

Strategic Transport Projects Review (STPR2) Consultancy Support Services Contract



STRATEGIC TRANSPORT PROJECTS REVIEW

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Child Rights and Wellbeing Impact Assessment (CRWIA) Report

January 2022

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1. Introduction

1.1. STPR2 Overview

In early 2019, Transport Scotland commenced the second Strategic Transport Projects Review (STPR2) to help inform transport investment in Scotland for the next 20 years. STPR2 will help to deliver the vision, priorities and outcomes for transport set out in the [National Transport Strategy \(NTS2\)](#), aligning with other national plans such as the [Climate Change Plan](#), the [second Cleaner Air for Scotland strategy](#) and the [National Planning Framework \(NPF4\)](#).

Further information on NTS2 and STPR2 is provided in [Strategic Transport Projects Review 2](#).

STPR2 involves conducting an evidence-based review of the performance of Scotland's strategic transport network across active travel, bus, ferry, rail and the trunk road network. The outcomes from STPR2 will:

- enhance accessibility across Scotland for residents, visitors and businesses;
- create better connectivity with sustainable, smart and cleaner transport options; and
- highlight the vital contribution that transport investment can play in enabling and sustaining Scotland's economic growth.

The review will help inform Scottish Ministers on a programme of potential transport investment opportunities for the period between 2022 and 2042.

As part of their commission, Jacobs and AECOM have undertaken a series of impact assessments on STPR2, which includes this Child Rights and Wellbeing Impact Assessment (CRWIA).

1.2. Phased Approach to STPR2 Delivery

The COVID-19 pandemic has had a significant impact on society, health, the economy and transport patterns. Demand for public transport has dropped significantly and transport investment priorities need to be re-evaluated accordingly. It should be noted that the STPR2 documents produced to date were developed taking on board various discussions that occurred prior to the COVID-19 pandemic.

As a result of the COVID-19 pandemic, STPR2 has adopted a two-Phased approach:

- **Phase 1** was introduced in order to help expedite the development of interventions that could embed, support and extend the increase in travel by sustainable travel modes, and those that could be brought forward to support economic recovery. Phase 1 progress reports were produced for STPR2 in February 2021.
- The scenarios developed for **Phase 2** in STPR2 are for the medium- and longer-term (next 20 years) and do not need to consider the details of the present COVID-19 crisis. It is assumed that some effective means of managing COVID-19 will be found. Lasting responses to the crisis do, however, need to be taken into account, a most obvious example being that a major part of the economy has carried out a very large-scale experiment into the feasibility of consistent working at home.

This approach was confirmed in the Programme for Government published in September 2020 (Scottish Government, 2020), where it stated:

“public transport demand remains impacted by the need for physical distancing and a drop in public confidence. Working from home, the move to more shopping online and impacts on the tourism sector have seen major reductions in demand. Given the levels of uncertainty it is only right that we consider the implications for transport and how we re-start the second Strategic Transport Projects Review to ensure that this will help identify interventions that would aid or help accelerate economic recovery. We will take a phased approach to STPR2, with Phase 1 focusing on recommendations which ‘lock in’ the benefits and travel behaviours of individuals and provide a step change in investment which supports the priorities and outcomes of the National Transport Strategy.”

An updated Programme for Government was published in September 2021 whereby the importance of STPR2 is recognised to help deliver net zero and just transition ambitions (Scottish Government, 2021c).

1.3. STPR2 Integrated Impact Assessments

STPR2 is accompanied by various social and environmental impact assessments that have been integrated into each stage of STPR2 Scottish Transport Appraisal Guidance (STAG) development. These comprise this CRWIA, an Equalities Impact Assessment (EqIA), an Island Communities Impact Assessment (ICIA), a Fairer Scotland Duty Assessment (FSDA), a Strategic Environmental Assessment (SEA) and a Habitats Regulation Appraisal. These impact assessments interact with each other and complement each other to ensure that STPR2 is environmentally sustainable and socially equitable. They share baseline data wherever possible and as such an integrated approach to the assessment process has been undertaken. **Figure 1:** shows the impact assessments required for STPR2.

Until this point, the EqIA reporting was combined with the CRWIA, ICIA and FSDA as an integrated assessment. An EqIA Scoping Report encompassing all assessments was initially developed for STPR2 and was published for consultation between December 2019 and February 2020 in order to gather views on the scope and proposed approach. This provided a full policy review, baseline evidence, findings from stakeholder engagement activities and set out proposed equality topics and objectives to use as a framework for the assessments.

An EqIA Progress Report was then published in January 2021 as part of STPR2’s Phase 1 reporting stage (see Section 1.2 above). This summarised the assessment conducted until that point on the EqIA, CRWIA, ICIA and FSDA. Individual assessment reports have been produced for the STPR2 recommendations and can be found on under [Strategic Transport Projects Review 2](#).

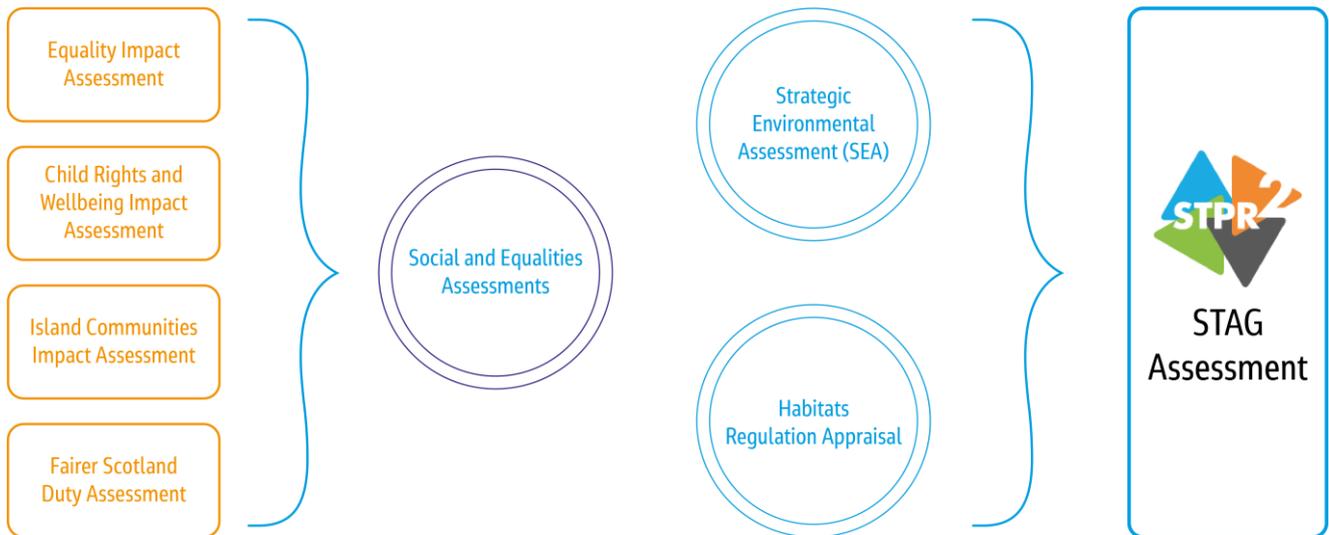


Figure 1: STPR2 Impact Assessments

1.4. Purpose and Structure of CRWIA Report

This report details how the CRWIA process has informed the development of STPR2 and provides an analysis of STPR2 in regard to CRWIA. It has been written for public consultation, as well as for use by decision-makers. It contains the following chapters:

- **Chapter 1** summarises the general background to STPR2 and the various impact assessments required for STPR2;
- **Chapter 2** provides detail on the legislative context for the CRWIA;
- **Chapter 3** provides a summary of the baseline used for assessment;
- **Chapter 4** summarises what is known about the views and experiences of children; young people and stakeholders;
- **Chapter 5** describes the approach to assessment;
- **Chapter 6** summarises the assessment findings; and
- **Chapter** Error! Reference source not found. summarises findings and high-level recommendations.

A glossary is also provided in Appendix A which explains the terminology used throughout this report.

2. Legislation and Guidance

2.1. Children and Young People (Scotland) Act (2014)

In Section 1 of the Children and Young People (Scotland) Act (2014) (the '**2014 Act**'), Scottish Ministers have committed to 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 United Nations Convention on the Rights of the Child (UNCRC) requirements. Completion of CRWIAs feeds into this consideration and review process. The 'wellbeing of children and young people' is defined at Section 96(2) of the 2014 Act.

The general principles of the 2014 Act (as identified by UNICEF, 2019) are:

- Non-discrimination,
- Best interest of the child,
- Right to survival and life development, and
- Right to be heard.

The relevant UNCRC requirements to STPR2 are identified in Table 2.1 below. The UNCRC considers a child as any human being below 18 years old, unless majority is attained earlier under the law applicable to the child. In Scotland, a minor is a person under the age of 18 in most circumstances (NSPCC, 2022).

Part 9 of the Children and Young People (Scotland) Act on corporate parenting is relevant to certain public bodies, including Transport Scotland. Through corporate parenting, duties were introduced for the relevant public bodies to support certain children and young people. The responsibilities of every corporate parent are:

- a) To be alert to matters which, or which might, adversely affect the wellbeing of children and young people to whom this Part applies,
- b) To assess the needs of those children and young people for services and support it provides,
- c) To promote the interests of those children and young people,
- d) To seek to provide those children and young people with opportunities to participate in activities designed to promote their wellbeing,
- e) To take such action as it considers appropriate to help those children and young people—
 - to access opportunities it provides in pursuance of paragraph (d), and
 - to make use of services, and access support, which it provides, and
- f) To take such other action as it considers appropriate for the purposes of improving the way in which it exercises its functions in relation to those children and young people.

2.2. CRWIA Guidance

Guidance on completing a CRWIA was updated by the Scottish Government in November

2021. This includes guidance on completing a Screening Sheet in order to determine whether a CRWIA is required; however, the need for CRWIA has already been well-established in the case of STPR2 and so this step is not required.

Table 2.1 summarises each of the nine questions to be considered within a CRWIA, and either responds to these in relation to STPR2, or signposts the reader to the relevant part of this report for the response.

Table 2.1 CRWIA Guidance Questions (Scottish Government, 2021d)

QUESTION	RESPONSE / SIGNPOST
1. Which articles of the UNCRC does this policy/measure impact on?	<ul style="list-style-type: none"> ▪ 2: non-discrimination, ▪ 3(1): best interest to be a primary consideration, ▪ 4: implementation obligations, ▪ 6: the right to life, survival and development (see also: VI Basic health and welfare), ▪ 12: respect for the views of the child, ▪ 13: freedom of expression, ▪ 23: rights of disabled children, ▪ 24: right to health and health services, ▪ 31: right to leisure, play and participation in cultural and artistic activities.
2. What impact will your policy/measure have on children's rights?	See Section 6: Assessment of Impacts
3. Will there be different impacts on different groups of children and young people?	<p>Whilst there will be localised effects on children and young people, this CRWIA presents a high-level assessment only and so does not recognise differences between different groups of children and young people. Exceptions to this include where the assessment has noted particular impacts on children and young people from deprived communities and/or households, or the potential additional accessibility requirements for disabled children and young people, or children in pushchairs (see Section 6: Assessment of Impacts).</p> <p>Further assessment of individual recommendations may be required during more detailed design phases, which is likely to identify if there will be different impacts on different groups.</p>
4. If a negative impact is assessed for any	Potential negative impacts have been

QUESTION	RESPONSE / SIGNPOST
<p>area of rights or any group of children and young people, can you explain why this is necessary and proportionate? What options have you considered to modify the proposal, or mitigate the impact?</p>	<p>identified where an increase in motorised vehicles could occur and in turn result in an increase in traffic-related emissions. Further assessment is recommended at individual project level to identify the extent to which this potential negative impact will be realised. This detailed assessment should identify appropriate justification, modifications and mitigations according to the project and local conditions.</p>
<p>5. How will the policy/measure give better or further effect to the implementation of the UNCRC in Scotland?</p>	<p>See Section 7.1: Summary</p>
<p>6. How have you consulted with relevant stakeholders, including involving children and young people in the development of the policy/measure?</p>	<p>See Section 4: Engagement</p>
<p>7. What evidence have you used to inform your assessment?</p>	<p>See Section 3: Baseline Summary.</p>
<p>8. How will the impact of the policy/measure be monitored?</p>	<p>See Section 7.2: Monitoring and Review</p>
<p>9. How will you communicate to children and young people the impact of the policy/measure on their rights?</p>	<p>See section 8: Next Steps</p>

3. Baseline Summary

3.1. Introduction

This section of the report outlines the scope of the CRWIA and the baseline information used for the assessment. As all children and young people in Scotland have the potential to be affected by the recommendations within STPR2, the scope of this CRWIA focuses on high-level, national trends to identify key areas of focus for the assessment.

A key limitation of the CRWIA is therefore its inability to address region-specific, or more localised area-specific, outcomes for the majority of the STPR2 interventions. The interventions are in various stages of development, and while a few have design details, many are still at a high level and would require further detail working with partner organisations. This has influenced one of the key recommendations set out in Chapter 7, which is the likely need for further impact assessment once these interventions are at detailed design stage.

The key information which supports the assessment presented in this report has been developed throughout the STPR2 process with a full evidence base prepared as part of the EqIA Scoping report. A summary of the key evidence and assumptions identified for children and young people in regard to the impacts of transport is presented below. The data presented has been organised into key issues:

- Access to education;
- Access to healthcare;
- Access to open space, leisure and recreation;
- Cost-related barriers to travel
- Air quality; and
- Road safety.

Initially, general population trends, with a focus on children and young people, are referenced.

3.2. Background

- Scotland's population was estimated at approximately 5.5 million in 2020 Children (0- to 15-year-olds) comprise 17% of the total population, and young people (16- to 24-year-olds), 10% (National Records of Scotland, 2021a).
- 71% of the Scottish population are classed as living in urban areas (areas with 10,000 people or more) and a further 20% living within a 30-minute drive of an urban area (National Records of Scotland, 2021b). New trends are emerging as a result of the Covid-19 pandemic as people seek to relocate from city centres to suburban areas due to increased ability to work from home (Rightmove, 2021).
- Strong links between deprivation and life expectancy are apparent. People living in deprived areas are predicted to have a shorter life than those in less deprived areas. Between the 20% most deprived areas and the 20% least deprived areas, a 7.8-year gap for females and 10.5 year gap for males in life expectancy was found (National

Records of Scotland, 2017).

- The key factors affecting the ability of children and young people to access transport options are their socio-economic background, geographical location and the accessibility and safety of public transport available. The ability to access safe, convenient and cost-effective transport has an impact on the ability of children and young people to access education, public services and economic opportunities, particularly for children from low-income and deprived socio-economic backgrounds.

3.3. Access to Educational Facilities

- For school children, walking is the most common transport mode for travelling to school (52% of modal share) which contrasts with working age adults who primarily travel to work by car or van. Secondary school children are more likely to take the bus than get driven to school (Transport Scotland, 2021a). As primarily active travellers, children are more vulnerable to noise and emissions from increasing numbers of vehicles on the roads.
- Young people in rural areas are particularly dependent on public transport, especially for accessing education and training. However, the high cost and low availability of public transport in rural areas is a significant challenge for young people and can act as a barrier to their educational choices and overall progress into employment. For many rural young people, having a driving licence and being able to afford a car is essential (Transport Scotland, 2020a).
- Increasing numbers of Scotland's school leavers are going into higher education (up 8% since 2009/2010) and further education (1.2%). Overall, 93.3% of school leavers are going to 'positive destinations' (e.g. higher education, further education, training, employment, voluntary work and positive skills development). 6.4% less are "seeking employment" than in 2009/2010 and overall 5.6% less are going into "other destinations" (unemployed or unknown) (Scottish Government, 2021e). Increasing numbers accessing positive destinations and decreasing numbers of unemployed people will put additional pressure on transport services during peak periods.
- There are notable regional variations, with the highest percentage of school leavers entering positive initial destinations coming from rural areas and the lowest numbers from urban areas and small towns (Scottish Government, 2021e).
- This is also reflected in the fact that those from the '20% Most Deprived' Scottish Index of Multiple Deprivation (SIMD) Data Zones are also the least likely to go into 'Positive Destinations' (90.0%) compared to those from the '20% Least Deprived' areas (96.3%). Notably the '20% Most Deprived' Data Zones are primarily located within Urban Areas and their suburbs (i.e. 'Large Urban Areas' and 'Other Urban Areas') (Scottish Government, 2021e).
- When looking at the main method of travel to school by SIMD quintiles, those in the lower two quintiles (i.e. the 40% most deprived) are more likely to walk to school or travel by bus while those in the upper two quintiles (i.e. the 40% least deprived) are more likely to travel by car or by school bus (Transport Scotland (2020b)).
- The urban rural classification also influences the main method of travel to school. School

children are shown to be 26.3% more likely to walk to school in 'Large Urban Areas' than in 'Remote Rural Areas'. Conversely, children in 'Remote Rural Areas' are much more likely to travel by school bus.

3.4. Access to Health Facilities

- Barriers to accessing healthcare is an influencing factor for causing health inequalities. Affordability and adequate provision of public transport, as well as integrated public transport, act as barriers to those on lower incomes or in certain areas accessing healthcare facilities. In rural regions, there is greater reliance on private vehicles due to a lack of regular public services and road travel being the only method of transport. In urban areas, people tend to gain greater benefit from public transport (Cooper et al., 2019).

3.5. Access to Open Space, Leisure and Recreational Facilities

- Access to active travel and transport systems that encourage active living and regular physical activity is an important factor in combating obesity as well as having beneficial impacts on mental health and wellbeing. According to the Scottish Health Survey (Scottish Government, 2018) in 2017, 26% of children aged 2-15 were at risk of being overweight, including 13% at risk of obesity. The proportion of children in the healthy weight range decreased by age, from 73% of children aged 2-6 to 64% of children aged 12-15. This pattern was largely driven by girls, for whom prevalence of healthy weight decreased significantly from 77% for those aged 2-6, to 60% for those aged 12-15.
- Links exist between areas with higher levels of obesity and lower socio-economic status, which has harmful effects on health such as diabetes, heart disease and some cancers. Access to active travel is an important factor in combating obesity as well as having beneficial impacts on mental health and wellbeing (Scottish Government, 2018).
- Green infrastructure can provide multiple environmental and health benefits. Green infrastructure, green spaces and recreation facilities support active travel and exercise. Greenspaces in particular create areas for people to connect and support a sense of community (Scottish Government, 2021c). Overall, they are important contributors to improving physical health, mental health and well-being. However, it has been reported that people living in the most deprived areas are less likely to be within a 5-minute walk to their closest greenspace when compared to people in the least deprived areas (Scottish Government, 2018).
- In addition to providing functions such as active travel networks and habitat creation, green infrastructure can contribute to climate change mitigation by absorbing CO₂ from the atmosphere and increase accessibility and connectivity (Central Scotland Green Network, 2022). Approximately 34% of all car journeys in Scotland are less than two miles in length and could be covered by bicycle or on foot instead (Transport Scotland, 2022). Access to integrated transport infrastructure is also a key issue within rural communities, and increasing connectivity between modes of transport can provide a number of benefits, such as reducing congestion and supporting more sustainable modes of transport.

3.6. Cost-related Barriers to Travel

- Some groups are more likely to rely on public transport, including young people

(Transport Scotland, 2020b). The availability and costs of bus services is not uniform across Scotland, with levels of provision differing across local authorities and between urban and rural areas (Poverty and Inequality Commission, 2019). Improvements to sustainable travel and public transport options will therefore benefit those who are less likely to have access to a car.

- Those living in the 10% most deprived areas are also more likely to walk or catch the bus to travel to work or school (Transport Scotland, 2020b). Being able to access education, employment and training is critical for low income households as a means of escaping poverty, as well as for their general wellbeing (Transport Scotland, 2021b). Affordable and accessible transport can allow children from low-income households to access education and recreational opportunities and allow parents to balance their parenting with their own educational or employment commitments. Furthermore, recent research by Transport Scotland found that travel costs are also an issue for families with young people pursuing further education. Yearly travel passes are expensive and can represent a significant proportion of most household budgets with nearly one third of respondents to a recent survey (31.4%) stating that they pay more than £12 to travel to school, college, or university each week. (Scottish Youth Parliament, 2019).
- A key aspect of the relationship between income inequality and transport is the way in which socio-economic background can affect individuals' ability to access public transport. A 2016 report published by Sustrans titled 'Transport Poverty in Scotland' found that about 1 million people across Scotland lived in 'high risk' zones and were vulnerable to transport poverty (Sustrans, 2016). A high risk of transport poverty was considered to be greatest in regions with (relatively) low income, high car availability and limited access to essential services by public transport.
- While location and convenience is certainly a factor in transport poverty, the largest issue faced relate largely to high transport costs (fuel, tickets, etc.) over accessibility (Sustrans, 2016). Transport costs can influence the extent to which various communities use the transport system. For low-income individuals specifically, cost is the most significant transportation-related obstacle. In some areas measures to reduce private car use, in the absence of high-quality alternatives, may lead to disproportionate impacts on lower income groups experiencing forced car ownership (Curl et al, 2018).
- Cost increases disproportionately affect socio-economically disadvantaged groups, contributing to broader societal inequities in opportunity: that is, because of the price and availability of transportation choices, many low-income people may be unable to maintain social relationships or access work or training possibilities that could improve their standard of living.
- Access to public transport is critical for low-income families to access essential services such as childcare provision or education in addition to opportunities in relation to employment (Transport Scotland, 2021b). Three key issues experienced by low-income families include:
 - 1 Cost - the cost of journeys when using public transport is especially crucial when travelling with young children, as high fares can make short journeys expensive;
 - 2 Scheduling - inflexible timings often cause problems in terms of shift work, caring responsibilities or connecting between different forms of transport; and
 - 3 Infrastructure and Services - multiple providers (e.g. bus companies) often operate separately in both urban and rural areas. As a result, there are significant wait times

between services and extended travel durations. Switching between providers can result in multiple expenditures and this is a major concern for low-income families.

3.7. Air Quality

- Poor air quality can have detrimental impacts on human health and quality of life. Regulations on pollutant sources and advancements in combustion technology have led to Scotland currently experiencing the best air quality since pre-industrial revolution times. Despite this, air quality is still a concern for many in the country, particularly those living in urban and industrial areas (Air Quality in Scotland, 2019).
- The decarbonisation of transport and reducing vehicle emissions should support wider Scottish Government objectives, particularly those seeking to improve health, through improving air quality (Scottish Government, 2017).
- The ongoing Covid-19 pandemic has resulted in several short-term impacts on energy use, emissions, and some air pollutants in Scotland. During the first six months of the pandemic (March to September 2020), car traffic, bus patronage and rail patronage decreased by 25%, 15% and 8% respectively compared to 2019 levels, while cycling activity was higher than 2019 levels for most of the first six months of the pandemic (Scottish Government, Dec 2020b). At the time of writing, it is uncertain whether these short-term impacts on air quality in Scotland will continue.
- Deprived areas are more likely to suffer from poor air quality (DEFRA, 2006). There is also potential for health inequalities widening in these areas due to emissions being concentrated in the most heavily trafficked roads, which are used more by disadvantaged people as places where they live, work and shop (Lucas et al, 2019).
- Environmental impacts of traffic can disproportionately affect children. For example, evidence shows that traffic-related noise is correlated more broadly with lower health-related quality of life in children (Hjortebjerg, D. et al, 2015) and they are more vulnerable to the effects of poor air quality compared to the overall population. Children are also more vulnerable to the environmental, safety and accessibility impacts of construction activities associated with new transport infrastructure or maintenance projects

3.8. Road Safety

- Safety is a key issue for children with regards to transport. There were 331 child pedestrian casualties recorded in Scotland in 2019, accounting for 44% of all pedestrian casualties of all ages (Transport Scotland, Jul 2020). In particular children from deprived areas and certain ethnic groups are more at risk. A key aspect to consider is school transport casualty risk. A recent report shows that for children, the journey home from school in the afternoon is riskier than the journey to school in the morning, especially when walking or cycling (Transport Scotland, 2020c). Furthermore, children killed or injured when walking after leaving a bus or a car are often classed as pedestrian casualties.
- People living in deprived areas tend to live in more hazardous environments, with greater proximity to high volumes of fast-moving traffic and high levels of on-street parking and, as such, they have higher levels of exposure to road traffic risk (Lucas et al, 2019). There is strong relationship between deprivation and pedestrian casualties. In particular,

children and young people from deprived areas were found to be more likely to be involved in traffic injuries, for whom the risk was highest on main roads and on residential roads near shops and leisure services (Christie et al, 2010). There is a significant causal relationship between increased motorised transport and increased road casualties and deaths: people from deprived neighbourhoods are more likely to be injured or killed as road users and people in the highest socio-economic groups (SEGs 1 & 2) were found to be substantially less at risk of death as car occupants than people in the lower groups (SEGs 4 & 5) (Lucas et al, 2019).

4. Engagement

4.1. Introduction

This section summarises what is known about the views and experiences of children, young people and other stakeholders. STPR2 has undertaken proactive stakeholder engagement, aiming to establish and retain a two-way dialogue to enable diverse and comprehensive stakeholder feedback to inform the full development of STPR2. This has included engagement with stakeholders (including equalities groups and organisations), the public and schools.

The structure of this engagement is referenced below, followed by a summary of the key points raised.

4.2. Stakeholder Engagement

4.2.1. Problem and Opportunity Identification

During the course of STPR2, there has been extensive stakeholder and public engagement. The core of the engagement commenced with a round of 22 regional workshops held in Spring / Summer 2019 with a wide range of stakeholders (including local authorities, access panels and public transport providers), as well as seven national workshops held throughout August and September 2019.

On 18 September 2019 a National Equality Workshop was held with equalities groups and organisations. The attendees included representatives from the Scottish Youth Parliament and Young Scot.

The outputs from all of these workshops were used to identify problems and opportunities for STPR2.

4.2.2. Scoping Report

An EqlA Scoping Report, which integrated the EqlA, CRWIA, ICIA and FSDA, was published online for consultation for five weeks between December 2019 and February 2020. It outlined the proposed scope and approach to undertaking the EqlA in accordance with relevant legislative and policy requirements.

The consultation was conducted via online survey and sought views from interested parties on the proposed scope of the EqlA, key equalities issues and the assessment methodology. A link to the EqlA Scoping Report was sent to 42 equalities groups and organisations and of those, nine organisations responded. This included the Scottish Youth Parliament who were able to reference the results of their 'All Aboard' consultation to support their survey responses.

4.2.3. Progress Report

An integrated EqlA Progress Report was published in February 2021 to accompany the draft recommendations that emerged from Phase 1 of STPR2. This provided a summary of the EqlA work undertaken to that point and signposted the next phase of assessment and opportunities for further input. Comments on the document were requested from interested parties and further focussed workshops were advertised.

4.2.4. Workshops

A CRWIA workshop was held on 26 March 2021. Although invites were sent to stakeholders,

including all national equalities- and CRWIA-specific groups on the STPR2 database, this workshop was only attended by Shetland Islands Council / ZetTrans (Shetland Transport Partnership).

4.3. Children and Young People's Views and Experiences

655 school children (primary and secondary) were engaged as part of STPR2, with 30 schools engagement sessions across Scotland being run.

Sessions were designed for school pupils at either primary or secondary level. There was a 'Journeys of the Future' lesson plan. The main activity associated with this lesson was the use of a local map for children to use to identify what they like and dislike about travelling in their area and how it could be improved in the future.

There was also an associated 'Journeys of the Future' survey. This focussed on establishing current travel behaviours and gathering opinions on the local transport networks.

A further lesson plan for secondary schools was also conducted, focussing on Geographic Information Systems (GIS). The main activity associated with this was asking the pupils to create their own maps of the local area and then think about what they like and dislike about their local transport network and how it could be improved.

The outputs from the schools engagement programme were collated and used alongside the other stakeholder feedback to develop STPR2.

4.4. Key Points

The key points raised through engagement with stakeholders, children and young people were:

- Children, particularly in deprived areas, are more likely to be involved in road traffic accidents,
- Schools could have a role in educating about public transport to build students confidence,
- Transport costs for young people are high compared to income,
- Young people's commutes to work are usually on evenings and weekends, where there is less sufficient or no provision of public transport,
- Many young people, especially women, do not feel safe using public transport,
- Many disabled young people do not feel confident using public transport, largely due to accessible seats often being in use, and the stigma and challenges of needing extra assistance,
- Young people in general also report a lack of confidence in using public transport due to the anxiety created by not knowing the cost or route of a journey,
- Lack of youth participation in public transport decisions,
- Problems of depopulation and outmigration of young people in island communities (partly related to lack and cost of public transport),

- Transport choices should be developed to consider access to key services including health and education,
- Concessionary travel – extend Young Person concessionary travel up 26th birthday,
- A single, Scotland-wide travel app would be useful to make informed transport choices, and
- The Thistle Assistance Card, which helps young people with visible and invisible disabilities, should be better promoted.

5. Approach to the Assessment

5.1. Introduction

The CRWIA and other impact assessments have aligned with each STAG stage, in order to maximise influence of impact assessment work in the overall assessment process. Table 5.1 sets out how the CRWIA process aligns with STAG’s four-stage assessment process.

Table 5.1 Stages of Assessment

STAG STAGE	CRWIA AND EQUALITIES INPUT
<p>Initial Appraisal: Case for Change</p>	<p>Generation of Transport Planning Objectives (TPO) While child rights and wellbeing issues are not traditionally covered at this stage in any depth, the impact assessment team provided sufficient information on relevant baseline constraints and policy to influence the development of both national and regionally specific TPOs. This ensured that the TPOs were compatible with the CRWIA Topics and Objectives.</p> <p>Regional and National Case for Change Reports The impact assessment team has provided a summary of the equalities baseline that is pertinent to each of the STPR2 regions and this is included in the Regional Case for Change reports.</p> <p>Themes and Interventions Assessment The impact assessment team has undertaken a high-level compatibility check of the long list of STPR2 Phase 1 themes and interventions against the Equality Topics and Objectives, including Children and Young People. A commentary has been provided for each theme and intervention listed, to highlight any significant equalities constraints/opportunities.</p>
<p>Preliminary Appraisal</p>	<p>A matrix-based assessment of the shortlisted interventions was undertaken using the Equality Topics and Objectives / assessment questions to guide assessment, utilising a seven-point scoring system, as presented in Section 5.3, to align with STAG criteria and CRWIA requirements. Commentary has been provided to justify the scoring and consider relevant likely significant effects, mitigation, assumptions and uncertainties where relevant.</p> <p>This assessment identified recommendations / mitigation at this stage and focused on refinements to wording, intervention options, caveats and monitoring controls, based on the CRWIA Objective and underlying assessment guide questions.</p>
<p>Detailed Appraisal</p>	<p>Equalities-related components of the STAG assessment with a more detailed assessment using CRWIA Objective and assessment questions as a guide.</p> <p>The CRWIA has utilised a scoring system to align with STAG criteria and CRWIA requirements. The commentary justifies the scoring and considers relevant likely significant effects, mitigation, assumptions and</p>

STAG STAGE	CRWIA AND EQUALITIES INPUT
	uncertainties where relevant.
Post Appraisal: Monitoring and Evaluation	A Post Adoption Statement, including the finalised, detailed Monitoring Framework that takes consultation comments into account. This will be published following the adoption of the recommendations within the STPR2 Final Report

5.2. STPR2 Equalities Topics and Objectives

Ten equalities topics and objectives were created as a basis for all the social and equalities assessments for STPR2. These were developed through:

- a comprehensive review of the baseline issues and policy requirements with regards to protected characteristic groups, island communities, socially-economic disadvantaged and children and young people,
- a gap analysis review of the STAG criteria, and
- feedback received from the previous integrated EqIA reports (Scoping and Progress) and engagement activities.

These objectives and guidance questions form the assessment framework across all of the social and equality related impacts assessments and have been used to determine the likely significant effects of STPR2. Appendix B describes each of the topics, objectives and associated guidance criteria.

For the CRWIA, one of the equalities topics and objectives has been the focus of the assessment. This is detailed in Table 5.2.

Table 5.2 Equalities Topic and Objective for CRWIA

TOPIC	Children and Young People
OBJECTIVE	Safeguard the rights of children and allow young people to reach their full potential.
GUIDE QUESTIONS	<ul style="list-style-type: none"> • 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?

5.3. Matrix Approach

The CRWIA process has used a matrix-based approach, with a qualitative scoring system to identify likely significant effects of STPR2's recommendations on the CRWIA objective. The seven-point scoring system used for the assessment of effects in the preliminary and detailed appraisal stages is described in Table 5.3. This approach has several advantages, including the systematic recording of potential effects and their significance, with a narrative accompanying each score to explain the rationale for scoring and the predicted impacts.

Following each stage of assessment, any potentially negative impacts identified have been discussed with the project team to consider reasonable alternatives, effective mitigation and enhancement recommendations. The key recommendations are likely to include refinements to objectives, policy / wording, intervention options, caveats and monitoring controls based on the environmental criteria considered.

The key relevant findings and recommendations are recorded in summary form in Chapter 6 of this report, with assessment scores for the CRWIA included in the appraisal summary tables (ASTs) of interventions and packaging of options for preliminary and detailed appraisal.

Table 5.3 CRWIA Scoring System

SCORE	DESCRIPTIONS	SYMBOL
Significant Positive Impact	The proposed option contributes significantly to the achievement of the CRWIA Objective.	++
Minor Positive Effect	The proposed option contributes to the achievement of the CRWIA Objective, but not significantly.	+
Neutral Effect	The proposed option is related to, but does not have any effect on the achievement of, the CRWIA Objective	0
Minor Negative Effect	The proposed option detracts from the achievement of the CRWIA Objective, but not significantly.	-
Significant Negative Effect	The proposed option detracts significantly from the achievement of the CRWIA Objective. Mitigation is therefore required.	--
Uncertain Effect	The proposed option has an uncertain relationship to the CRWIA Objective, or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.	?
No or negligible relationship	There is no clear relationship between the proposed option and children's rights or their wellbeing, or the relationship is negligible.	~

6. Assessment of Impacts

6.1. Introduction

This chapter provides a high-level assessment of the potential child rights and wellbeing impacts of the STPR2 recommendations. This is based on the assessment framework shown in Appendix B and scoring criteria set out in Section 5.3 and takes into account information, appraisal and modelling work carried out on the recommendations whilst also considering baseline data and evidence for children and young people.

In line with the main STPR2 report, the 45 recommendations have been grouped into six themes for presentational purposes as follows:

- Improving active travel infrastructure,
- Influencing travel choices and behaviours,
- Enhancing access to affordable public transport,
- Decarbonising transport,
- Increasing safety and resilience on the strategic transport network, and
- Strengthening strategic connections.

It should be noted that, whilst the interventions have all been allocated to an individual theme, there are many that are complementary and indeed would deliver beneficial outcomes identified in some of the other themes. Therefore, the individual theme that each intervention is assigned should not be interpreted too rigidly.

The following sections list each of the recommendations, grouped as outlined above. This is followed by an assessment of impacts for each of themes. The assessment takes a best-case scenario approach whilst acknowledging that many of the recommendations are in early stages of development with limited information on geographical location, design elements and operational details. Therefore, the summarised impacts below provide caveats and recommendations as to how any identified impacts for children and young people could be considered further in detailed design to maximise positive effects and minimise negative effects. Assessment scores for each of the recommendations provided for the preliminary and detailed appraisals are set out in Appendix C.

6.2. Improving Active Travel Infrastructure

Recommendations include:

- Connected neighbourhoods (1)
- Active freeways (2)
- Village-town active travel connections (3)
- Connecting towns by active travel (4)
- Long-distance active travel network (5)

Summary of potential impacts on Children and Young People:

- Active travel infrastructure can have a positive impact on children and young people with regards to accessing key services such as education, healthcare, employment, shopping and recreational activities. Children and young people are less likely to have access to a car and are more likely to depend on walking, cycling, wheeling or public transport to make their journeys. Therefore, any improvements to active travel are likely to benefit

children and young people through increased access to destinations and an improvement in facilities.

- There is also likely to be an indirect benefit on children, especially from deprived communities, through, for example, better parent and carer access to employment.
- An increase in active travel amongst children and young people may additionally lead to improvements in health from increased physical exercise and contribute to a reduction in child obesity rates.
- Increased uptake of active travel could also lead to air quality improvements if the uptake is matched by a reduction in private vehicle use and traffic congestion. Improved health outcomes as a result of better air quality are of particular benefit to children as they are more vulnerable to the adverse health effects of transport-related emissions.
- The active travel infrastructure installed would be designed to accommodate adapted cycles and, as such, address mobility issues experienced by disabled children and as such would provide positive impacts for this group.
- If a reduction in private vehicle use among the general population occurs as a consequence of an uptake in active travel, this could lead to improved road safety for children and young people. Improved safety measures would also reduce road and personal safety concerns for active travel users, including children who account for 44% of all pedestrian casualties (Transport Scotland, 2020d).
- Segregated infrastructure will also benefit children who are more likely to lack experience and confidence in cycling, as well as provide a safer environment for parents with bike trailers to travel with young children.
- However, the extent to which this theme will improve outcomes for children and young people will depend on the quality and location of facilities and routes.

6.3. Influencing Travel Choices and Behaviours

Recommendations include:

- Behaviour change initiatives (6)
- Changing road user behaviour (7)
- Increasing active travel to school (8)
- Improving access to bikes (9)
- Expansion of 20mph limits and zones (10)

Summary of potential Impacts on Children and Young People:

- Changing behaviours to reduce vehicle speeds, increase active travel uptake and reduce private vehicle use is likely to improve the perceptions of travel safety for children.
- The expansion of 20 mph zones would increase road safety through new infrastructure, a reduction in traffic speed and congestion and the creation of 'School Streets'. This would have a positive impact on children who account for 44% of all pedestrian casualties (Transport Scotland, 2020d). In particular children from deprived areas and

certain ethnic groups are more at risk. Measures to improve travel safety in deprived communities could have a particularly beneficial effect for children, as road safety accidents are higher in deprived areas (Scottish Government, 2009; Sustrans, 2019).

- Increasing Active Travel to School would potentially provide healthier, more affordable access to education for children and their families or carers.
- An increase in active travel amongst children and young people is also likely to lead to improvements in health from increased physical exercise and contribute to reductions in child obesity rates.
- A reduction in private vehicle use and associated traffic congestion could also reduce transport pollution and have health benefits for children who are particularly vulnerable to the adverse health effects of traffic related emissions.
- Improved access to active travel options is also likely to benefit the whole community and so would not only have a positive knock-on effect for access to education, employment and other services for children and young people, but could also benefit children indirectly through, for example, better parent and carer access to employment. This would be particularly beneficial for deprived communities for whom transport costs are a higher proportion of income.
- However, the extent to which this theme will improve outcomes for children and young people will depend on the quality and location of facilities and routes, the success and range of campaigns (such as the uptake of social prescribing by healthcare professionals), and the success of reductions in traffic levels, speed and congestion.

6.4. Enhancing Access to Affordable Public Transport

Recommendations include:

- Clyde Metro (11)
- Edinburgh & South East Scotland Mass Transit (12)
- Aberdeen Rapid Transit (13)
- Provision of strategic bus priority measures (14)
- Highland Mainline rail corridor enhancements (15)
- Perth-Dundee-Aberdeen rail corridor enhancements (16)
- Edinburgh/Glasgow-Perth rail corridor enhancements (17)
- Supporting integrated journeys at ferry terminals (18)
- Infrastructure to provide access for all at rail stations (19)
- Investment in Demand Responsive Transport (DRT) and Mobility as a Service (MaaS) (20)
- Improved public transport passenger interchange facilities (21)
- Framework for delivery of mobility hubs (22)
- National integrated public transport ticketing (23)

Summary of potential impacts on Children and Young People:

- Affordable public transport is likely to provide improved access to education, employment and other services for children and young people.

- New or improved routes, alignments and stations / terminals for bus, rail and ferry journeys may also provide enhanced opportunities and access to facilities and services (even over a relatively short distance), in the context of a modern, safe and reliable system.
- By encouraging a modal shift from private car to public transport, the theme could contribute to improving local air quality. This would particularly benefit children who are more vulnerable to the adverse health impacts of poor air quality. However, it is noted that for some ferry improvements, there may be a consequential increase in motorised traffic which could negatively impact the health of children through increased localised pollution.
- This assessment is dependent on final alignments, routes, available links between public transport modes, costs, payment methods and timetabling. The extent to which technology is adopted to encourage an uptake of public transport among children and young people and reduce anxieties, for example regarding payment methods and routes, will also influence the success of the theme. The design of the public transport options in regard to taking into account accessibility will also have an effect on success.

6.5. Decarbonising Transport

Recommendations include:

- Ferry Vessel renewal and replacement and progressive decarbonisation (24)
- Rail decarbonisation (25)
- Decarbonisation of bus network (26)
- Behaviour change and modal shift for freight (27)
- Zero emission vehicles and infrastructure transition (28)

Summary of potential impacts on Children and Young People:

- Decarbonisation of bus, rail, ferry travel could all have positive impacts on groups who are more vulnerable to the adverse health impacts of transport-related emissions and air pollution. This is especially the case with children who are more vulnerable to ill-effects.
- However, the benefits of decarbonisation of transport services are likely to be local to key transport routes, station, stops and ferry ports. As such, the extent to which these benefits will be realised will depend on the decarbonised transport interventions being located within areas of the highest levels of air pollution and areas with high proportion of more vulnerable groups.
- In addition, transferring road freight to rail will reduce the volume of road traffic, which may improve perceptions of road safety for children who are more vulnerable to fear of road danger.

6.6. Increasing Safety and Resilience on the Strategic Transport Network

Recommendations include:

- Access to Argyll A83 (29)
- Trunk road and motorway safety improvements (30)
- Trunk road and motorway climate change adaption and resilience (31)
- Trunk road and motorway renewal for reliability, resilience and safety (32)
- Enhancing Intelligent Transport Systems (33, 34, 35)
- Strategy for improving rest and welfare facilities for hauliers (36)
- Improving active travel on trunk roads through communities (37)
- Speed management plan (38)

Summary of potential impacts on Children and Young People:

- The recommendations within this theme should improve road safety for road users, including children and young people who are travelling on the roads.
- Measures such as road safety cameras, localised speed limit reductions on trunk roads, IMS software, roadside ITS infrastructure and an upgraded Scotland National Control Centre could potentially result in an improved sense of road safety and security for children and young people who are more likely to walk and cycle and are also vulnerable to fear of road danger. However, the extent to which positive effects could be realised would depend on, for example, the location of the safety cameras and speed limit reductions along with complementary measures implemented to improve safety.
- These recommendations may also indirectly lead to improvements in the reliability of public transport, particularly for services that operate on the trunk road and motorway network. This would potentially provide some benefit for children and young people, who are more reliant on public transport services than other age groups.

6.7. Strengthening Strategic Connections

Recommendations include:

- Sustainable access to Grangemouth Investment Zone (39)
- Access to Stranraer and ports at Cairnryan (40)
- Potential fixed links in Outer Hebrides and Mull (41)
- Investment in port infrastructure (42)
- Major station masterplans (43)
- Rail freight terminals and facilities (44)
- High speed and cross border rail enhancements (45)

Summary of potential impacts on Children and Young People:

- The Cross Border High Speed Rail recommendation may encourage a modal shift from private car to public transport for a number of journeys. This could improve local air quality, which would benefit children in particular who are more vulnerable to the adverse health impacts of traffic related emissions.
- Nevertheless, there are other recommendations, such as fixed links in Harris / Barra and between Mull and the Scottish Mainland which may lead to an increase in motorised traffic, leading to higher localised emissions, which could potentially have a negative impact on children.
- In general, many of the recommendations within this theme are likely to improve access

to education, employment and other services for children and young people. However, the extent to which accessibility and connectivity benefits would be realised would depend on the provision, availability and affordability of the relevant public transport services.

7. Further considerations

7.1. Recommendations

A detailed assessment of the impacts of children and young people should be undertaken at detailed design stages for individual interventions where appropriate. This should be through a CRWIA or as part of a wider EqlA. This should incorporate baseline information on. This assessment process should start at early stages to ensure contribution to the development of proposed interventions maximises positive outcomes and where possible include appropriate engagement with children and young people to understand specific requirements.

7.2. Monitoring and Review

The Scottish Household Survey is a continuous survey based on a sample of the general population in private residences in Scotland and is run through a consortium led by Ipsos MORI. The survey questionnaire collects data on the use and views of different transport modes through a travel diary as well as information on characteristics of household members including age, ethnic groups, religion, income, and disability and health. The information is used to feed into the annual report on Transport and Travel in Scotland including differences in transport use across different social groups.

Sustran's Hands Up Scotland Survey collects data on how children across Scotland travel to school and nursery. Established in 2008, the survey has provided an insight into journeys to school for more than a decade and is the largest national dataset on school travel.

The above surveys can be used to monitor impacts and views on the groups covered by the CRWIA in relation to the STPR2 delivery plan.

8. Next Steps

8.1. Public and stakeholder consultation

A consultation process will be undertaken to gather feedback from key stakeholders and obtain “buy in” to the STPR2 recommendations to encourage a genuine change in transport provision. The consultation process will commence on the 20th January 2022 for a 12 week period until the 15th April 2022.

The consultation process will involve seeking the views of statutory consultees, wider stakeholders and the public on the processes, findings and recommendations set out within the STPR2 Technical Report and Summary Report, the accompanying statutory SEA document, the CRWIA and the other impact assessments. It will also seek views on the prioritisation of the recommendations.

It should be noted that at this stage the findings and recommendations set out within this report are not committed to by the Scottish Government. Subject to the statutory consultation period, the recommendations will be finalised and commitment will be subject to prioritisation to available budgets. Neither are the interventions contained within the findings and recommendations the sole responsibility of Transport Scotland to deliver, indeed many will rely on working together with local authorities, regional transport partnerships and other stakeholders to take forward.

Following the 12 week statutory consultation process, all feedback received will be collated and reviewed and used to inform a delivery plan which is expected to consider issues including the prioritisation and programming of the STPR2 recommendations; the approach to partnership working; proposals for delivery; proposals for funding; and future review process and timescales.

In addition, the feedback received will be used to inform and finalise the SEA and Impact Assessments.

It should be noted that transport interventions not recommended by STPR2 may still be appropriate to be taken forward at regional and local levels.

8.2. How to comment

A key element of the consultation process will be an online survey, in this case hosted through the Scottish Government consultation portal.

Comments can be provided via the following:

- Online questionnaire which can be access from [Strategic Transport Projects Review 2](#)
- Email: Consultation@stpr2surveys.co.uk
- Post Address: STPR2 Consultation, AECOM, 120 Bothwell Street, Glasgow, G2 7JS

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at Consultation@stpr2surveys.co.uk.

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Appendix A - Glossary

GLOSSARY	
TERMINOLOGY	DESCRIPTION
Active Travel Hubs	Specific locations which support/provide a base for active travel initiatives in a local community
Assessment	An umbrella term for description, analysis, and evaluation.
Authority area	The area administered by a local authority for example, District Council, City Council or Unitary Authority.
Baseline	The existing conditions which form the basis or start point of the environmental assessment
Community Severance	Community severance is defined here as the separation of residents from facilities and services they use within their community caused by new or improved roads or by changes in traffic flows.
Consultation Authorities	Refers to the three statutory Consultation Authorities in Scotland: Historic Environment Scotland, NatureScot and the Scottish Environment Protection Agency
Detailed Appraisal	Options
	The third stage of the STAG process, which involves quantitative assessment. The end output of this is a series of recommendations for future investment. This will be informed by more detailed and quantified appraisal of the option groupings so far as is practicable at this stage, and consideration of packages of groupings e.g. multi-modal or geographically based packages.
Demand Transport	Responsive
	A public transport service which does not operate to a timetable, but reacts to passenger demand.
Effect	
	The result of change or changes on specific receptors.
Initial Appraisal: Case for Change	
	The first stage of the STAG process which demonstrates the rationale for intervention. The end output of this is a Sifted List of options. This process is informed by problems and opportunities, development of transport planning objectives, option generation and development, and sifting. Due to the scale of options being considered by STPR2, the sifted list of options are grouped together to form 'option groupings' of a similar type or nature. Draft Initial Appraisal: Case for Change reports for STPR2 were published in February 2020. The draft reports have subsequently been updated to incorporate the outcomes from the option sifting and development processes and were re-published in February 2021.



GLOSSARY

TERMINOLOGY	DESCRIPTION
Mobility as a Service	MaaS is a type of service that through a joint digital channel enables users to plan, book, and pay for multiple types of mobility services (e.g. bus and train journeys). The concept describes a shift away from privately-owned transport modes and towards mobility provided as a service. This is enabled by combining transportation services from public and private transportation providers through a unified gateway that creates and manages the trip, Users can pay per trip or a monthly fee for a limited distance. The key concept behind MaaS is to tailor the transport service to traveler needs.
Mitigation	Measure to avoid, reduce or offset potential adverse impacts.
National Transport Strategy 2	Sets out a strategic framework for the whole transport system in Scotland, from which future investment decisions are made.
Non-motorised users	Pedestrians, cyclists and equestrians.
Option Grouping	The ‘option groupings’ terminology has been adopted to refer to an intermediate stage in the option development process to support a proportionate appraisal of options through the Preliminary Appraisal stage. The option groupings have been identified based on consolidating a broad number of similar options and are designed to drive consistency in the appraisal of the significant number of options that remain following the Option Sifting stage (i.e. the Sifted Options List).
Option Sifting	Option Sifting is a process that should be undertaken when an unmanageably large number of options have been generated or where there is general consensus that a particular option or options generated will clearly not achieve the intended objectives or meet the identified transport problems and/or opportunities. The approach or basis for sifting options should be agreed with decision-makers.
Packaging	In STAG, packaging of transport options should be used to support achievement of the desired transport outcomes. By effectively packaging option groupings, this can reinforce, extend or complement the option grouping’s impact, mitigate potential adverse impacts or increase the public acceptability of an option grouping. This will be considered in the detailed appraisal.



GLOSSARY

TERMINOLOGY	DESCRIPTION
Place	The Place Principle recognises that: Place is where people, location and resources combine to create a sense of identity and purpose and is at the heart of addressing the needs and realising the full potential of communities. Places are shaped by the way resources, services and assets are directed and used by the people who live in and invest in them. A more joined-up, collaborative, and participative approach to services, land and buildings, across all sectors within a place, enables better outcomes for everyone and increased opportunities for people and communities to shape their own lives.
Potential Effect	The effect on a target groups that may occur in the absence of mitigation.
Preliminary Appraisal	The second stage of the STAG process which involves qualitative assessment. The end output of this is a Short List of options. In this stage, STPR2 option groupings are subject to further consideration against the STPR2 TPOs, the five STAG criteria of Environment, Safety, Economy, Integration, Social Inclusion & Accessibility, relevant impact and duty assessments and deliverability. Consideration is also given to the synergies between different option groupings.
Public Transport Interchange	Places which allow for the interchange between one or more different (public/sustainable) mode of transport.
Scoping Report	Scoping Reports provide sufficient information about the potential environmental effects to allow the Consultation Authorities to provide an informed view regarding the environmental topics to be included in the SEA. Scoping Reports also provide a proposed methodology to be used for assessing potential environmental effects.
Scottish Appraisal (STAG) Transport Guidance	Transport Scotland's formal option appraisal toolkit and methodology to guide the development and assessment of transport options in Scotland. STAG provides an evidence-based and objective-led framework for: identifying transport problems and/or opportunities in a study area; setting objectives to address the transport problems/opportunities and identifying and appraising options in a consistent manner with the potential to meet the objectives. STAG is integral to the investment decision making process at the Strategic Business Case stage. The four stages of STAG are: Initial Appraisal Case for Change (formerly Pre-Appraisal), Preliminary Options Appraisal (formerly Part 1), Detailed Options Appraisal (formerly Part 2) and Post-Appraisal (Monitoring and Evaluation).



GLOSSARY	
TERMINOLOGY	DESCRIPTION
Severance	The separation of communities from facilities and services used within their community. Alternatively, in relation to agricultural land, the division of land into separate areas, potentially affecting access or availability for agricultural use.
Stakeholder	A person or group that has an investment, share or interest in something.
Strategic Environmental Assessment (SEA)	The process by which information about the environmental effects of proposed plans, policies and programmes are evaluated.
Strategic Transport Projects Review (STPR2)	A two-year review of the Scottish transport network being undertaken by Transport Scotland. It aims to identify and prioritise road, rail and other interventions of national significance, which will be taken forward to improve the network. Through selecting which transport projects of national significance should be progressed, the STPR would also affect regional and local transport networks.
Statutory Assessments	A number of statutory assessments are being undertaken for STPR2. These comprise an Equalities Impact Assessment, Fairer Scotland Duty Assessment, Child Rights and Wellbeing Impact Assessment, and Island Communities Impact Assessment. A Strategic Environmental Assessment is also being undertaken to assess and mitigate the transport impacts of options identified through STPR2. The methods for these assessments have informed the Appraisal Framework for STPR2 and visa-versa.
Transport Planning Objectives (TPOs)	These seek to capture the essence of the evidence-based problem to be addressed or opportunity being sought. STPR2 has five national TPOs which are common to all regions and which reflect the evidence set out within the Case for Change reports. Where appropriate each region has considered the specific regional aspects in supporting the development of SMART (Specific, Measurable, Attainable, Relevant and Timed) sub-objectives.

Appendix B - Equality Topics, Objectives and Guidance Questions

TOPIC	EQIA OBJECTIVE	GUIDE QUESTIONS – WILL THE OPTION/ INTERVENTION/ PACKAGE.....
Population 	Promote greater equality of opportunity for all of Scotland's residents in order to promote a fairer, more inclusive society.	<ul style="list-style-type: none"> • Result in any likely differential or disproportionate effects on persons with protected characteristics as specified in the Equality Act 2010: <ul style="list-style-type: none"> - Age - Disability - Gender reassignment - Marriage and civil partnership - Pregnancy and maternity - Race - Religion or belief - Sex - Sexual orientation • Provide enhanced capacity on the transport system to accommodate areas that will experience a growing population? • Support more geographically widespread population growth, particularly in areas of depopulation? • 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? • Reduce the likelihood of transport-related road accidents and casualties?
Deprivation 	Deliver an accessible and affordable transport system reduces inequalities of outcome resulting from	<ul style="list-style-type: none"> • Help to reduce disparities in outcomes between the most and the least deprived areas? • Help to revitalise local economies by tackling unemployment and economic inactivity and promoting investment in deprived areas?

TOPIC	EQIA OBJECTIVE	GUIDE QUESTIONS – WILL THE OPTION/ INTERVENTION/ PACKAGE.....
	multiple deprivation and supports the regeneration of disadvantaged or deprived areas.	<ul style="list-style-type: none"> • Support transport initiatives (including improved access) in deprived areas? • Support the regeneration of disadvantaged or deprived areas? • Support individuals and households to access basic goods and services? • Help enable access to employment, training and key services in deprived areas? • Increase public transport accessibility, to enable access to employment, training and key services? • Reduce cost related barriers to accessing and use of all transport modes? • Reduce the impacts of climate change on the most vulnerable groups?
Employment 	Deliver an effective and integrated transport system that improves access to employment and economic opportunities for all.	<ul style="list-style-type: none"> • Increase access to suitable transport infrastructure and provision that meets the demands of a changing workforce? • Provide employment opportunities in the most deprived areas, particularly to disadvantaged groups? • Address structural disadvantages relating to employment deprivation that disproportionately impacts socio-economically disadvantaged groups, including older people, disabled people, women and ethnic minorities? • Enable young people, particularly NEETs, to access employment? • Enable older people and people with physical and mental health conditions and disabilities to stay in employment? • Increase access to employment opportunities for individuals with limited resources, in deprived areas in rural/remote communities?
Income and Wealth 	Deliver an effective and integrated transport system which promotes economic opportunity for all.	<ul style="list-style-type: none"> • Support a diverse and resilient economy that provides opportunities for all and promote regeneration? • Help to narrow the gaps between economic growth rates for different areas by ensuring that transport does not act as a barrier to opportunity? • Help to reduce levels of absolute and relative income poverty? • Help to reduce inequality in the distribution of household wealth?

TOPIC	EQIA OBJECTIVE	GUIDE QUESTIONS – WILL THE OPTION/ INTERVENTION/ PACKAGE.....
		<ul style="list-style-type: none"> • Address structural disadvantages relating to income deprivation that disproportionately impacts socio-economically disadvantaged groups, including disabled people, women and specific ethnic groups?
Education and Skills 	Enhance education and training opportunities across Scotland and reduce socio-economic and geographic disparities in educational attainment.	<ul style="list-style-type: none"> • Enhance access to and opportunities for education and lifelong learning, particularly for those facing socio-economic disadvantage? • Support increased provision and access of education and training opportunities in remote / rural areas, including island communities?
Health and Health Inequality 	Maintain, or provide opportunities to improve, human health for all demographic groups and communities across Scotland and minimize health inequalities.	<ul style="list-style-type: none"> • Ensure that the provision of transport infrastructure is managed and delivered to meet local population and demographic change. This includes providing infrastructure that maximises accessibility for all and connects residents in both urban and rural areas to key services. • Improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities? • Reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport? • Improve accessibility to open spaces, and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? • Reduce exposure to air pollution, particularly for the most vulnerable? • Reduce inequalities of access to clean air, particularly for those in deprived communities? • Promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage?
Transport Accessibility	Ensure the provision of adequate and affordable transport infrastructure,	<ul style="list-style-type: none"> • Support the provision of adequate transport infrastructure, services and facilities to meet identified population and economic needs, in particular disabled people and those facing socio-economic disadvantage?

TOPIC	EQIA OBJECTIVE	GUIDE QUESTIONS – WILL THE OPTION/ INTERVENTION/ PACKAGE.....
and Connectivity 	services and facilities to meet identified population and economic needs and minimise barriers to travel for all people, in particular those facing socio-economic disadvantage.	<ul style="list-style-type: none"> • Support all individuals and households, including protected characteristics, in accessing basic goods and services? • Provide affordable access to public services and key amenities for all? • Reduce cost related barriers to accessing and use of all transport modes? • Support access to active travel and public transport particularly amongst children and young people? • Support access to transport, particularly public transport, in rural and remote areas, including island communities? • Improve connectivity between rural and urban areas and key services? • Improve accessibility to open spaces and the outdoor environment, in particular for those facing socio-economic disadvantage? • Support the regeneration of disadvantaged or deprived areas?
Safety and Security 	Improve the safety, security and health of people by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.	<ul style="list-style-type: none"> • Develop safe and convenient transport networks, including safe pedestrian and cycle access links, to help improve overall access? • Reduce the likelihood of transport-related road accidents and casualties, particularly for children and young people in deprived areas?
Children and Young People 	Safeguard the rights of children and allow young people to reach their full potential. <i>(This objective provides coverage of child rights and wellbeing duties).</i>	<ul style="list-style-type: none"> • 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?

TOPIC	EQIA OBJECTIVE	GUIDE QUESTIONS – WILL THE OPTION/ INTERVENTION/ PACKAGE.....
		<ul style="list-style-type: none"> • 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?
Island Communities 	Increase the economic prosperity of and address the unique challenges faced by island communities.	<ul style="list-style-type: none"> • 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? • Protect and enhance quality of life for island residents?

