

# **1. Children's rights and wellbeing impact assessment (CRWIA) Stage 1**

## **1.1 Screening - key questions**

### **1.1.1 Name the policy, and describe its overall aims.**

The policy parameters are established by the provisions of Part 3 (Bus Services) of the Transport (Scotland) Act 2019 ("the Act") which received Royal Assent on 15 November 2019. We are consulting stakeholders and the general public to help inform and develop the secondary legislation and guidance needed to implement the Act.

The Act builds on and improves the existing regulatory landscape for Scotland's bus services with the principal aim of reversing the long-standing decline in bus patronage to deliver important benefits which include sustainable economic development, carbon emission reductions and enhanced social cohesion. Bus services are a cornerstone of our economy with the sector accounting for three quarters of all public transport journeys before the COVID-19 pandemic and their role will become even more important as we turn to face the climate emergency.

The new provisions under the Act cover partnership working, local franchising, the power for Local Transport Authorities (LTAs) to run their own buses and improvements to the information available to LTAs when services are deregistered.

When commenced, they will give local transport authorities (LTAs) the tools and flexibility they need to deliver improved bus services tailored to the specific needs of their areas. Implementing the Act will make bus services more available, accessible and potentially affordable for all of society.

The delivery of these benefits aligns with the Scottish Government's National Transport Strategy (NTS). Published in February 2020, the NTS seeks to reduce inequalities and advance equality of opportunity and outcome, take climate action to make travel choices that minimise the long-term impacts on our climate, develop a transport system that will help deliver sustainable and inclusive economic growth and which will be safe and enable a healthy, active and fit nation.

The bus provisions within the Act also align with the Climate Change Plan Update which has identified the need to reduce private car vehicle miles travelled by 20 percent.

### **1.2 What aspects of the policy/measure will affect children and young people up to the age of 19?**

In general terms children and young people along with all other bus users should benefit from improved bus services in their areas. In the [Transport and Travel in Scotland 2019](#) report it noted that young people aged between 16-19 are most likely to have used the bus in the last month (57%) compared with other aged groups.

Ultimately the use of any of the measures in the proposed additional toolkit will be a matter for the local transport authority to consider taking into account their individual situations and their local community's needs.

### **1.3 What likely impact - direct or indirect - will the policy/measure have on children and young people?**

Some indirect impacts have been identified.

According to the Poverty and Inequality Commission's report [Transport and Poverty in Scotland 2019](#), 44% of people with an income of less than £10,000 travel by bus once a week or more compared to 16% of those with an income over £40,000. Most people aged under 19 are in full time education, working or in training and need transport to travel to school, college or work.

Improving how bus services operate in Scotland will provide a considerable number of benefits for people of all ages through better access to education, employment, social interaction, shops, public services, sport, recreation, tourism, culture and entertainment. This is expected to particularly benefit younger people who are more likely to use the bus. Encouraging bus use amongst younger users will also help embed positive sustainable travel behaviours and foster a culture which is less dependent on private car use which is desirable for the reasons previously stated.

#### **1.4 Who else have you involved in your deliberations?**

The team has considered and discussed with colleagues in the wider Bus Regulatory and Funding unit in relation to the potential impacts the proposed regulatory framework have alongside the development of an Equality Impact Assessment (EQIA).

In addition, an online stakeholder workshop was held on 17 March, which included representation from ATCO, CoSLA, local authorities, bus operators, bus user groups, campaign groups, and the Mobility Access Committee for Scotland. Further engagement is taking place with relevant stakeholders, and will include engagement with representatives from Young Scot.

#### **1.5 Will this require a CRWIA?**

A [CRWIA screening document](#) was prepared for the Transport (Scotland) Bill now Act, in which it concluded that no CRWIA is required as "the impact on children's rights and wellbeing is covered in the main EQIA".

Given that the direct effect of the consultation is looking at legislation which focuses on giving local authorities and regional transport partnerships additional tools to improve bus services in their local areas, a full CRWIA is not necessary.

This is because the proposals will have a positive impact for all groups including those who rely more on public transport, such as children and young people.

<b>CRWIA Declaration</b>	
<b>CRWIA required</b>	<b>CRWIA not required</b>
	Not required
<b>Authorisation</b>	

<b>Policy lead</b> Sharon Wood Bus Regulatory and Funding Team BAAT, Transport Scotland	<b>Date</b> <b>13 July 2021</b>
<b>Deputy Director or equivalent</b>	<b>Date</b>