the Strategy preparation team to agree how each of the recommendations could best be implemented, either by amending the Strategy, providing further explanatory, or for recommendations relating to policy implementation rather than the high-level content of the Strategy 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 Delivery Plan) in order to continue the implementation of relevant statutory equalities duties.</p> <p>The draft Strategy was consulted on in line with Section 2 of the Transport (Scotland) Act 2019. This opened on 31<sup>st</sup> July 2019 and closed on 23<sup>rd</sup> October 2019, with an analysis of consultation responses published alongside the final Strategy.</p>
<p><b>Will there be different impacts on different groups of children and young people?</b></p>	<p>Due to the strategic nature of the Strategy including the high-level nature of all policies, no differential impacts between groups of children and young people can be identified at this stage.</p>
<p><b>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?</b></p>	<p>The Strategy is not itself expected to have any negative impact on any area of rights or any group of children and young people.</p>

<p><b>How will the policy/measure contribute to the wellbeing of children and young people in Scotland?</b></p>	<p><u>CRWIA outcomes</u></p> <p>The evidence provided above demonstrates that the implementation of applicable duties under the Islands (Scotland) Act 2018 to date have directly informed and improved the Strategy.</p> <p>Taking account of all relevant components of the Strategy and the role CRWIA has played in its development (including the development of Guide Questions for future application), it can be concluded that the Strategy appropriately recognise that transport influences access to and young people’s ability to benefit from education, amenities, public services, employment and economic opportunities. The Strategy 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 Strategy precludes the identification of specific or differential impacts at this stage, the Strategy would have beneficial impacts on children and young people. The Strategy would therefore contribute positively to the following <i>Getting it Right for Every Child Wellbeing Indicators</i>:</p> <ul style="list-style-type: none"> <li>• <b>Safe:</b> protected from abuse, neglect or harm at home, at school and in the community</li> <li>• <b>Healthy:</b> having the highest attainable standards of physical and mental health, access to suitable healthcare, and support in learning to make healthy, safe choices</li> <li>• <b>Achieving:</b> being supported and guided in learning and in the development of skills, confidence and self-esteem, at home, in school and in the community</li> <li>• <b>Active:</b> 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</li> <li>• <b>Respected:</b> having the opportunity, along with parents and carers, to be heard and involved in decisions that affect them</li> <li>• <b>Responsible:</b> having opportunities and encouragement to play active and responsible roles at home, in school and in the community, and where necessary, having</li> </ul>
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	<p>appropriate guidance and supervision, and being involved in decisions that affect them</p> <ul style="list-style-type: none"> <li>• <b>Included:</b> having help to overcome social, educational, physical and economic inequalities, and being accepted as part of the community in which they live and learn</li> <li>• 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 Strategy to date.</li> </ul>
<p><b>How will the policy/measure give better or further effect to the implementation of the UNCRC in Scotland?</b></p>	<p>As with all other applicable statutory duties and requirements, the high-level nature including the Strategy's policies, combined with the absence of 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. Nevertheless, the Strategy 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 Strategy would therefore, in overall terms, support the implementation of the following UNCRC articles in Scotland:</p> <ul style="list-style-type: none"> <li>• Article 3: The best interests of the child must be a top priority in all decisions and actions that affect children</li> <li>• 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</li> <li>• 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</li> <li>• 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</li> </ul>

	<p>that children can stay healthy. Richer countries must help poorer countries achieve this</p> <ul style="list-style-type: none"> <li>• 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</li> </ul> <p>Article 31: Every child has the right to relax, play and take part in a wide range of cultural and artistic activities</p>
<p><b>Have you consulted with relevant stakeholders?</b></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 EqIA. Key findings related to children and young people included:</p> <ul style="list-style-type: none"> <li>• concerns regarding car dependencies in rural areas</li> <li>• concerns regarding usage restrictions on Young Scot cards, preventing young people accessing discounted rail fares when travelling to school, university and jobs</li> <li>• Concerns regarding the unaffordability of transport for young people entering the workforce, with a call for targeted financial support</li> <li>• concerns regarding the need for young people to relocate in order to access services/employment and enjoy the quality of life that others take for granted</li> </ul>
<p><b>Have you involved children and young people in the development of the policy/measure?</b></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> <p>A holistic Equalities Assessment Framework (Appendix 1) has been prepared as a tool to support the continued implementation of the Fairer Scotland Duty and other applicable statutory equalities duties in the design and delivery of future transport interventions (funding streams, policy programmes, physical infrastructure development, etc.) to implement the Strategy. The EAF includes one ‘Equalities Objective’ and a series of Guide Questions related specifically to duties under the Children and Young People (Scotland) Act 2014.</p>

**Stage 3 – CRWIA (Summary Reporting)**

<p><b>CRWIA title: National Transport Strategy (NTS2)</b>  <b>Publication date: 5 February 2020</b></p>	
<p><b>Summary of policy aims and desired outcomes</b></p>	<p>The Strategy has been 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 Strategy was published for public consultation between 31 July 2019 and 23 October 2019, accompanied by a suite of four templates, through which all equalities impacts of the draft Strategy were assessed. This enabled a fully informed consultation on the proposed substantive components of the document. An independent consultant was commissioned to analyse and report on the consultation responses. Transport Scotland subsequently took account of the consultation report findings in redrafting the Strategy. Assessing for equalities impacts has thus been an iterative process. This template captures and summarises how equalities assessment, <b>Children and Young People (Scotland) Act 2014</b>, has influenced the final Strategy.</p> <p>The finalised Strategy comprises:</p> <ul style="list-style-type: none"> <li>• a Vision is underpinned by four Priorities, each with three associated Outcomes. The Vision, Priorities and Outcomes are at the heart of the Strategy and will be the basis for decisions and the evaluation of the success of Scotland's transport policies going forward</li> <li>• four interconnected Priorities to deliver the Vision: reduces inequalities; takes climate action; helps deliver inclusive economic growth; and improves health and wellbeing</li> <li>• under the four interconnected Priorities, a series of current and emerging challenges which must be tackled in order to deliver the Vision, Priorities, and Outcomes are set out</li> <li>• finally, a series of policies that will act as the drivers of change and help address the challenges, achieve the Priorities and Outcomes and deliver the Vision are set out. The Policies are presented under the four Priorities but cut across these</li> </ul>



	<p>The Strategy, 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 Strategy 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 Strategy’s vision for Scotland’s transport system relates directly to creating an inclusive and accessible transport system contributing to a more equitable society. Reduces Inequalities is one of the four priorities underpinning the vision.</p>
<p><b>Executive summary</b></p>	<p>The Strategy 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 Strategy precludes the 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 Strategy. The impact assessment has been carried out on an iterative basis in tandem with policy development, thereby allowing ambiguities and weaknesses in the Strategy policies and policy measures to be independently identified and addressed through the development of mitigation and enhancement recommendations. A schedule of 47 identified recommendations was issued by the impact assessment project team to Transport Scotland in May 2019, at which point drafting of the Strategy was still ongoing. Following this, the impact assessment project team held discussions with the Strategy preparation team to agree how each of the recommendations could best be implemented.</p> <p>The draft Strategy was then consulted on in line with Section 2 of the Transport (Scotland) Act 2019. This opened on 31<sup>st</sup> July 2019 and closed on 23<sup>rd</sup> October 2019, with an analysis</p>

	<p>of consultation responses then published alongside the final Strategy.</p> <p>As with all other applicable statutory duties and requirements, the high-level nature of the Strategy, combined with the absence of 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. Nevertheless, the Strategy 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 Strategy would therefore, in overall terms, support the implementation of the UNCRC articles 3, 12, 23, 24, 28 and 31 in Scotland.</p>
<p><b>Background</b></p>	<p>In 2006, the original Strategy set out a 20-year vision to 2026, 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 Strategy was published in January 2016, keeping the overall Strategy 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 Strategy to the next Scottish Government’ which was subsequently announced by the Minister for Transport and the Islands, in August 2016. The Strategy which this Equalities Evidence Base Report accompanies represents the latest output from the Review, with the finalised Strategy 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><u>Impact assessment process to date</u></p> <p>The development of the Strategy has been underpinned by an iterative equalities impact assessment process covering a suite of statutory 'equalities' duties regarding a broad range of equalities considerations, including the Fairer Scotland Duty.</p> <p>The Fairer Scotland duty places a legal responsibility on particular public bodies in Scotland, including Transport Scotland, to actively consider how they can reduce inequalities of outcome caused by socioeconomic disadvantage.</p> <p>Owing to the presence of strong linkages between different types of inequalities (in terms of both inequalities of opportunity and of outcomes) experienced across Scotland, a co-ordinated approach has been adopted to discharge the following statutory duties throughout the preparation of the Strategy in addition to the UNCRC:</p> <ul style="list-style-type: none"> <li>• Public Sector Equalities Duty – Section 149 of the Equality Act 2010;</li> <li>• Fairer Scotland Duty – Section 1 of the Equality Act 2010; and</li> <li>• Island Communities Impact Assessment – Sections 7, 8 and 13 of the Islands (Scotland) Act 2018.</li> </ul> <p>This integrated approach enabled the carrying out of each duty to influence the content of the Strategy whilst avoiding unintended conflicts or gaps that could arise from considering each duty in isolation. The integrated Equalities Assessment Framework is presented in Appendix 1 of this document.</p> <p>The Equalities Assessment Framework groups specific Guide Questions under seven Equalities Objectives related to each applicable statutory duty. The framework contains a specific Equalities Objective relating directly to each of the four statutory duties, and three cross-cutting Equalities Objectives that are relevant to the requirements of multiple duties. These relationships are clearly listed in Appendix 1.</p> <p>Equalities Objective 6 – Children and Young People has been designed specifically to allow for the implementation of the duties under the UNCRC, as it assesses the extent to which Strategy components safeguard the rights of children and reduce inequalities faced by young people.</p>

<p><b>Scope of the CRWIA, identifying the children and young people affected by the policy, and summarising the evidence base</b></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 Strategy 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 Strategy 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 Strategy does not focus on specific modes nor define specific transport interventions or investment priorities, the scope of and implementation of individual NTS components remains relatively undefined. This largely prevents the identification at this stage of specific or differential impacts from policies on people with individual protected characteristics, although transport related barriers facing children and young people have been identified where possible.</p> <p>To address this difficulty, the subsequent development of specific actions and interventions (funding streams, policy programmes, physical infrastructure development, etc.) to implement the Strategy through the preparation of a Delivery Plan will need to carry forward the implementation of this CRWIA.</p>
<p><b>Children and young people’s views and experiences</b></p>	<p>Engagement with children and young people highlighted the following concerns regarding the existing transport network:</p> <ul style="list-style-type: none"> <li>• concerns regarding car dependencies in rural areas</li> <li>• concerns regarding usage restrictions on Young Scot cards, preventing young people accessing discounted rail fares when travelling to school, university and jobs</li> <li>• concerns regarding the unaffordability of transport for young people entering the workforce, with a call for targeted financial support</li> <li>• concerns regarding the need for young people to relocate in order to access services/employment and enjoy the quality of life that others take for granted</li> </ul>
<p><b>Key Findings, including an assessment of</b></p>	<p>As the Strategy does not focus on specific modes nor define specific transport interventions or investment priorities, and the scope of and implementation of individual NTS</p>

<p><b>the impact on children’s rights, and how the measure will contribute to children’s wellbeing</b></p>	<p>components remains relatively undefined, specific or differential impacts on children cannot be identified at this stage.</p> <p>This CRWIA was undertaken alongside other statutory equalities duties on an iterative basis, as the Strategy emerged, to allow the consideration of likely equalities impacts to itself inform the content of the Strategy. In relation to the Strategy, this has been achieved in two ways:</p> <ol style="list-style-type: none"> <li>1. recognising and taking steps to address key equalities issues through the Strategy itself, in particular through orientating the strategic framework of the document around tackling key challenges</li> <li>2. testing the relationship of the Strategy’s policies with key equalities issues and proposing changes to clarify or improve the substantive components of the Strategy</li> </ol> <p>The implementation of duties under the Children and Young People (Scotland) Act 2014 from the outset of the preparation of the Strategy 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"> <li>• the inclusion of the ‘Reduces Inequalities’ priority within the Strategy’s 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</li> <li>• ‘Key Challenges’ of relevance to the transport system are identified, including the following of relevance (directly or indirectly) to children and young people): poverty &amp; child poverty, social isolation, changing transport needs of young people, fair work &amp; skilled workforce, and health &amp; active travel. As with the Reduces Inequalities Priority, the inclusion of these Key Challenges within the Strategy demonstrates the high level of importance afforded to meeting the needs of and tackling key issues affecting all people, including children and young people</li> <li>• depending on future implementation mechanisms, at this stage it is considered that the Strategy’s policies 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. Notwithstanding the identification of individual uncertainties in their wording, the development of</li> </ul>
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	<p>these policies demonstrates that the needs of and impacts on children and young people have been appropriately considered in the preparation of the Strategy:</p> <p>Relevant Policies within the Strategy:</p> <ul style="list-style-type: none"> <li>• ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland's Accessible Travel Framework</li> <li>• ensure sustainable, public and active travel access to employment, education and training locations</li> <li>• reduce emissions generated by the transport system to improve air quality</li> <li>• increase safety of the transport system and meet casualty reduction targets</li> <li>• reduce the negative impacts which transport has on the safety, health and wellbeing of people</li> <li>• provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands</li> <li>• improve sustainable access to healthcare facilities for staff, patients and visitors</li> </ul> <p><u>Conclusion</u></p> <p>The development of the Strategy has been underpinned by an iterative equalities impact assessment process covering a suite of statutory 'equalities' duties regarding a broad range of equalities considerations, including relevant duties under the Children and Young People (Scotland) Act 2014.</p> <p>In summary, the Strategy 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 Strategy 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 <i>Getting it Right for Every Child Wellbeing Indicators</i>:</p>
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	<ul style="list-style-type: none"> <li>• <b>Safe:</b> protected from abuse, neglect or harm at home, at school and in the community</li> <li>• <b>Healthy:</b> having the highest attainable standards of physical and mental health, access to suitable healthcare, and support in learning to make healthy, safe choices</li> <li>• <b>Achieving:</b> being supported and guided in learning and in the development of skills, confidence and self-esteem, at home, in school and in the community</li> <li>• <b>Active:</b> 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</li> <li>• <b>Respected:</b> having the opportunity, along with parents and carers, to be heard and involved in decisions that affect them</li> <li>• <b>Responsible:</b> 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</li> <li>• <b>Included:</b> having help to overcome social, educational, physical and economic inequalities, and being accepted as part of the community in which they live and learn</li> </ul> <p>However, owing to the high-level nature of the Strategy and the absence of any implementation mechanisms, no specific or differential impacts can be identified at this stage.</p> <p><u>Next Steps</u></p> <p>A holistic Equalities Assessment Framework (Appendix 1) has been prepared as a tool to support the continued implementation of the Fairer Scotland Duty and other applicable statutory equalities duties in the design and delivery of future transport interventions (funding streams, policy programmes, physical infrastructure development, etc.) to implement the Strategy. The EAF includes one 'Equalities Objective' and a series of Guide Questions related specifically to duties under the Children and Young People (Scotland) Act 2014.</p>



<p><b>Monitoring and review</b></p>	<p>The Strategy includes a strong focus on monitoring progress in tackling identified Key Challenges and achieving the Strategy’s outcomes, many of which relate directly or indirectly to children and young people. In this regard, the Strategy commits the Scottish Ministers, through Transport Scotland, to designing a robust monitoring and evaluation framework to measure and annually report on performance at a national, regional and local level. The EAF (Appendix 1) developed through applicable statutory equalities duties 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 Strategy.</p>
<p><b>CRWIA Declaration</b></p> <p>I am happy with the content of the CRWIA.</p>	
<p><b>Authorisation</b></p> <p>Ceri Hunter  Raising Awareness of Children’s Rights – Programme Manager  Children’s Rights and Participation Team  Children and Families Directorate  Scottish Government</p>	
<p><b>Policy lead</b></p> <p>Heather Cowan  Head of Transport Strategy  Transport Scotland</p>	<p><b>28 January 2020</b></p>
<p><b>Deputy Director or equivalent</b></p> <p>Alison Irvine  Director, Transport Strategy and Analysis  Transport Scotland</p>	<p><b>28 January 2020</b></p>

## Appendix 1 – Equalities Assessment Framework

In accordance with statutory requirements and to support sound policy development, the development of the Strategy has been underpinned by a suite of iterative impact assessments covering the following suite of statutory 'equalities' duties:

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

The Equalities Assessment Framework below defines a suite of Equalities Objectives and associated Guide Questions related directly to the applicable statutory equalities duties in order to support the design and assessment of future transport interventions to implement the Strategy (e.g. through the ongoing STPR2 and a future Delivery Plan).

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
1. <b>Socio-economic Disadvantage:</b> Reduce inequalities of outcome resulting from low income, low wealth, material deprivation and area deprivation.	Reduce cost related barriers to accessing and use of all transport modes?	✓	✓		
	Low income: help to reduce levels of absolute and relative income poverty?	✓	✓		
	Low wealth: help to reduce inequality in the distribution of household wealth?		✓		
	Material deprivation: support individuals and households to access basic goods and services?		✓		
	Area deprivation: help to reduce level of multiple deprivation affecting communities?		✓		
	Socio-economic background: address structural inequalities resulting from differences in social class?		✓		

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
	Support the regeneration of disadvantaged or deprived areas?		✓		
<b>2. Inclusion:</b> Promote equality in society, communities and the workplace so that everyone has the opportunity to fulfil their potential.	Result in any likely different or disproportionate effects on persons with protected characteristics as specified in the Equality Act 2010: <ul style="list-style-type: none"> <li>• age</li> <li>• disability</li> <li>• gender reassignment</li> <li>• marriage and civil partnership</li> <li>• pregnancy and maternity</li> <li>• race</li> <li>• religion or belief</li> <li>• sex</li> <li>• sexual orientation</li> </ul>	✓			
	Promote public realm and design choices that provide a safe, secure, and accessible environment for all?	✓			
	Promote social cohesion and integration between people with different protected characteristics and different demographic groups?	✓			
	Support all individuals and households in accessing basic goods and services?	✓	✓		
	Improve access to employment and economic opportunities for all?	✓	✓		

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
	Provide affordable access to social and cultural activities for all?	✓	✓		
	Improve access to public services and key amenities for all?	✓	✓		
	Support changing demographics by providing appropriate transport facilities to meet the diverse needs of different communities?	✓			✓
	Support the removal of barriers to travel and the improvement of access to travel for disabled people?	✓			
	Improve disabled people's ability to make seamless door to door journeys?	✓			
	Reduce the likelihood of transport-related road accidents and casualties?	✓			
	Improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?	✓			
<b>3. Accessibility:</b> Ensure appropriate and affordable access for all to facilities, services, economic opportunities and social activities, including through the removal of physical and cultural barriers	Help to reduce levels of absolute and relative income poverty?	✓	✓		
	Help to reduce inequality in the distribution of household wealth?		✓		
	Help to reduce level of multiple deprivation affecting communities?		✓		

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
and making travel accessible?	Address structural inequalities resulting from differences in social class?		✓		
	Support the regeneration of disadvantaged or deprived areas?		✓		
	Enhance access to and opportunities for education and lifelong learning, particularly for those facing socio-economic disadvantage?	✓	✓		
	Support increased provision of higher skilled and higher value employment, particularly for those facing socio-economic disadvantage?	✓	✓		
	Improve access to healthcare, in particular for those experiencing socio-economic disadvantage?	✓	✓		
	Reduce the need to travel?		✓		
	Protect and enhance access to high quality community facilities, public services and key amenities?		✓		
	Improve access using active travel and public transport options to employment opportunities?		✓		
	Promote the co-location of synergistic economic activities, industries and land uses, particularly in areas of multiple deprivation?		✓		
	Reduce cost related barriers to accessing and use of all transport modes?	✓	✓		

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
	Support economic development through facilitating the growth of Scotland's key economic sectors?		✓		
	Improve connectivity between major population centres and other key destinations?		✓		✓
	Support the provision of adequate transport infrastructure, services and facilities to meet identified population and economic needs, in particular those facing socio-economic disadvantage?		✓		
	Facilitate and encourage use of public transport and active travel, in particular for those facing socio-economic disadvantage?		✓		
	Promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage?		✓		
	Improve accessibility to open spaces, and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage?		✓		
	Promote good local access to existing facilities, services and employment, in particular for those facing socio-economic disadvantage?		✓		
<b>4. Productivity, Competitiveness and Innovation:</b>	Promote the co-location of synergistic economic activities, industries and land uses,		✓		

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
Deliver an effective and integrated transport system which facilitates the efficient movement of people and freight to increase economic prosperity and support innovation.	particularly in areas of multiple deprivation?				
	Reduce congestion and allow for greater journey time reliability?		✓		
	Support the efficient movement of freight?		✓		
	Support economic development through facilitating the growth of Scotland’s key economic sectors?		✓		
	Improve connectivity between major population centres and other key destinations?		✓		✓
	Support the provision of adequate transport infrastructure, services and facilities to meet identified population and economic needs, in particular those facing socio-economic disadvantage?		✓		
<b>5. Human Health:</b> Maintain, or provide opportunities to improve, human health for all demographic groups and communities across Scotland.	Facilitate and encourage use of public transport and active travel, in particular for those facing socio-economic disadvantage?		✓		
	Promote the provision of safe pedestrian and cycle access links. in particular for those facing socio-economic disadvantage?		✓		
	Improve accessibility to open spaces, and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage?		✓		



Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
	Maintain or enhance current levels of air quality?		✓		
	Minimise transport induced noise and vibration levels at sensitive locations?		✓		
	Reduce the likelihood of transport-related road accidents and casualties?		✓		
	Improve access to healthcare facilities, in particular for those experiencing socio-economic disadvantage or other groups facing structural inequalities?		✓		
	Reduce car dependencies and encourage a shift to more sustainable forms of travel, including for people and freight?		✓		
	Promote good local access to existing facilities, services and employment, in particular for those facing socio-economic disadvantage?		✓		
<b>6. Children and Young People:</b> Safeguard the rights of children and allow young people to reach their full potential.	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?				✓

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
	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?				✓
<b>7. Island Communities:</b> Increase the economic prosperity of and address the unique challenges faced by island communities.	Protect and increase the economic prosperity of island communities?		✓		✓
	Effectively address the unique transport challenges faced by island communities?				✓
	Effectively address the unique economic challenges faced by island communities?		✓		✓
	Effectively address the unique social challenges faced by island communities?				✓

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
	Protect and enhance quality of life for island residents?				✓



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Published by Transport Scotland, February 2020

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