

Strathclyde Regional Bus Strategy

Children's Rights and Wellbeing Impact Assessment Final Report



Stantec UK Limited

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Prepared by:
Stantec UK Limited

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332410916

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[Children’s Rights and Wellbeing Assessment – Draft Strathclyde Regional Bus Strategy]

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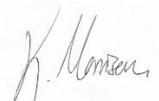
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Prepared by E. McWilliams, Jenny Keenan

Signature

Eve McWilliams, Jenny Keenan


Printed Name

Reviewed by 

Signature

Kathleen Morrison

Printed Name

Approved by 

Signature

Prudence Wales

Printed Name



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Executive Summary

This report evaluates the draft Strathclyde Regional Bus Strategy in relation to the duties required under the Children and Young People (Scotland) Act 2014. The purpose of this report is to assist the Strathclyde Partnership for Transport (SPT) in fulfilling the duties of the Children and Young People (Scotland) Act 2014 by reviewing the implications of the Regional Bus Strategy and associated measures on children and young people. The assessment process has involved consultation to inform the impact evaluation.

Overall, this report identifies minor positive to major positive impacts concerning children and young people across the objectives, policies and measures outlined in the Strathclyde Regional Bus Strategy (SRBS). Alongside this, there are a number of impacts marked as ‘no clear relationship’ or ‘Neutral / Negligible Effect’ where there is not enough evidence for a robust impact assessment.



Acronyms / Abbreviations

SPT	Strathclyde Partnership for Transport
SRBS	Strathclyde Regional Bus Strategy
CRW	Children’s Rights and Wellbeing



Glossary

Transport Poverty

A lack of available, reliable, affordable, accessible or safe transport options that allow people to meet their daily needs and achieve a reasonable quality of life



1 Introduction

1.1 Overview

- 1.1.1 The Children and Young People (Scotland) Act 2014 requires public bodies to consider whether existing and emerging legislation, policy and guidance have an impact on children and young people and to assess what further action is required to ensure compliance with the United Nations Convention on the Rights of the Child (UNCRC). Child Rights and Wellbeing Impact Assessments (CRWIAs) are one of the general measures of implementation under the Convention. It recommends that all levels of government complete a CRWIA as part of their policy development.
- 1.1.2 There are four general principles of the UNCRC which must always be considered in policy appraisal:
- apply rights without discrimination (Article 2);
 - best interests of the child to be a principal consideration (Article 3);
 - right to life, survival and development (Article 6); and
 - right to express a view and have that view taken into account (Article 12).
- 1.1.3 These articles underpin all other rights in the Convention and have formed the basis for consideration in this Child Rights and Wellbeing (CRW) impact assessment. Additional articles considered to be relevant to this appraisal are set out in **Section 3.2**.
- 1.1.4 This Report sets out the background to the Strathclyde Regional Bus Strategy study and presents the evidence base and Child Rights and Wellbeing Duties Impact Assessment of the Strategy.

Table 1-1: Report Structure

Section	Description
Section 1	Introduction
Section 2	Strathclyde Regional Bus Strategy project background
Section 3	Assessment framework and guide questions
Section 4	Baseline conditions
Section 5	Children's Rights and Wellbeing Impact Assessment
Section 6	Summary of impact assessment

2 Strathclyde Regional Bus Strategy

2.1 Project Background

- 2.1.1 Strathclyde Partnership for Transport (SPT) is developing a Strathclyde Regional Bus Strategy (SRBS) for the Strathclyde region.
- 2.1.2 SPT is the statutory Regional Transport Partnership (RTP) for the West of Scotland region, as designated under the Transport (Scotland) Act 2005 and the Regional Transport Partnerships (Establishment, Constitution and Membership) (Scotland) Order 2005. Schedule 1 of this Order defines the extent of the West of Scotland region (hereafter 'the SPT region') by reference to local authority and council ward boundaries. The region encompasses 11 entire local authorities from South Ayrshire in the southwest to North Lanarkshire in the northeast, and also includes two wards within the Argyll and Bute Council area (Helensburgh and Lomond).
- 2.1.3 The development of a SRBS has its foundations embedded in SPT's A Call to Action: The Regional Transport Strategy for the west of Scotland (2023 – 2038) (or 'RTS') and its vision, priorities and objectives, and clear policy statement setting out the aim for a world class passenger focused public transport system. The RTS was published in 2023, and reinforces national policy ambitions, setting out the following Vision for transport in the region:
- “The west of Scotland will be an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all.”
- 2.1.4 The RTS recognises the need to invest in transformative public transport ensuring a sufficiently attractive 'offer' to move more people by more sustainable transport modes rather than by car. Therefore, a key theme within the strategy encompasses enhancing the quality and integration of public transport with a specific objective to make public transport a desirable and convenient travel choice for everyone.
- 2.1.5 The RTS is clear that its strategy Vision will not be achieved without improving the quality and integration of the bus network. Given this conclusion, the need for the development of the SRBS was recognised with the new powers and opportunities available through the Transport (Scotland) Act 2019 requiring consideration in its development.
- 2.1.6 The first stage of SRBS development was the development of the Case for Change, which was commenced in June 2023.
- 2.1.7 The Case for Change set out the key problems to be tackled, the desired transport outcomes, and the objectives, and core policy areas to deliver on these. The Case for Change report has been published by SPT on its website.
- 2.1.8 Following the Case for Change, the core policy areas were developed further, including the formulation of initial policies, which would be necessary in order to undertake the Options Appraisal workstream to follow.
- 2.1.9 The Options Appraisal considered options for enhancements to how bus services can be delivered in the west of Scotland using the Transport (Scotland) Act 2019.
- 2.1.10 The aim of the appraisal was to identify a recommended operational model for bus services in the region, with the development and refinement of the SRBS building upon that preferred model into a strategy for delivery, including responding to consultation feedback.
- 2.1.11 The Options Appraisal was undertaken in accordance with the Scottish Transport Appraisal Guidance (STAG) process, which provides a framework to assess the performance of transport options to address identified problems and present the results in a consistent manner to inform decision makers. A proportionate approach was taken, appropriate in the context of strategy development.

- 2.1.12 The appraisal was completed on both a quantitative and qualitative basis, and drew upon the quantitative data collected as part of the Case for Change, previous studies where appropriate, relevant strategy and policy documents and design guidance, and knowledge and experience of planning, appraising and delivering transport options similar to those considered here.
- 2.1.13 The options were appraised against the STAG criteria of Environment; Climate Change; Health, Safety and Wellbeing; Economy; and Equality and Accessibility. They were also appraised against Transport Planning Objectives (TPOs) developed as part of the Case for Change.
- 2.1.14 Finally, the options were appraised in terms of feasibility, affordability, and public acceptability, as well as an assessment of risk and uncertainty.
- 2.1.15 The Options Appraisal report has been published by SPT on its website.
- 2.1.16 The Options Appraisal process was informed by an Equality Impact Assessment (EqIA) interim assessment, a Fairer Scotland Duty interim assessment, Island Communities Impact Assessment interim assessment and a Children's Rights and Wellbeing Impact Assessment interim assessment.
- 2.1.17 Following completion of the Options Appraisal, SPT published a consultation document setting out:
- The SRBS process and timescales.
 - A summary of the challenges and goals for the bus network, drawing upon the Case for Change.
 - An overview of the features of a better bus network
 - The options available to deliver a future network.
 - A set of recommendations to guide the development of the SRBS, drawing upon the recommendations of the Options Appraisal.
- 2.1.18 The consultation document requested feedback on the recommendations ahead of further development of the SRBS.
- 2.1.19 Following the consultation period, a consultation report was prepared presenting the results and findings of the process.
- 2.1.20 The consultation feedback was considered by SPT, leading to updating of the recommendations which were approved by the SPT Strategy and Programme Committee in September 2024.
- 2.1.21 SPT has published the consultation document and consultation report on its website. SPT Committee agendas and minutes are also available on SPT's website.
- 2.1.22 Following consultation, for the purpose of the development of the draft SRBS, the outcomes/goals, objectives, policies and measures were refined and consolidated to ensure they were suitable for a strategic document to be consumed by a wide audience and to facilitate further assessment of the measures against the updated objectives.
- 2.1.23 A delivery plan was also developed to demonstrate how the elements of the strategy will be delivered, including the transition to a franchise model for the bus network and an initial action plan.
- 2.1.24 A monitoring plan was also developed to demonstrate how the strategy goals and objectives will be monitored.
- 2.1.25 The draft SRBS is being assessed through Strategic Environmental Assessment, EqIA, a Fairer Scotland Duty assessment, an Island Communities Impact Assessment, and a Children's Rights and Wellbeing Impact Assessment.

- 2.1.26 A public consultation will be held on the Draft SRBS in March – May 2025. The consultation will also cover the draft Environmental Report, EqIA, a Fairer Scotland Duty Assessment, an Island Communities Impact Assessment and a Children's Rights and Wellbeing Impact Assessment.¹
- 2.1.27 The draft SRBS is published on SPT's website at: <https://www.spt.co.uk/about-us/what-we-are-doing/regional-transport-strategy/bus-strategy/>

¹ Further details on the strategy development process are available in the SRBS Technical Report and accompanying reports available at: <https://www.spt.co.uk/about-us/what-we-are-doing/regional-transport-strategy/bus-strategy/>

3 Assessment Framework

3.1 Introduction

- 3.1.1 The following guide framing questions and assessment criteria matrix will be applied to testing the performance of the Draft SRBS in relation to implementing the CRW Duties. This provides a transparent framework to assess the extent to which Draft SRBS components have an impact on children and young people and assess what further action is required to ensure compliance with the United Nations Convention on the Rights of the Child (UNCRC).
- 3.1.2 During the options appraisal for the strategy, an interim assessment was undertaken on the five options that were being developed and appraised toward the development of the Draft SRBS. The interim assessment was also undertaken using the Guide questions and assessment criteria matrix as set out below. The assessment supported the options appraisal process and the outcomes of that process. The assessment within this report is the assessment of the Draft SRBS being taken forward.
- 3.1.3 This assessment of the Draft SRBS has been informed through engagement activities with relevant groups of interest and impact (as discussed below in **Section 4**).

3.2 Relevant UNCRC Articles

- 3.2.1 The UNCRC is underpinned by four general principles including non-discrimination (Article 2); The best interests of the child (Article 3(1)); The right to life, survival and development (Article 6); and the child's right to have their views given due weight (Article 12). In addition, the following articles are identified as relevant to SRBS:
- **Article 23** – Rights of disabled children;
 - **Article 24** – Right to health and health services;
 - **Article 28** – Right to education; and
 - **Article 31** – Right to leisure, play and participation in cultural and artistic activities.

3.3 Guide Questions

- 3.3.1 The framing questions, as set out below, will be applied to test and confirm the implementation of relevant Scottish Ministers' duties under the Children and Young People (Scotland) Act 2014 and the UNCRC in the Draft SRBS. They have been formulated with reference to the approach recommended within the Scottish Government's Child Rights and Wellbeing (CRW) Impact Assessment Guidance (Scottish Government, 2021a).
- 3.3.2 The objective is to help progress the realisation of children's rights, and safeguard support and promote the wellbeing of children and young people.

Guide Questions: Child Rights and Wellbeing

- *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 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?*

Guide Questions: Child Rights and Wellbeing

- *Is the intervention the best way of achieving its aims, taking into account children's rights?*
- *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?*
- *How will the SRBS support or otherwise affect the implementation of relevant UNCRC Articles?*

3.3.3 The framing questions will be applied in relation to the UNCRC articles and taking account of the Scottish Government's wellbeing indicators developed for the Getting it Right for Every Child (GIRFEC) approach to children's services provision in Scotland. These indicators were developed from the UNCRC and are incorporated in the Children and Young People (Scotland) Act 2014. They are safe, healthy, achieving, nurtured, active, respected, responsible and included.

3.4 Baseline Data Sources

3.4.1 A range of data sources were used to inform the baseline, including:

- 2022 Census – Scotland;
- Transport Scotland;
- Strathclyde Partnership for Transport;
- Scottish Index of Multiple Deprivation (SIMD);
- Poverty and Inequality Commissions;
- Scottish Rural Action;
- Scottish Youth Parliament; and
- Sustrans.

3.4.2 Data sources are fully referenced in **Chapter 7**.

3.5 Assessment Criteria Matrix

3.5.1 The following matrix will be used to assess any disproportionate impact of the Draft SRBS on Children's Rights and Wellbeing

Table 3.1: Assessment Criteria Matrix

Impact Score	Description	Symbol
Major Beneficial Effect	The objective or policy contributes significantly to Children's Rights and Wellbeing, particularly with regards to advancing equality of opportunity and meeting the needs of people experiencing economic, geographical or social disadvantage	++
Minor Beneficial Effect	The policy contributes significantly to Children's Rights and Wellbeing, particularly with regards to advancing equality of opportunity and meeting the needs of people experiencing economic, geographical or social disadvantage, but not significantly	+
Neutral / Negligible Effect	The objective or policy has a neutral effect in regard to Children's Rights and Wellbeing impacts or the relationship is negligible	0
Minor Adverse Effect	The objective or policy adversely affects Children's Rights and Wellbeing, particularly with regards to advancing equality of opportunity and meeting the needs of people experiencing economic, geographical or social disadvantage	-
Major Adverse Effect	The objective or policy significantly adversely Children's Rights and Wellbeing, particularly with regards to advancing equality of opportunity and meeting the needs of people experiencing economic, geographical or social disadvantage	--
Uncertain Effect	The objective or policy has an uncertain relationship to Children's Rights and Wellbeing, or insufficient detail or information may be available to enable an assessment to be made.	?
No Clear Relationship	There is no clear relationship between the proposed objective or policy and Children's Rights and Wellbeing.	~

3.5.2 The assessment criteria provide an objective means of undertaking and reporting the CRWIA assessment. The colour coding also allows for rapid identification of the impacts most likely to be significant, generally those assessed as having a major positive or negative effect. Commentary will be provided on any identified impacts in relation to the policy options and protected characteristics. Where any major negative impacts are identified mitigations and recommendations are provided.

4 Stakeholder Engagement and Consultation

4.1 Overview

4.1.1 The information in this section is taken from the SRBS Consultant Report (SYSTRA, 2024).

4.1.2 Engagement to inform the assessment has been conducted at several points:

- Engagement with local authorities and bus operators in the Strathclyde region was carried out during the Case for Change, Options Appraisal and strategy development stages.
- As part of a wider consultation exercise planned at the end of the options appraisal process, where engagement would be undertaken and targeted towards a range of key stakeholders pertinent to the duty as well as more generally through the planned public engagement exercise.
- Engagement with disabled bus passengers was carried out in October 2024 to help inform the draft SRBS policies and measures

4.1.3 SPT carried out a consultation exercise between 2nd April – 13th May 2024 to understand levels of support or opposition to a set of recommendations to guide the development and implementation of the bus strategy. Feedback from the general public and stakeholders was gathered, with 3,072 responses received in total across the following channels:

- Online questionnaire;
- Workshops;
- Interviews; and
- Stakeholder letters / documents.

4.2 Summary of Consultation Findings²

Rule out Business as Usual

- Both individuals and stakeholders felt that **change was required** and perceive **business as usual to not be working for users** at present.
- **Issues with current bus operations** were reported, such as perceived increases in fares and reliability of services.
- However, a smaller proportion had concerns that ruling out business as usual may lead to the **removal of what they perceive to be successful services**.
- Some stakeholders felt the current provision of services is satisfactory and **does not require change**. Others suggested that other factors need to be addressed first, such as road congestion, and that more evidence on the recommendations is required.

² Further details on the consultation process and findings are available in the consultation report available at: <https://www.spt.co.uk/about-us/what-we-are-doing/regional-transport-strategy/bus-strategy/>

Rule out Voluntary Partnerships

- The main reason for supporting ruling out voluntary partnerships was due to concern around **enforcement**, specifically that voluntary partnerships would have little to no impact in delivering improvements to services without **clear accountability mechanisms**.
- The previous impact of voluntary partnerships was also mentioned by questionnaire respondents and stakeholders during the interviews, who noted instances where these have been introduced but have **not succeeded**.
- There were concerns from stakeholders over **potential costs and additional workload** of voluntary partnerships.
- However, some opposed voluntary partnerships being ruled out as they felt they could work well with **appropriate collaboration and commitment**.

Take Forward Local Services Franchising

- The potential improvements that local services franchising could offer in the **quality of service** were mentioned by individuals and stakeholders, particularly relating to improvements in the consistency of service quality and in meeting the needs of local communities.
- Stakeholders referred to **other examples** of local services franchising considered to be successful. Some felt franchising would allow for better **integration** of bus with other modes of transport.
- Reasons for opposition were due to concerns around the **perceived limited impact** franchising may have on current services. Some suggested measures need to be in place to ensure that commitments are binding, and operators are held accountable.
- Some stakeholders raised concerns regarding the **timescales** for this option, and potential delays in the implementation of the franchise model. There were also concerns around the cost of implementing a franchising model.

Take Forward Bus Service Improvement Partnerships (BSIPs)

- This was the least supported of all of the options, but those who were in support felt that this option could be an **interim step** whilst other options are being developed. Some questionnaire respondents commented on the potential benefits this option could have on bus services, and some also mentioned the **perceived success of other bus partnerships** introduced elsewhere.
- The effectiveness of BSIPs was a concern raised consistently by questionnaire respondents and stakeholders, specifically the belief that this option would have **little to no impact** on bus services. Some had concerns that introduction of BSIPs may delay the introduction of other options.
- There were also concerns around **accountability** and the **flexibility** that this option offers to operators. Stakeholders felt that clear mechanisms for enforcing agreements and holding all parties accountable were required. Stakeholders also raised concerns regarding the potential funding sources for implementing this option, with a similar concern around costs raised in the questionnaire by respondents who perceived this option to be expensive.

Further Investigate Small-Scale Municipal Bus Operations

- Support for this option came from all channels with individuals/stakeholders considering this option to provide an opportunity for buses to be run as a **public service** which they consider to potentially bring more benefits than a profit-driven model.
- Some felt that other similar options have been **successful elsewhere**. They noted that they believe this option may improve service coverage, particularly in rural and underserved areas.

- Reasons to oppose this option were due to concerns regarding the **potential high costs**, with some stakeholders questioning the cost-effectiveness of this option and investment required. Comments were also made in relation to the scale and **ambition** of this option. While questionnaire respondents felt that this option should be larger scale and more ambitious, stakeholders who participated in the workshop suggested that different scales of operation should be explored to determine feasibility.

Outcomes of the consultation

The consultation feedback was considered by SPT, leading to updating of the recommendations which were approved by the SPT Strategy and Programme Committee in September 2024 . The updated recommendations were as follows:

- Business As Usual and Voluntary Partnerships should be ruled out as means to deliver a better bus network as more radical intervention is required.
- SPT should commence work on franchising, in line with the requirements of the Transport (Scotland) Act 2019.
- SPT will consider developing business case(s) for small-scale municipal bus company(ies) aimed at providing socially necessary services in parts of the region where private operators are currently very limited.
- SPT, and our partners, should progress with the necessary transition arrangements appropriate (e.g. time-limited, voluntary partnerships or other agreements aimed at improving the bus network) to provide a structured basis for private and public sector collaboration in attempting to arrest further passenger decline and stabilise the bus network in the pre-franchising period.

4.3 Accessibility engagement

4.3.1 A series of interviews with disabled bus passengers were conducted in October 2024 to better understand lived experiences of bus travel. These findings were categorised into four categories, including; before the journey, before boarding the bus, during the journey and after the journey. The findings fed into the development of the draft SRBS policies and measures. A summary of findings are outlined below.

Before the journey

- Respondents were mostly satisfied with the provision of information on the journey planning apps they use, but some noted they require additional support from family or friends.
- Some respondents described challenges they faced with app and website accessibility. Respondents with a visual impairment stated that information online was not accessible for some users, and suggested the large print offline materials are made available.
- Several respondents stated that it would be beneficial to know the type of bus and to have information on wheelchair space on board and the availability on the next bus.
- Finally, one of the most frequently raised issues was a perception that real-time information on apps it not accurate.

Before boarding the bus

- The importance of seating at bus stops was raised by several respondents, noting that passengers with a physical disability need to sit down as standing can worsen pain.
- Respondents with a visual impairment noted they do not always know the exact point to wait for the bus and it was suggested tactile paving could be installed to indicate this.
- Several respondents emphasised the importance of audio information at bus stops, stating that they cannot always read information at bus stops and on buses.

During the journey

- Some respondents reported negative experiences with drivers, noting that some drivers do not always lower the bus for them or put out a ramp. Users also noted that drivers pull the bus away before everyone is seated, causing issues for people with limited mobility.
- Wheelchair users noted that a lack of space on board is an issue as this means they have to wait for the next bus, causing anxiety of not knowing if they can board.
- Respondents with a visual impairment noted that they do not always know where to place their concessionary pass for scanning and suggested tactile element to scanners be introduced. These respondents also noted difficulty knowing which stop the bus is at and request stop information as audio announcements.
- Respondents noted that drivers do not stop unless they see passengers move towards the front of the bus. For respondents with a disability this could be problematic as they reported feeling unsteady while the bus is still moving.

After the journey

- All respondents expressed a desire for disabled people to be involved in improving bus accessibility through continued engagement.
- Some respondents called for greater disability training for bus drivers.

5 Baseline Conditions

5.1 Overview

- 5.1.1 There are clear overlaps between the requirements of this duty and the issues considered under part of the protected characteristic for 'age' under the Public Sector Equalities Duty (PSED). There are also overlaps with the evidence bases presented for the Fairer Scotland Duty and Islands Community assessments (see separate FSD and ICIA Assessment Reports) where children and young people live within families who experience socio-economic disadvantage.
- 5.1.2 Children (0- to 15-year-olds) comprise 16.3% of Scotland's total population, and young people (16- to 24-year-olds), equivalent to 10.7% (Census, 2022). In the SPT region, Children (0- to 15-years-old) comprise 16.4% of the total population, and young people (16- to 24-year-olds) also comprise 10.7% of the population (Census, 2022).

5.2 Transport and Accessibility

- 5.2.1 The key factors affecting the ability of children and young people to access transport are their socio-economic background, geographical location and the accessibility and safety of public transport available (Transport Scotland, 2021). 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 (Transport Scotland, 2022a). Young people in Scotland were less likely (in 2019) to drive every day, less likely to hold a driving licence and (along with older people) travel by bus more regularly than other groups (Strathclyde Partnership for Transport, 2021b).

Access to education

- 5.2.2 The importance of access to education is paramount, especially in deprived areas. In Scotland, those from the '20% Most Deprived' 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 (that is 'Large Urban Areas' and 'Other Urban Areas') (Scottish Government, 2021b).
- 5.2.3 In Scotland, over 70% of young people and children travel to Schools, training or work 3-5 times a week (Transport Scotland, 2022b). Nearly half (45%) of those travelling to/from education used a bus (either a school bus or service bus), while over a quarter (29%) used active modes (i.e. walking, cycling and scootering). Those travelling to an apprenticeship/training or to work were more likely to use the bus or drive/be driven (Transport Scotland, 2022b). Secondary school children are more likely to take the bus than get driven to school (Transport Scotland, 2021b).
- 5.2.4 There are significant socio-economic and geographic disparities in educational attainment and related access to educational opportunities and facilities within the SPT region (Stantec UK, 2021). In a survey undertaken in the west of Scotland by SPT to support the Regional Transport Strategy (RTS), young people most frequently reported challenges associated with the cost, frequency, reliability and directness of public transport services when accessing college or university. In some areas of the region, the lack of direct public transport services and safety and security were raised as the top challenges. These problems also have wider impacts on the ability of young people to take up part time employment.
- 5.2.5 Children and young people in rural areas are typically more dependent on public transport, particularly for accessing education and training, public services, social and economic opportunities. The availability, cost and frequency of public transport in rural areas is often a significant challenge for young people. For many young people in rural areas, having a driving licence and being able to access a car is essential to reach key education, training and employment destinations (Transport Scotland, 2020a).

- 5.2.6 Analysis undertaken as part of the Case for Change for the Strathclyde Regional Bus Strategy (Stantec, 2023) highlights that 22% of households across the SPT area do not have access to a bus stop (within a suitable walking catchment defined (for this analysis) as within 400m in large urban and urban areas, within 600m with accessible small towns and rural small towns, and within 800m in accessible rural areas and remote rural areas); 40% of households (defined as having access to a bus stop) have a bus less often than every 30 minutes, with this rising to 65% for stops located outside of Glasgow; 43% of households outside of Glasgow have no direct bus to Glasgow in the afternoon, increasing to 46% in the evening; nearly a quarter of households (23%) have no access to a service after 1900 (rising to 36% outside of Glasgow); and nearly 1 in 3 households (31%) are not served by a Sunday service. This will limit the use of the bus network by children for access to education and leisure and social activities.
- 5.2.7 The Young Persons' Free Bus Travel Scheme ('under 22s') was introduced in January 2022 and provides free bus travel throughout Scotland at any time of the day for holders of a National Entitlement Card (NEC) or Young Scot NEC who are aged between 5 and 21 inclusive. Since its introduction, more than 150 million free bus journeys have been made by children and young people (Transport Scotland, 2024). It is important to note that the NEC provides free travel on the bus network only. While the card can be used to obtain a discounted fare on the rail network, it does not enable free travel. Therefore, the concession is not able to be equally used across the region and provides greatest benefit to those with good access to the bus network. It also creates a potential financial penalty for concessionary pass holders where the rail network is good, and as a result there is a reduced bus network, meaning travel must be undertaken by rail (which is not free).
- 5.2.8 School children with a long-term condition are less likely to walk than those without a condition (39% compared to 52%). Those with a long-term condition use a school bus more often (19% compared to 14%) and a taxi far more often (12% compared to 1%) (Transport Scotland, 2021c). For families with young children, disabled children or children with health conditions, transport not running to schedule poses several problems. It is not always feasible or practical to be able to access alternative routes which could be some distance apart. Those whose activities were limited due to a health issue are more likely to indicate that they/their child missed out on activities/opportunities.
- 5.2.9 When looking at the main method of travel to school by SIMD quintiles, those living in the lower two quintiles (that is the 40% most deprived areas) are more likely to walk to school or travel by bus while those living in the upper two quintiles (that is the 40% least deprived areas) are more likely to travel by car or by school bus (Transport Scotland, 2020b).

Access to Employment

- 5.2.10 According to Davis (2014), young people may have a more local focus than the population as a whole. This suggests that young people from deprived areas may look for jobs and training opportunities only in their local area and those easily accessible via public transport. Feedback from the RTS public survey in 2018 identified that in some rural communities the infrequent nature of public transport is a constraint on young people's ability to travel to other destinations such as for social purposes, particularly in the evening (Stantec UK, 2021).

5.3 Affordability

- 5.3.1 Location, convenience and cost of public transport are typically the key factors affecting inequality and transport, particularly for low-income families. Children and young people are more likely to rely on public transport, and active travel is a key mode for journeys to school by children particularly for those in more urban areas (and lower income groups). Being able to access education, employment and training is critical for low-income households as a means of escaping poverty and for general wellbeing (McHardy & Robertson, 2021). Parents who are unable to afford transport, have to take long walks for shopping, get isolated from support groups and reduce household spending including food (Transport Scotland, 2021).
- 5.3.2 The cost of transport can act as a barrier to accessing employment and education and can act as a barrier to educational choices and progress into employment. Young people can be particularly hit by the cost of travelling to college or work, especially if they have to travel some distance or are only earning the lower minimum wage for young people.

- 5.3.3 Nearly half (48%) of young people and parents of children indicated they find travel and transport generally unaffordable, compared to around a quarter (26%) who find it generally affordable (Transport Scotland, 2022b). A survey of young people (aged 16-26) found that almost half of respondents said that transport costs had prevented them from accessing suitable employment, and a fifth of respondents had missed out on education opportunities (Scottish Rural Action, 2018).
- 5.3.4 SPT reports that a survey of young people by the Scottish Youth Parliament found that many young people considered the cost of fares was too high in relation to the wages they earn (Scottish Youth Parliament, 2019). Rail and particularly bus fare rises above levels of inflation in recent years have a disproportionate effect on young people and other protected groups who are more likely to use buses to meet every day travel needs.
- 5.3.5 Analysis undertaken to inform the Strathclyde Regional Bus Strategy Case for Change highlighted that, in Scotland, between 2004-05 and 2021-22, whilst bus fares have increased by 88%, this has largely reflected increasing operating costs per bus-kilometre which have increased by 98% (both in current prices) - similarly, and reflecting the reduction in passenger numbers, the operating cost per passenger has increased by 215% over this period (all figures in current prices).
- 5.3.6 The rate of child poverty is higher in the SPT region than in Scotland as a whole and there are large variations within the region. The highest proportion of children living in relative low-income families (in 2018/19) was within Glasgow where nearly 30% of children were in this group (Strathclyde Partnership for Transport, 2021). Local authorities and regional health boards are required under the Child Poverty (Scotland) Act 2017 to produce Local Child Poverty Action Reports to set out ongoing and planned action to tackle child poverty at the local level.
- 5.3.7 Research conducted on behalf of Transport Scotland into transport and child poverty identified that transport was an essential part of the lives of low-income families and critical in shaping their experience of poverty (McHardy & Robertson, 2021). Choices for parents and carers were shaped by transport costs which could place additional stress on families with some drawing on support networks with access to private transport. Young people reported transition points such as moving into further/higher education or accessing employment as financial pressures in their usage of public transport.
- 5.3.8 All young people and children aged 5-21 years in Scotland can apply for a card to access the Young Persons' (Under 22s) Free Bus Travel Scheme, which was introduced in January 2022. The Year One evaluation of the scheme by Transport Scotland identified that cost savings for young people and their families were one of the main benefits of the scheme. The evaluation also found that some young people felt that they were missing out on opportunities generally cited that this was due to a lack of local bus services, or other issues with the service provided, such as infrequent, time limited, or unreliable services, unsuitable routes, or long journey times (Transport Scotland, 2023).

5.4 Air Quality

- 5.4.1 The Scottish Government's Cleaner Air for Scotland 2 publication sets out an air quality policy framework for the next five years and a series of actions to deliver further air quality improvements. The framework notes NTS2's recognition that Scotland's current transport system is a significant contributor to poor air quality, and that there is a need to reduce vehicle journeys and reduce the need to travel unsustainably and accelerate sustainable mode shift. Indeed, the framework states that buses are arguably the single most important mode for reducing transport-related air pollution due to their central role in reducing congestion, improving journey time reliability, and as a key component of future Mobility as a Service (MaaS) solutions.
- 5.4.2 Children and young people are more vulnerable than other age groups to the adverse effects on health of traffic related noise and air pollution and a reduction in the air pollutants from buses would significantly impact on this demographic.

5.5 Road Safety

- 5.5.1 Safety is also a key issue for children with child pedestrian casualties in Scotland in 2019 accounting for 44% of all pedestrian casualties and with children most at risk of road traffic accidents on their journeys to and from school. Children from deprived areas and certain ethnic minority groups are also more at risk of accidents as pedestrians (Transport Scotland, 2022c). Research by Sustrans identified that children living in socio-economically disadvantaged areas are more likely to be adversely affected by road traffic and safety problems (Sustrans, 2019). Any reduction in traffic, achieved through a more attractive and affordable bus network that encourages modal shift should support a reduction in road traffic and associated related children with child pedestrian casualties.

6 Children's Rights and Wellbeing Assessment – Draft SRBS Objectives

- 6.1.1 The following section contains the full Children's Rights and Wellbeing Assessment. The assessment below evaluates the impact of each SRBS objective on Children and Young People against the frame questions in **Table 6.1**, using insight from the baseline report above. Following this, the policies and associated measures under each SRBS theme will be assessed.
- 6.1.2 The overall aim of the assessment is to provide a comprehensive overview of how the Bus Strategy affects contributes to the realisation of children's rights and safeguards and supports and promotes the wellbeing of children and young people.
- 6.1.3 In **Appendix B**, a breakdown of each of the seven policy themes, policies and measures can be found for reference.

Table 6.1: Framing questions

Guide Questions: Child Rights and Wellbeing
<i>Q1. How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?</i>
<i>Q2. Have children and young people been consulted on the intervention?</i>
<i>Q3. What impact might the intervention have on the rights of children and young people?</i>
<i>Q4. Will the rights of one group of children in particular be affected, and to what extent?</i>
<i>Q5. Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?</i>
<i>Q6. Is the intervention the best way of achieving its aims, taking into account children's rights?</i>
<i>Q7. Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?</i>
<i>Q8. Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?</i>
<i>Q9. How will the SRBS support or otherwise affect the implementation of relevant UNCRC Articles?</i>

6.2 Draft SRBS Objectives

- 6.2.1 Three SRBS Objectives have been developed, which are outlined below:

Objective 1: Aim for a consistent and improved level of service across the region, ensuring communities are connected quickly and efficiently to key destinations and services

Objective 2: Aim for bus travel to be affordable, safe and accessible for all

Objective 3: Aim for an attractive, integrated and sustainable bus network

6.3 Overall consideration with respect to Children’s Rights and Wellbeing

6.3.1 **Table 6.2** outlines the impact assessment of each objective against the CRWIA guiding questions. Further commentary regarding this assessment is provided in the tables that follow. The overall impacts range from **Minor to Major Beneficial Effect** as the three objectives are expected to produce a range of improvements, including: a more consistent and improved level of service across the region; more affordable, safe and accessible bus travel for all; and an attractive, integrated and sustainable bus network. Therefore, on balance the SRBS objectives are likely to have a beneficial impact on Children’s rights and wellbeing as people across the region will have greater equality in terms of access.

Table 6.2: Objective Impact Assessment Summary

SRBS Objectives	CRW Assessment Framing Questions								
	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9
Objective 1: Aim for a consistent and improved level of service across the region, ensuring communities are connected quickly and efficiently to key destinations and services	++	0	+	++	0	+	++	++	+
Objective 2: Aim for bus travel to be affordable, safe and accessible	+	0	+	++	0	+	+	+	+
Objective 3: Aim for an attractive, integrated and sustainable bus network	+	0	+	++	0	+	++	++	+

6.4 Impact Assessment of Draft SRBS Objectives

Objective 1: Aim for a consistent and improved level of service across the region, ensuring communities are connected quickly and efficiently to key destination and services

6.4.1 Objective 1 is expected to have a minor beneficial effect on Children’s Rights and Well-being. An improved level of service across the region will positively impact children and young people, who rely more on bus travel. This objective, combined with national concessionary bus passes, could support children and younger people accessing education, employment and training. Often, the level of service or consistency of regional services can act as a barrier for children and young people; this objective would increase opportunities for children and young people in the region. The assessment of Objective 1 is summarised in **Table 6.3**.

Table 6.3 Objective 1 Assessment Table

Framing question	O1 Scoring	Commentary
<p>How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?</p>	<p>++</p>	<p>There are four general principals which underpin the UNCRC including non-discrimination (Article 2), the best interests of the child (Article 3(1)), the right to life, survival and development (Article 6), and the child’s right to have their views given due weight (Article 12).</p> <p>Transport plays a key role in allowing children and young people to realise the principals underpinning the UNCRC. The key factors affecting the ability of children and young people to access transport are:</p> <ul style="list-style-type: none"> • Their socio-economic background; • Geographical location; and • The accessibility and safety of public transport available (Transport Scotland, 2021). <p>Younger people often face varied challenges when accessing public transport. These include the frequency of bus services and poor integration between transport services. The frequency of services is directly correlated with the risk of experiencing transport poverty as a child or young person, who are typically more reliant on public transport. Public Health Scotland (2024) expands on the analysis of transport poverty by exploring the consequences on individual health, as it can limit access to building blocks of good health, reduce access to health care and services, and reduce community engagement, potentially limiting a right to development for children and young people.</p> <p>Aiming for a consistent and improved level of service across the region that ensures communities are connected quickly and efficiently to key destinations and services will positively impact children and young people. Children and young people would be better connected to key services that promote the provision of the UNCRC, such as education, training, health care, shops, cafes, libraries, community centres, and potential employment.</p> <p>Overall, it is assessed that Objective 1 could result in a Major Beneficial Effect on children and young people, who are generally more reliant on public transport. It would work towards proving this group with more independent mobility, promoting the provision of the UNCRC and underpinning principals outlined.</p>

Have children and young people been consulted on the intervention?	0	<p>Engagement has been conducted during the strategy development, as detailed in Section 4.</p> <p>Overall, it is assessed that Objective 1 could result in a Neutral / Negligible Effect on children and young people, who are generally more reliant on public transport. It is recommended that further, targeted engagement is conducted.</p>
What impact might the intervention have on the rights of children and young people?	+	<p>Objective 1 would positively impact the rights of children and young people as consistent and improved levels of service and connectivity across the region would support young people and children in realising their rights in respect of access to education, training, health care, community facilities, social groups and potential employment.</p> <p>Overall, it is assessed that Objective 1 could result in Minor Beneficial Effect as implementation would positively impact the rights of children and young people.</p>
Will the rights of one group of children in particular be affected, and to what extent?	++	<p>Children and young people who are disabled or from low income and deprived socio-economic backgrounds are typically more reliant on bus travel and are more likely to be positively impacted by Objective 1. A consistent and improved level of service would better connect this user group to education, training, health care, community facilities, social groups and potential employment, positively impacting health and wellbeing outcomes and advancing equality opportunities.</p> <p>For families with young children, disabled children or children with health conditions, transport not running to schedule poses several problems such as missed appointments which can create stressful situations. It is not always feasible or practical to be able to access alternative routes which could be some distance apart. Limited transport options and poor service quality of existing public transport can limit the potential of disabled children to realise their rights.</p> <p>Evidence shows that people in lower income households are more likely to take the bus. One of the key factors affecting the ability of children and young people to access transport are their socio-economic backgrounds. The ability to access convenient regular, 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. Transport is an essential part of the lives of low-income families and critical in shaping their experience of poverty.</p> <p>Overall, it is assessed that Objective 1 could result in a Major Beneficial Effect on disabled children or children from low income and deprived socio-economic backgrounds. It would work towards proving this group with more equality of opportunity to realise their rights.</p>
Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?	0	<p>There are no competing interests between the groups of children, or between children and other groups.</p> <p>Overall, it is assessed that Objective 1 could result in a Neutral / Negligible Effect on competing interests between the groups of children.</p>
Is the intervention the best way of achieving its aims, taking into account children's rights?	+	<p>An option appraisal and consultation on recommendations of the option appraisal were conducted as part of the development of the SRBS. This process accounted for the impact of the strategy on Children's Rights. The outcomes of this process were further developed into the draft SRBS.</p> <p>Overall, it is assessed that Objective 1 could result in a Minor Beneficial Effect on children and young people.</p>
Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?	++	<p>In a survey undertaken in the west of Scotland by SPT to support their Regional Transport Strategy (RTS), young people most frequently reported challenges associated with the frequency, reliability and directness of public transport services. In some areas of the region, the lack of direct public transport services was raised as the top challenges. These problems also have wider impacts on the ability of young people to take up part time employment.</p>

<p>Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?</p>		<p>Consistent and improved level of service across the region could support children and young people in accessing key destinations such as, education, training opportunities, local retail hubs and community facilities. Overall, this may have a positive impact on the rights of children and young people, especially in relation to:</p> <ul style="list-style-type: none"> ➤ Article 23 (Rights of disabled children) – an improvement in the bus service through the policies set out above may increase a child’s active participation in the community as they feel more empowered to use public transport. ➤ Article 24 (Right to health and health services) – an improvement in the bus service through the policies set out above may provide a disabled child or child from a low-income background with better access to health care services; ➤ Article 28 (Right to education) – an improvement in the bus service through the policies set out above may increase attendance for some children based on improved accessibility, increasing the equality of opportunity; ➤ Article 31 (Right to leisure, play and participation in cultural artistic activities) – an improvement in the bus service through the policies set out above may increase engagement in play and recreational activities. <p>The objectives are unlikely to significantly affect active travel network coverage, other than in the case of integrating public transport and active travel networks and potentially widening access to the network. Despite this, the objective could encourage the use of public transport, particularly for Children and Young People. Most public transport journeys begin on foot as Children and Young People are likely to access bus stops by walking or wheeling. The increased patronage of the bus network due to the objective could inadvertently increase active travel by children and young people, positively impacting health and wellbeing outcomes.</p> <p>Overall, it is assessed that Objective 1 could result in a Major Beneficial Effect on children and young people, as it could protect and enhance access to high quality community facilities, public services and key amenities. Additionally, the policies and associated measures will improve access using public transport to educational, social and economic opportunities for children and young people.</p>
<p>How will the SRBS support or otherwise affect the implementation of relevant UNCRC Articles?</p>	+	<p>Overall, it is assessed that Objective 1 could have a Minor Beneficial Effect on the implementation of the relevant UNCRC Articles.</p> <ul style="list-style-type: none"> ➤ Article 2 (non-discrimination) ➤ Article 3 (best interests of the child to be a principal consideration) ➤ Article 6 (right to life, survival and development) ➤ Article 12 (right to express a view and have that view taken into account). ➤ Article 24 – Right to health and health services ➤ Article 28 – Right to education ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities.
<p>Overall consideration with respect to relevant UNCRC Articles: Does the policy help progress the realisation of children’s rights, and safeguard support and promote the wellbeing of children and young people?</p>	<p>Overall, the delivery of Objective 1 will help to progress the realisation of children’s rights, and safeguard, support and promote the wellbeing of children and young people.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is likely that the policy will progress children’s rights. It is therefore considered that Objective 1 would have a Minor Beneficial Effect.</p>	
<p>Overall consideration with respect to GIRFEC approach (indicators: safe, healthy, achieving,</p>	<p>Objective 1 will contribute to the realisation of children’s rights on a day-to-day basis as consistent and high levels of public transport inform the ability of children and young people to access their daily needs. The delivery of Objective 1 will allow</p>	

nurtured, active, respected, responsible & included)	<p>children and young people to better realise their rights in respect to access to education, training, health care, community facilities, social groups and potential employment as access to the services that enable this will be improved. This objective pays consideration to 5 GIRFEC principles of healthy, achieving, active, responsible and included.</p> <p><u>Overall impact:</u> It is likely that the objective will progress children's rights by paying consideration to the GIRFEC approach. It is therefore considered that Objective 1 would have a Minor Beneficial Effect.</p>
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Objective 2: Aim for bus travel to be affordable, safe and accessible for all

- 6.4.2 Young people aged 5 to 21 who live in Scotland are entitled to a free bus pass as part of the national concessionary scheme. This initiative has worked to improve the affordability of bus travel for children and young people, subsequently increasing the opportunities offered to this group, particularly those from low-income or deprived socio-economic backgrounds. However, safe and accessible public transport still poses a barrier to many children and young people and for young children who are more likely to travel with a parent or guardian, the affordability of bus travel can still act as a barrier.
- 6.4.3 Objective 2 is expected to have a minor beneficial on Children's Rights and Wellbeing. Affordable, safe and accessible bus travel will work to address the barriers identified for Children and Young People, reducing the likelihood of transport poverty for this group, supporting young people and children in realising their rights in respect of access to education, training, health care, community facilities, social groups and potential employment. The assessment of Objective 2 is summarised in Table 6.4.

Table 6.4: Objective 2 Assessment Table

Framing question	O2 Scoring	Commentary
How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?	+	<p>Young people aged 22 years and under can apply for free bus travel in Scotland. However, one of the key factors affecting the ability of children and young people to access transport options include socio-economic background and safety.</p> <p>Whilst children can travel by bus for free, parents and care givers may not be eligible, placing a financial burden on low-income households. Young children in particular may be negatively impacted by inaccessible ticketing systems and unaffordable ticket fares as they cannot travel without a parent or guardian. Evidence from the Case for Change also indicates that one of the key factors affecting the ability of children and young people to access public transport is its perceived and actual safety.</p> <p>Affordable, safe and accessible bus travel could positively impact parents or caregivers experiencing financial challenges associated with increased costs or lower incomes. Additionally, safer bus travel will provide children and young people with more independent mobility. Subsequently, children and young people will be positively impacted, promoting the provision of the UNCRC and allowing children to realise rights set out in the following articles:</p> <ul style="list-style-type: none"> ➤ Article 28 – Right to education ➤ Article 24 – Right to health and health services ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities.

		Overall, it is assessed that Objective 2 could result in a Minor Beneficial Effect on children who reliant on a parent or caregiver to travel on public transport. It would work towards proving this group with more mobility, promoting the provision of the UNCRC and underpinning principals outlined.
Have children and young people been consulted on the intervention?	0	Engagement has been conducted during the strategy development, as detailed in Section 4 . Overall, it is assessed that Objective 2 could result in a Neutral / Negligible Effect on children and young people, who are generally more reliant on public transport. It is recommended that further, targeted engagement is conducted.
What impact might the intervention have on the rights of children and young people?	+	Objective 2 would positively impact the rights of children and young people as affordable, accessible and safe bus travel would support young people and children in realising their rights in respect of access to education, training, health care, community facilities, social groups and potential employment. Overall, it is assessed that Objective 2 could result in Minor Beneficial Effect as implementation would positively impact the rights of children and young people.
Will the rights of one group of children in particular be affected, and to what extent?	++	One of the key factors affecting the ability of children and young people to access transport are their socio-economic backgrounds. The ability to access affordable, convenient regular, 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. Transport is an essential part of the lives of low-income families and is critical in shaping their experience of poverty. Lower income households are more likely to take the bus. Choices for parents and carers are often shaped by transport costs which could place additional stress on families with some drawing on support networks with access to private transport. Bus operators in the SPT region participate in the National Concessionary Travel scheme which is available to all young people under the age of 22. This provides card holders free bus travel in Scotland. Whilst this a positive change, affordable bus travel will work toward achieving equality of opportunity for children and young people, aiding them in realising their rights. Additionally, whilst disabled children are eligible for concessionary travel, this may not apply to the entire household, which could be at risk of higher levels of relative poverty compared with non-disabled households. Improved affordability measures could positively impact other members of households experiencing financial challenges associated with increased costs or lower incomes linked with disability. For families with young children, disabled children or children with health conditions, accessing public transport can pose several challenges. Disabled people report that available public transport options do not meet their needs for several reasons linked to accessibility, infrastructure quality, interchanges and safety. Limited transport options and limited accessibility of existing public transport can limit the potential of disabled children to realise their rights. Objective 2 would improve affordability for those travelling with children, improving access to key destinations and services for young children or children with disabilities, who are typically more reliant on parents and guardians. Additionally, improved accessibility would make bus travel for children or young people with disabilities easier and more convenient, providing them with more opportunities to realise their rights in respect to access to education, training, health care, community facilities, social groups and potential employment.

		Overall, it is assessed that Objective 2 could result in a Major Beneficial Effect on disabled children or children from low income and deprived socio-economic backgrounds. It would work towards proving this group with more equality of opportunity to realise their rights.
Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?	0	There are no competing interests between the groups of children, or between children and other groups. Overall, it is assessed that Objective 2 could result in a Neutral / Negligible Effect on competing interests between the groups of children.
Is the intervention the best way of achieving its aims, taking into account children's rights?	+	An option appraisal and consultation on recommendations of the option appraisal were conducted as part of the development of the SRBS. This process accounted for the impact of the strategy on Children's Rights. The outcomes of this process were further developed into the draft SRBS. Overall, it is assessed that Objective 2 could result in a Minor Beneficial Effect on children and young people.
Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?	+	Affordability for households, perceptions of personal safety and physical accessibility might act as a barrier for some children and young people. The provision of safe and accessible bus travel could support children and young people accessing key destinations such as, education, training opportunities, local retail hubs and community facilities. Overall, this may have a positive impact on the rights of children and young people, especially in relation to:
Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?		<ul style="list-style-type: none"> ➤ Article 23 (Rights of disabled children) – an improvement in the bus service through the policies set out above may increase a child's active participation in the community as they feel more empowered to use public transport. ➤ Article 24 (Right to health and health services) – an improvement in the bus service through the policies set out above may provide a disabled child or child from a low-income background with better access to health care services; ➤ Article 28 (Right to education) – an improvement in the bus service through the policies set out above may increase attendance for some children based on improved accessibility, increasing the equality of opportunity; ➤ Article 31 (Right to leisure, play and participation in cultural artistic activities) – an improvement in the bus service through the policies set out above may increase engagement in play and recreational activities. <p>Objective 2 is unlikely to significantly affect the active travel network coverage, other than in the case of integrating public transport and active travel networks and potentially widening access to the network. Despite this, the objective could encourage the use of public transport, particularly for Children and Young People. Most public transport journeys begin on foot as children and young People are likely to access bus stops by walking or wheeling. The increased patronage of the bus network due to the objective could inadvertently increase active travel by children and young people and those travelling with them, positively impacting health and wellbeing outcomes.</p> <p>Overall, it is assessed that Objective 2 could result in a Minor Beneficial Effect on children and young people, as it could protect and enhance access to high quality community facilities, public services and key amenities. Additionally, the policies and associated measures will improve access using public transport to educational, social and economic opportunities for children and young people.</p>
How will the SRBS support or otherwise affect the	+	Overall, it is assessed that Objective 2 could have a Minor Beneficial Effect on the implementation of the relevant UNRC Articles.

<p>implementation of relevant UNCRC Articles?</p>		<ul style="list-style-type: none"> ➤ Article 2 (non-discrimination) ➤ Article 3 (best interests of the child to be a principal consideration) ➤ Article 6 (right to life, survival and development) ➤ Article 12 (right to express a view and have that view taken into account). ➤ Article 24 – Right to health and health services ➤ Article 28 – Right to education ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities.
<p>Overall consideration with respect to relevant UNCRC Articles:</p> <p>Does the policy help progress the realisation of children’s rights, and safeguard support and promote the wellbeing of children and young people?</p>	<p>Overall, the delivery of Objective 2 will help to progress the realisation of children’s rights, and safeguard, support and promote the wellbeing of children and young people.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is likely that the policy will progress children’s rights. It is therefore considered that Objective 2 would have a Minor Beneficial Effect.</p>	
<p>Overall consideration with respect to GIRFEC approach (indicators: safe, healthy, achieving, nurtured, active, respected, responsible & included)</p>	<p>Objective 2 will contribute to the realisation of children’s rights on a day-to-day basis as affordable, accessible and safe bus travel can impact the ability of children and young people to access their daily needs. The delivery of Objective 2 will allow children and young people to better realise their rights in respect to access to education, training, health care, community facilities, social groups and potential employment as access to the services that enable this will be improved. Namely, children from low-income households, younger children, or children and young people with a disability are set to benefit as they are more likely to rely on support from a guardian or parent when travelling. This objective pays considerations to the principles of safe, healthy, achieving, active, responsible and included.</p> <p>Overall, the delivery of Objective 2 will help to progress the realisation of children’s rights, and safeguard, support and promote the wellbeing of children and young people.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is likely that the policy will progress children’s rights. It is therefore considered that Objective 2 would have a Minor Beneficial Effect.</p>	

Objective 3: Aim for an attractive, integrated and sustainable bus network

- 6.4.4 An attractive, integrated and sustainable bus network would support children and young people travelling on it. Better integration would be particularly beneficial in providing children and young people with more opportunities to realise their rights in respect to access to education, training, community and leisure facilities, social groups and potential employment; better integration could expand the geographic coverage of the public transport network more widely.
- 6.4.5 Children and young people are also more susceptible to the harms of emissions. A move to a more sustainable network would positively impact this user groups health and wellbeing outcomes. The assessment of Objective 3 is summarised in **Table 6.5**.

Table 6.5: Objective 3 Assessment Table

Framing question	O3 Scoring	Commentary
How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?	+	<p>An integrated system would positively impact younger people and children as it can improve boarding times and flexibility for most users. Young people aged 22 years and under can apply for free bus travel in Scotland so improved integration with other modes would positively impact this user group, who are more reliant on sustainable travel modes. Young children in particular may be negatively impacted by currently inaccessible ticketing systems and as they cannot travel without a parent or guardian. Improved integration with other modes will also work to increase the catchment of opportunity for young people and children.</p> <p>Subsequently, children and young people will be positively impacted, promoting the provision of the UNCRC and allowing children to realise rights set out in the following articles:</p> <ul style="list-style-type: none"> ➤ Article 28 – Right to education ➤ Article 24 – Right to health and health services ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities. <p>Overall, it is assessed that Objective 3 could result in a Minor Beneficial Effect on young people and children. It would work towards proving this group with more mobility, promoting the provision of the UNCRC and underpinning principals outlined.</p>
Have children and young people been consulted on the intervention?	0	<p>Engagement has been conducted during the strategy development, as detailed in Section 4.</p> <p>Overall, it is assessed that Objective 1 could result in a Neutral / Negligible Effect on children and young people, who are generally more reliant on public transport. It is recommended that further, targeted engagement is conducted.</p>
What impact might the intervention have on the rights of children and young people?	+	<p>Objective 3 would positively impact the rights of children and young people as it would support young people and children in realising their rights. An attractive, integrated system would positively impact children and young people as it can improve flexibility for most users.</p> <p>Overall, it is assessed that Objective 3 could result in Minor Beneficial Effect as achievement of this objective would positively impact the rights of children and young people.</p>

<p>Will the rights of one group of children in particular be affected, and to what extent?</p>	<p>+</p>	<p>Physical accessibility issues are more likely to affect disabled children, as difficulties alighting to and from transport services, using station facilities, or standing for long periods, can create anxiety around multi-modal travel. An attractive, more integrated system could positively impact this user group as better integration between modes and vehicles could work to reduce physical barriers when transitioning between modes.</p> <p>An attractive and integrated system could positively impact all user, but particularly those more reliant on bus travel. This could better support children from low-income households in accessing key destinations and services required to advance equality of opportunity.</p> <p>Overall, it is assessed that Objective 3 could result in Minor Effect as achievement of this objective would positively impact the rights of disabled children and young people, and those from low-income households.</p>
<p>Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?</p>	<p>0</p>	<p>There are no competing interests between the groups of children, or between children and other groups.</p> <p>Overall, it is assessed that Objective 3 could result in a Neutral / Negligible Effect on competing interests between the groups of children.</p>
<p>Is the intervention the best way of achieving its aims, taking into account children's rights?</p>	<p>+</p>	<p>An option appraisal and consultation on recommendations of the option appraisal were conducted as part of the development of the SRBS. This process accounted for the impact of the strategy on Children's Rights. The outcomes of this process were further developed into the draft SRBS.</p> <p>Overall, it is assessed that Objective 3 could result in a Minor Beneficial Effect on children and young people.</p>
<p>Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?</p>	<p>++</p>	<p>An attractive and integrated ticketing system, combined with the provision of high-quality and accurate travel information could support children and young people accessing key destinations such as, education, training opportunities, local retail hubs and community facilities. This could have a positive impact on the rights of children and young people, especially in relation to:</p> <ul style="list-style-type: none"> ➤ Article 23 (Rights of disabled children) – an improvement in the bus service through the policies set out above may increase a child's active participation in the community as they feel more empowered to use public transport. ➤ Article 24 (Right to health and health services) – an improvement in the bus service through the policies set out above may provide a disabled child or child from a low-income background with better access to health care services; ➤ Article 28 (Right to education) – an improvement in the bus service through the policies set out above may increase attendance for some children based on improved accessibility, increasing the equality of opportunity; ➤ Article 31 (Right to leisure, play and participation in cultural artistic activities) – an improvement in the bus service through the policies set out above may increase engagement in play and recreational activities. <p>The objective is unlikely to significantly affect active travel network coverage, other than in the case of integrating public transport and active travel networks and potentially widening access to the network. Despite this, the objective could encourage the use of public transport, particularly for Children and Young People. Most public transport journeys begin on foot as Children and Young People are likely to access bus stops by walking or wheeling. Additionally, better integration could improve access to public transport by cycling. The increased patronage of the bus network due to the objective could inadvertently increase active travel by children and young people, positively impacting health and wellbeing outcomes.</p> <p>Overall, it is assessed that Objective 3 could result in a Major Beneficial Effect on children and young people, as it could protect and enhance access to high quality community facilities, public services and key amenities. Additionally, the policies</p>
<p>Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?</p>		

		and associated measures will improve access using public transport to educational, social and economic opportunities for children and young people.
How will the SRBS support or otherwise affect the implementation of relevant UNCRC Articles?	+	<p>Overall, it is assessed that Objective 3 could have a Minor Beneficial Effect on the implementation of the relevant UNCRC Articles.</p> <ul style="list-style-type: none"> ➤ Article 2 (non-discrimination) ➤ Article 3 (best interests of the child to be a principal consideration) ➤ Article 6 (right to life, survival and development) ➤ Article 12 (right to express a view and have that view taken into account). ➤ Article 24 – Right to health and health services ➤ Article 28 – Right to education ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities.
<p>Overall consideration with respect to relevant UNCRC Articles:</p> <p>Does the policy help progress the realisation of children's rights, and safeguard support and promote the wellbeing of children and young people?</p>	+	<p>Overall, the delivery of Objective 2 will help to progress the realisation of children's rights, and safeguard, support and promote the wellbeing of children and young people.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is likely that the policy will progress children's rights. It is therefore considered that Objective 3 would have a Minor Beneficial Effect.</p>
<p>Overall consideration with respect to GIRFEC approach (indicators: safe, healthy, achieving, nurtured, active, respected, responsible & included)</p>	+	<p>Objective 3 will contribute to the realisation of children's rights on a day-to-day basis as an attractive, integrated and sustainable bus network will better allow children and young people to access their daily needs. In particular, better integration will allow children and young people to better realise their rights in respect to access to education, training, health care, community facilities, social groups and potential employment as access to the services that enable this will be improved. This objective pays considerations to principles of healthy, achieving, active, responsible and included.</p> <p><u>Overall impact:</u> It is likely that the objective will progress children's rights by paying consideration to the GIRFEC approach. It is therefore considered that Objective 3 would have a Minor Beneficial Effect.</p>

7 Children’s Rights and Wellbeing Assessment – Draft SRBS Policies

7.1 Policy Theme: Buses Where They Are Needed, When They Are Needed

7.1.1 To maximise the opportunity of buses, there needs to be more high frequency services on busier routes, aiming for a service at least every 10 minutes. The network also needs to be more comprehensive to ensure access for all. This means aiming for more consistent levels of service across the region, and at different times and days with better coverage during early morning hours, evenings, and Sundays. The network also needs to be co-ordinately efficiently across the region to avoid over- or under-provision and inequalities of access by place.

7.1.2 The bus network provides mass transit on busier corridors and acts as a cross-regional and inter-town connector supporting the regional labour market and access to major destinations such as general hospitals and colleges and universities. These are also roles provided by the rail network and future Clyde Metro proposals, so the bus network needs to be better integrated with these to ensure the overall public transport offer on a corridor is providing an efficient and appropriate level of service and collectively aiming for passenger growth and modal shift from car. The policies included under this theme are outlined below:

- **Policy 1:** Improve periods of operation and geographic coverage of the bus network, where required.
- **Policy 2:** Improve the frequency of the bus services, where required.
- **Policy 3:** Improve the efficiency of the regional bus network.

7.1.3 As assessment of each policy against the framing questions is detailed below in **Table 7.1**.


Table 7.1 Theme: Buses where they are needed, when they are needed

CRW Criteria	Policies			Commentary
	P1	P2	P3	
How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?	++	++	++	<p>Policy 1, 2 and 3 and the associated measures would promote the provision of the four general principles of the UNCRC. These include:</p> <ul style="list-style-type: none"> ➤ Article 2 (non-discrimination) ➤ Article 3 (best interests of the child to be a principal consideration) ➤ Article 6 (right to life, survival and development) ➤ Article 12 (right to express a view and have that view taken into account). <p>Younger people and children are generally more reliant on bus travel. Improved periods of operation and geographic coverage through the implementation of minimum levels of service for towns, key destinations and off-peak time services would support children and young people, in particular with</p>

				<p>accessing key destinations such as healthcare services and facilities, local retail hubs and travel interchanges, as well as employment, education and training opportunities. The measures (particularly M1,M2 and M3) will ensure confidence in being able to access a frequent service. This will positively impact on Children's Rights and Wellbeing with respect to improved access to daily needs.</p> <p>Research has shown that young people of school age value the opportunity to use public transport for the independence it can give but they are critical of its quality (Sustrans, 2019). Whilst bus travel for those under 22 is free across Scotland, if the quality of the bus service in the region is poor, this impacts the potential of children and young people, who rely on this service, to realise rights also set out in the following articles:</p> <ul style="list-style-type: none"> ➤ Article 6 – Right to life, survival and development ➤ Article 28 – Right to education ➤ Article 24 – Right to health and health services ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities. <p>Overall, it is assessed that Policy 1, 2 and 3 could result in a Major Beneficial Effect on children and young people, who are generally more reliant on public transport. It would work towards proving this group with more independent mobility, promoting the provision of the UNCRC and underpinning principals outlined.</p>
Have children and young people been consulted on the intervention?	0	0	0	<p>Engagement has been conducted during the strategy development, as detailed in Section 4.</p> <p>Overall, in relation to this guiding question, it is assessed that Policy 1, 2 and 3 could result in a Neutral / Negligible Effect on children and young people as specific engagement has not been sought with this group.</p> <p>It is recommended that further targeted engagement is conducted on specific policy implementation with children and young people.</p>
What impact might the intervention have on the rights of children and young people?	++	++	++	<p>Policy 1, 2 and 3 and associated measures would positively impact the rights of children and young people. Improved periods of operation and geographic coverage through the implementation of minimum levels of service for towns, key destinations and off-peak time services would support young people and children in realising their rights in respect of access to education, training, health care, community facilities, social groups and potential employment.</p> <p>Overall, it is assessed that Policy 1, 2 and 3 could result in Major Beneficial Effect as their implementation would positively impact the rights of children and young people.</p>
Will the rights of one group of children in particular be affected, and to what extent?	+	+	+	<p>Children and young people who are disabled or from low income and deprived socio-economic backgrounds are likely to be positively impacted by Policy 1, 2 and 3 as they are typically more reliant on bus travel.</p> <p>Disabled children and those in lower income householders are likely to be positively impacted by improved periods of operation and geographic coverage through the implementation of minimum levels of service for towns, key destinations and off-peak time services.</p>

				<p>Families with young children, disabled children or children with health conditions, transport not running to schedule poses several problems. It is not always feasible or practical to be able to access alternative routes which could be some distance apart. Limited transport options and poor service quality of existing public transport can limit the potential of disabled children to realise their rights.</p> <p>Evidence shows that people in lower income households are more likely to take the bus. One of the key factors affecting the ability of children and young people to access transport are their socio-economic backgrounds. The ability to access convenient regular, 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. Transport is an essential part of the lives of low-income families and critical in shaping their experience of poverty. Choices for parents and carers are often shaped by transport costs which could place additional stress on families with some drawing on support networks with access to private transport. Bus operators in the SPT region participate in the National Concessionary Travel scheme which is available to all young people under the age of 22. This provides card holders free bus travel in Scotland. Whilst this a positive change, an improved service combined with free bus travel will work toward achieving equality of opportunity for children and young people, aiding them in realising their rights.</p> <p>Overall, it is assessed that Policy 1, 2 and 3 could result in a Minor Beneficial Effect on disabled children or children from low income and deprived socio-economic backgrounds. It would work towards proving this group with more equality of opportunity to realise their rights.</p>
<p>Are there competing interests between the groups of children, or between children and other groups, who will be affected by the intervention?</p>	<p>0</p>	<p>0</p>	<p>0</p>	<p>There are no competing interests between the groups of children, or between children and other groups.</p> <p>Overall, it is assessed that Policy 1, 2 and 3 could result in a Neutral / Negligible Effect on competing interests between the groups of children.</p>
<p>Is the intervention the best way of achieving its aims, taking into account children's rights?</p>	<p>++</p>	<p>++</p>	<p>++</p>	<p>An option appraisal and consultation on recommendations of the option appraisal were conducted as part of the development of the SRBS. This process accounted for the impact of the strategy on Children's Rights. The outcomes of this process were further developed into the draft SRBS.</p> <p>Overall, it is assessed that Policy 1, 2 and 3 could result in a Major Beneficial Effect on children and young people, as it they would contribute to the achievement of the overarching theme.</p>

<p>Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?</p>				<p>In Scotland, over 70% of young people and children travel to schools, training or work 3-5 times a week (Transport Scotland, 2022b). Nearly half (45%) of those traveling to/from education used a bus. There are significant socio-economic and geographic disparities in educational attainment and related access to educational opportunities and facilities within the SPT region (Stantec UK, 2021). In a survey undertaken in the west of Scotland by SPT to support their Regional Transport Strategy (RTS), young people most frequently reported challenges associated with the frequency, reliability and directness of public transport services when accessing college or university. In some areas of the region, the lack of direct public transport services was raised as the top challenges. These problems also have wider impacts on the ability of young people to take up part time employment.</p> <p>Improved period of operation and geographic coverage through the implementation of minimum levels of service for towns, key destinations and off-peak time services could support children and young people in accessing key destinations such as, education, training opportunities, local retail hubs and community facilities. Overall, this may have a positive impact on the rights of children and young people, especially in relation to:</p>
<p>Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?</p>	<p>++</p>	<p>++</p>	<p>++</p>	<ul style="list-style-type: none"> ➤ Article 23 (Rights of disabled children) – an improvement in the bus service through the policies set out above may increase a child’s active participation in the community as they feel more empowered to use public transport. ➤ Article 24 (Right to health and health services) – an improvement in the bus service through the policies set out above may provide a disabled child or child from a low-income background with better access to health care services; ➤ Article 28 (Right to education) – an improvement in the bus service through the policies set out above may increase attendance for some children based on improved accessibility, increasing the equality of opportunity; ➤ Article 31 (Right to leisure, play and participation in cultural artistic activities) – an improvement in the bus service through the policies set out above may increase engagement in play and recreational activities. <p>The policies are unlikely to significantly affect active travel network coverage, other than in the case of integrating public transport and active travel networks and potentially widening access to the network. Despite this, the policies could encourage the use of public transport, particularly for Children and Young People.</p> <p>Overall, it is assessed that Policy 1, 2 and 3 could result in a Major Beneficial Effect on children and young people, as it could protect and enhance access to high quality community facilities, public services and key amenities. Additionally, the policies and associated measures will improve access using public transport to educational, social and economic opportunities for children and young people.</p>
<p>How will the SRBS support or otherwise affect the implementation of relevant UNCRC Articles?</p>	<p>++</p>	<p>++</p>	<p>++</p>	<p>Overall, it is assessed that Policy 1, 2 and 3 could have a Major Beneficial Effect on the implementation of the relevant UNCRC Articles.</p> <ul style="list-style-type: none"> ➤ Article 2 (non-discrimination) ➤ Article 3 (best interests of the child to be a principal consideration) ➤ Article 6 (right to life, survival and development) ➤ Article 12 (right to express a view and have that view taken into account). ➤ Article 24 – Right to health and health services ➤ Article 28 – Right to education ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities.

		<p>Overall, it is assessed that Policy 1, 2 and 3 could have a Major Beneficial Effect on the implementation of the relevant UNCRC Articles.</p>
<p>Overall consideration with respect to relevant UNCRC Articles: Does the policy help progress the realisation of children’s rights, and safeguard support and promote the wellbeing of children and young people?</p>		<p>Overall, the delivery of policy will help to progress the realisation of children’s rights, and safeguard, support and promote the wellbeing of children and young people.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is likely that the policy will progress children’s rights. It is therefore considered that Policy 1, 2 and 3 would have a Major Beneficial Effect.</p>
<p>Overall consideration with respect to GIRFEC approach (indicators: safe, healthy, achieving, nurtured, active, respected, responsible & included)</p>		<p>Policy 1, 2 and 3 will contribute to the realisation of children’s rights on a day-to-day basis as improved period of operation and geographic coverage will enhance the ability of children and young people to access their daily needs. The delivery of Policy 1, 2 and 3 will allow children and young people to better realise their rights in respect to access to education, training, health care, community facilities, social groups and potential employment as access to the services that enable this will be improved. This policies pays considerations to the principles of healthy, achieving, active, responsible and included.</p> <p><u>Overall impact:</u> It is likely that the policy will progress children’s rights by paying consideration to the GIRFEC approach. It is therefore considered that Policy 1, 2 and 3 would have a Major Beneficial Effect.</p>

7.2 Policy Theme: Affordable & Attractive Fares and Ticketing

- 7.2.1 Fares and ticketing need to be simple and easy to understand to attract people to bus and improve passenger perceptions of value for money by ensuring passengers are confident that they’ve selected the best available fare for their journey. Simple fares structures and daily price capping should be available, aiming for ‘tap on, tap off’ to be available across the bus network to make bus travel as easy and convenient as possible for the greatest number of people.
- 7.2.2 Bus journeys also need to be affordable, particularly for those who face cost-related travel barriers to accessing their everyday needs. Ways to achieve this include best value season products with flexible payment options to be available across the bus network. Additional targeted support on fares should also be considered for people most in need of this to ensure the bus network is available to all. Any fare increases need to be consistently and effectively communicated and, as far as practicable, aligned to established time periods to help passengers plan for any changes that may affect them. The key policies under this theme include:
- **Policy 6:** Improve the affordability of bus fares, especially for people living in poverty, disadvantaged communities and rural or remote communities
 - **Policy 7:** Improve the attractiveness of bus fares compared to the cost of motoring
 - **Policy 8:** Ensure that bus fares are easy to understand and flexible

7.2.3 As assessment of each policy against the framing questions is detailed below in **Table 7.2**.

Table 7.2 Theme: Affordable & Attractive Fares

CRW Criteria	Policies			Commentary
	P6	P7	P8	
How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?	+	+	+	<p>Young people aged 22 years and under, older people aged 60 years and over, and disabled people who meet eligibility criteria can apply for free bus travel in Scotland. However, one of the key factors affecting the ability of children and young people to access transport options include socio-economic background. Whilst children can travel by bus for free, parents and care givers may not be eligible, placing a financial burden on households. Young children in particular may be negatively impacted by inaccessible ticketing systems and unaffordable ticket fares as they cannot travel without a parent or guardian.</p> <p>Improved affordability measures could positively impact parents or caregivers experiencing financial challenges associated with increased costs or lower incomes. Subsequently, children and young people will be positively impacted, promoting the provision of the UNCRC and allowing children to realise rights set out in the following articles:</p> <ul style="list-style-type: none"> ➢ Article 28 – Right to education ➢ Article 24 – Right to health and health services ➢ Article 31 - Right to leisure, play and participation in cultural and artistic activities. <p>Overall, it is assessed that Policy 6, 7 and 8 could result in a Minor Beneficial Effect on children who reliant on a parent or caregiver to travel on public transport. It would work towards proving this group with more mobility, promoting the provision of the UNCRC and underpinning principals outlined.</p>
Have children and young people been consulted on the intervention?	0	0	0	<p>Engagement has been conducted during the strategy development, as detailed in Section 4.</p> <p>Overall, in relation to this guiding question, it is assessed that Policy 6, 7 and 8 could result in a Neutral / Negligible Effect on children and young people as specific engagement has not been sought with this group.</p> <p>It is recommended that further targeted engagement is conducted on specific policy implementation with children and young people.</p>
What impact might the intervention have on the rights of children and young people?	+	+	+	<p>Policy 4, 5 and 6 and associated measures would positively impact the rights of children and young people. would support young people and children in realising their rights. Concessionary or discounted fares, fare capping for single and multi-journey travel, and simplified fare structures that provide customers with the best value for money would improve access to public transport options for user groups experience poverty or low income, consequently positively impacting the children of low-income households.</p> <p>Overall, it is assessed that Policy 6, 7 and 8 could result in Minor Beneficial Effect as their implementation would positively impact the rights of children and young people.</p>

<p>Will the rights of one group of children in particular be affected, and to what extent?</p>	+	+	+	<p>Lower income households are more likely to take the bus. One of the key factors affecting the ability of children and young people to access transport are their socio-economic backgrounds. The ability to access affordable, convenient regular, 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.</p> <p>Transport is an essential part of the lives of low-income families and critical in shaping their experience of poverty. Choices for parents and carers are often shaped by transport costs which could place additional stress on families with some drawing on support networks with access to private transport. Bus operators in the SPT region participate in the National Concessionary Travel scheme which is available to all young people under the age of 22. This provides card holders free bus travel in Scotland. Whilst this a positive change, concessionary or discounted fares, fare capping for single and multi-journey travel, and simplified fare structures that provide customers with the best value for money will work toward achieving equality of opportunity for children and young people, aiding them in realising their rights.</p> <p>Additionally, whilst disabled children are eligible for concessionary travel, this may not apply to the entire household, which could be at risk of higher levels of relative poverty compared with non-disabled households. Improved affordability measures could positively impact other members of households experiencing financial challenges associated with increased costs or lower incomes linked with disability.</p> <p>Overall, it is assessed that Policy 6, 7 and 8 could result in Minor Beneficial Effect as their implementation would positively impact the rights of children and young people from low-income households.</p>
<p>Are there competing interests between the groups of children, or between children and other groups, who will be affected by the intervention?</p>	0	0	0	<p>There are no competing interests between the groups of children, or between children and other groups.</p> <p>Overall, it is assessed that Policy 6, 7 and 8 could result in a Neutral / Negligible Effect on competing interests between the groups of children.</p>
<p>Is the intervention the best way of achieving its aims, taking into account children's rights?</p>	+	+	+	<p>An option appraisal and consultation on recommendations of the option appraisal were conducted as part of the development of the SRBS. This process accounted for the impact of the strategy on Children's Rights. The outcomes of this process were further developed into the draft SRBS.</p> <p>Overall, it is assessed that Policy 6, 7 and 8 could result in a Minor Beneficial Effect on children and young people, as it they would contribute to the achievement of the overarching theme.</p>

<p>Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?</p>	+	+	+	<p>Young people aged 22 years and under, older people aged 60 years and over, and disabled people who meet eligibility criteria can apply for free bus travel in Scotland. Subsequently, children and young people can access high quality community facilities, public services, key amenities, education, and social and economic opportunities for free with an eligible bus pass. However, as mentioned young children may require a parent or guardian to accompany them.</p> <p>Concessionary or discounted fares, fare capping for single and multi-journey travel, and simplified fare structures that provide customers with the best value for money could support parents and guardians accompanying children and young people accessing key destinations such as, education, training opportunities, local retail hubs and community facilities. Overall, this may have a positive impact on the rights of children and young people, especially in relation to:</p> <ul style="list-style-type: none"> ➤ Article 23 (Rights of disabled children) – an improvement in the bus service through the policies set out above may increase a child’s active participation in the community as they feel more empowered to use public transport. ➤ Article 24 (Right to health and health services) – an improvement in the bus service through the policies set out above may provide a disabled child or child from a low-income background with better access to health care services; ➤ Article 28 (Right to education) – an improvement in the bus service through the policies set out above may increase attendance for some children based on improved accessibility, increasing the equality of opportunity; ➤ Article 31 (Right to leisure, play and participation in cultural artistic activities) – an improvement in the bus service through the policies set out above may increase engagement in play and recreational activities.
<p>Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?</p>				<p>The policies are unlikely to significantly affect active travel network coverage, other than in the case of integrating public transport and active travel networks and potentially widening access to the network. Despite this, the policies could encourage the use of public transport, particularly for Children and Young People.</p> <p>Overall, it is assessed that Policy 6, 7 and 8 could result in a Minor Beneficial Effect on children and young people, as it could protect and enhance access to high quality community facilities, public services and key amenities. Additionally, the policies and associated measures will improve access using public transport to educational, social and economic opportunities for children and young people.</p>
<p>How will the SRBS support or otherwise affect the implementation of relevant UNCRC Articles?</p>	+	+	+	<p>Overall, it is assessed that Policy 6, 7 and 8 could have a Minor Beneficial Effect on the implementation of the relevant UNCRC Articles</p> <ul style="list-style-type: none"> ➤ Article 2 (non-discrimination) ➤ Article 3 (best interests of the child to be a principal consideration) ➤ Article 6 (right to life, survival and development) ➤ Article 12 (right to express a view and have that view taken into account). ➤ Article 24 – Right to health and health services ➤ Article 28 – Right to education ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities.
<p>Overall consideration with respect to relevant UNCRC Articles:</p>	<p>Overall, the delivery of policy will help to progress the realisation of children’s rights, and safeguard, support and promote the wellbeing of children and young people.</p>			

Does the policy help progress the realisation of children's rights, and safeguard support and promote the wellbeing of children and young people?	<u>Overall impact:</u> Taking the above points into consideration, it is likely that the policy will progress children's rights. It is therefore considered that Policy 6, 7 and 8 would have a Minor Beneficial Effect .
Overall consideration with respect to GIRFEC approach (indicators: safe, healthy, achieving, nurtured, active, respected, responsible & included)	<p>Policy 6,7 and 8 will contribute to the realisation of children's rights on a day-to-day basis as affordable and attractive fares and ticketing will enhance the ability of children and young people to access their daily needs. The delivery of Policy 6,7 and 8 will allow children and young people to better realise their rights in respect to access to education, training, health care, community facilities, social groups and potential employment as access to the services that enable this will be improved. The policies pay considerations to the principles of healthy, achieving, active, responsible and included.</p> <p><u>Overall impact:</u> It is likely that the policy will progress children's rights by paying consideration to the GIRFEC approach. It is therefore considered that Policy 6, 7 and 8 would have a Minor Beneficial Effect.</p>

7.3 Policy Theme: Accessible and Safer Bus Journeys

7.3.1 Bus travel should be convenient and accessible to all passengers, as a core component of achieving a fully accessible door-to-door journey experience in the region. This means well-maintained and accessible routes to bus stops, and more accessible vehicles, stops and stations. Travel information needs to be easily available in accessible formats, covering pre-journey planning, waiting at bus stops and on-board the bus. Customer service also needs to provide a consistent, high-quality experience for all passengers, informed by training in disability and equality matters.

7.3.2 People should also feel safe when travelling by bus. This starts at the bus stop. Well-lit, maintained spaces with 'live' departure information can help people feel safer, especially in the evening. Increasing awareness of CCTV provision and ensuring passengers know what to do if they are having a problem on the bus are important, whilst drivers need to be supported with appropriate training to handle passenger issues.

7.3.3 The key policy under this theme includes:

- **Policy 9:** Improve the accessibility and safety of bus travel for all passengers.

7.3.4 As assessment of each policy against the framing questions is detailed below in **Table 7.3**.

Table 7.3 Theme: Accessible and Safer Bus Journeys

CRW Criteria	Policies	Commentary
	P9	
How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?	++	One of the key factors affecting the ability of children and young people to access transport options is the accessibility and safety of public transport available.

		<p>The ability to access safe transport has an impact on the ability of children and young people to access education, public services and economic opportunities, thus impacting their ability to realise rights set out on the United Nations Convention on the Rights of the Child (UNCRC). Evidence from the Case for Change also indicates that one of the key factors affecting the ability of children and young people to access public transport is its perceived and actual safety. Associated measures such as CCTV on buses and at bus stations, as well as high-quality, well-lit, and maintained bus stops would positively impact young children when travelling independently. Subsequently, children and young people will be positively impacted, promoting the provision of the UNCRC and allowing children to realise rights set out in the following articles:</p> <ul style="list-style-type: none"> ➤ Article 28 – Right to education ➤ Article 24 – Right to health and health services ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities. <p>Additionally, pregnant women or users travelling by public transport with pushchairs and children may experience difficulties accessing and using services that require boarding and alighting from vehicles and public transport infrastructure due to restrictions in their mobility levels. This generally reduces their level of access to public transport services. Accessing public transport services for pregnant women and those with pushchairs may be restricted due to a lack of appropriate infrastructure, such as low-floor vehicles, raised kerbs at bus stops, and sufficient space when boarding and alighting public transport can impede accessibility for this user group. This can inadvertently negatively impact young children who are more likely to travel with guardians when accessing facilities that promote the provision of the UNCRC.</p> <p>Overall, it is assessed that Policy 9 could result in a Major Beneficial Effect on children. It would work towards proving this group with more safe and accessible mobility, promoting the provision of the UNCRC and underpinning principals outlined.</p>
Have children and young people been consulted on the intervention?	0	<p>Engagement has been conducted during the strategy development, as detailed in Section 4.</p> <p>Overall, in relation to this guiding question, it is assessed that Policy 9 could result in a Neutral / Negligible Effect on children and young people as specific engagement has not been sought with this group.</p> <p>It is recommended that further targeted engagement is conducted on specific policy implementation with children and young people.</p>
What impact might the intervention have on the rights of children and young people?	+	<p>Policy 9 and associated measures would positively impact the rights of children and young people as it would support young people and children in realising their rights. The introduction of CCTV on buses and at bus stations and high-quality, well-lit, and maintained bus stops will work to improve perceptions of personal safety, positively impacting the children and young people.</p> <p>Overall, it is assessed that Policy 9 could result in Minor Beneficial Effect as their implementation would positively impact the rights of children and young people.</p>
Will the rights of one group of children in particular be affected, and to what extent?	++	<p>For families with young children, disabled children or children with health conditions, accessing public transport can pose several challenges. Disabled people report that available public transport options</p>

		<p>do not meet their needs for several reasons. These include accessibility, infrastructure, interchanges and safety. Limited transport options and limited accessibility of existing public transport can limit the potential of disabled children to realise their rights.</p> <p>Policy 9 includes several measures aimed at improving accessibility for all users. These measures consist of:</p> <ul style="list-style-type: none"> • Providing accessibility and equality training for bus drivers, bus station staff, and bus planning teams. • Offering inclusive and accessible travel information, which includes audio-visual aids on buses. • Establishing passenger assistance services on buses, with the goal of implementing a consistent, network-wide approach. • Ensuring that vehicles, bus stops, and bus stations are accessible, along with the routes to these locations. • Maintaining high-quality, well-lit, and well-maintained bus stops, which will greatly enhance accessibility for disabled users. <p>By improving these aspects, public transport will become more inclusive for disabled children, positively impacting their rights and the realisation of them.</p> <p>Overall, it is assessed that Policy 9 and the associated measures could result in a Major Beneficial Effect as their implementation would positively impact the rights of children and young people from low-income households.</p>
<p>Are there competing interests between the groups of children, or between children and other groups, who will be affected by the intervention?</p>	<p>0</p>	<p>There are no competing interests between the groups of children, or between children and other groups.</p> <p>Overall, it is assessed that Policy 9 could result in a Neutral / Negligible Effect on competing interests between the groups of children.</p>
<p>Is the intervention the best way of achieving its aims, taking into account children's rights?</p>	<p>+</p>	<p>An option appraisal and consultation on recommendations of the option appraisal were conducted as part of the development of the SRBS. This process accounted for the impact of the strategy on Children's Rights. The outcomes of this process were further developed into the draft SRBS.</p> <p>Overall, it is assessed that Policy 9 could result in a Minor Beneficial Effect on children and young people, as it they would contribute to the achievement of the overarching theme.</p>

<p>Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?</p>		<p>Young people aged 22 years and under, older people aged 60 years and over, and disabled people who meet eligibility criteria can apply for free bus travel in Scotland. Subsequently, children and young people can access high quality community facilities, public services, key amenities, education, and social and economic opportunities for free with an eligible bus pass. However, as mentioned perceptions of personal safety and physical accessibility might act as a barrier for some children and young people.</p> <p>The provision of safe and accessible bus travel could support children and young people accessing key destinations such as, education, training opportunities, local retail hubs and community facilities. Overall, this may have a positive impact on the rights of children and young people, especially in relation to:</p> <ul style="list-style-type: none"> ➤ Article 23 (Rights of disabled children) – an improvement in the bus service through the policies set out above may increase a child’s active participation in the community as they feel more empowered to use public transport. ➤ Article 24 (Right to health and health services) – an improvement in the bus service through the policies set out above may provide a disabled child or child from a low-income background with better access to health care services; ➤ Article 28 (Right to education) – an improvement in the bus service through the policies set out above may increase attendance for some children based on improved accessibility, increasing the equality of opportunity; ➤ Article 31 (Right to leisure, play and participation in cultural artistic activities) – an improvement in the bus service through the policies set out above may increase engagement in play and recreational activities.
<p>Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?</p>	+	<p>Active travel is not discussed in the appraisal in relation to Policy 9.</p> <p>Overall, it is assessed that Policy 9 could result in a Minor Beneficial Effect on children and young people, as it could protect and enhance access to high quality community facilities, public services and key amenities. Additionally, the policies and associated measures will improve access using public transport to educational, social and economic opportunities for children and young people.</p>
<p>How will the SRBS support or otherwise affect the implementation of relevant UNCRC Articles?</p>	+	<p>Overall, it is assessed that Policy 9 could have a Minor Beneficial Effect on the implementation of the relevant UNCRC Articles</p> <ul style="list-style-type: none"> ➤ Article 2 (non-discrimination) ➤ Article 3 (best interests of the child to be a principal consideration) ➤ Article 6 (right to life, survival and development) ➤ Article 12 (right to express a view and have that view taken into account). ➤ Article 24 – Right to health and health services ➤ Article 28 – Right to education ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities.
<p>Overall consideration with respect to relevant UNCRC Articles: Does the policy help progress the realisation of children’s rights, and safeguard support and promote the wellbeing of children and young people?</p>		<p>Overall, the delivery of policy 9 will help to progress the realisation of children’s rights, and safeguard, support and promote the wellbeing of children and young people.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is likely that the policy will progress children’s rights. It is therefore considered that Policy 9 would have a Major Beneficial Effect.</p>

Overall consideration with respect to GIRFEC approach (indicators: safe, healthy, achieving, nurtured, active, respected, responsible & included)

Policy 9 will contribute to the realisation of children’s rights on a day-to-day basis as improved accessibility and safety will enhance the ability of children and young people to access their daily needs. The delivery of Policy 9 will allow children and young people to better realise their rights in respect to access to education, training, health care, community facilities, social groups and potential employment as access to the services that enable this will be improved. This objective pays considerations to the principles of safe, healthy, achieving, active, responsible and included.

Overall impact: It is likely that the policy will progress children’s rights by paying consideration to the GIRFEC approach. It is therefore considered that **Policy 9** would have a **Major Beneficial Effect**.

7.4 Policy Theme: Reliable and Quicker Journeys

- 7.4.1 The bus network needs to deliver reliable services that people know they can depend upon to encourage passenger growth and get people out of cars. This means buses turn up on when scheduled and arrive at destinations on time. Buses also need to be quicker, with journey times that are attractive compared to using a car.
- 7.4.2 Bus priority is needed in places where there is too much traffic or too little capacity for traffic to flow freely. This places the emphasis on maximising the movement of people, rather than the number of vehicles, due to bus’s greater efficiency in the use of road space. Bus priority also helps ensure buses run to time and makes bus journeys quicker and more consistent. Bus priority is key, but other measures can support more reliable and quicker bus journeys including faster boarding times enabled through technology, information and capacity enhancement. More express services, where appropriate, and improved co-ordination of rural or ‘feeder’ bus services with higher frequency services can improve the overall journey time experienced by passengers. The key policies under this theme include:
- **Policy 4:** Improve the reliability and punctuality of bus services
 - **Policy 5:** Improve the attractiveness of bus journey times compared to car journey times.
- 7.4.3 As assessment of each policy against the framing questions is detailed below in **Table 7.4**.

Table 7.4 Theme: Reliable and Quicker Journeys

CRW Criteria	Policies		Commentary
	P4	P5	
How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?	++	++	Research has shown that young people of school age value the opportunity to use public transport for the independence it can give but they are critical of its quality. The ability to access convenient, reliable transport has an impact on the ability of children and young people to access education, public services and economic opportunities, thus impacting their ability to realise rights set out on the United Nations Convention on the Rights of the Child (UNCRC).

			<p>Younger adults, specifically teenagers, are more likely to work part-time, resulting in travelling hours outside of typical commuting patterns. They are also generally more reliant on bus travel.</p> <p>Policies 4 and 5 and the associated measures including bus priority measures and faster bus journey times on busier routes could support younger people who require access to employment, training and education opportunities. It would also support people travelling outside of typical commuting hours, in meeting their daily needs. These measures would make bus travel a more attractive alternative and increase the opportunities available to children and younger people.</p> <p>Subsequently, children and young people will be positively impacted, promoting the provision of the UNCRC and allowing children to realise rights set out in the following articles:</p> <ul style="list-style-type: none"> ➤ Article 28 – Right to education ➤ Article 24 – Right to health and health services ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities. <p>Overall, it is assessed that Policy 4 and 5 could result in a Major Beneficial Effect on children. It would work towards proving this group with more safe and accessible mobility, promoting the provision of the UNCRC and underpinning principals outlined</p>
Have children and young people been consulted on the intervention?	0	0	<p>Engagement has been conducted during the strategy development, as detailed in Section 4.</p> <p>Overall, in relation to this guiding question, it is assessed that Policy 4 and 5 could result in a Neutral / Negligible Effect on children and young people as specific engagement has not been sought with this group.</p> <p>It is recommended that further targeted engagement is conducted on specific policy implementation with children and young people.</p>
What impact might the intervention have on the rights of children and young people?	+	+	<p>Policy 8 and 9 and associated measures such as bus priority measures, combined with the coordination of an appropriate fleet would positively impact the rights of children and young people as it would support young people and children in realising their rights.</p> <p>Overall, it is assessed that Policy 4 and 5 could result in Minor Beneficial Effect as their implementation would positively impact the rights of children and young people.</p>
Will the rights of one group of children in particular be affected, and to what extent?	+	+	<p>Lower income households are more likely to take the bus. Transport is an essential part of the lives of low-income families and critical in shaping their experience of poverty.</p> <p>Improved measures such as bus priority could positively the rights of children living in low-income households.</p> <p>Overall, it is assessed that Policy 4 and 5 could result in Minor Beneficial Effect as their implementation would positively impact the rights of children and young people in low-income households.</p>
Are there competing interests between the groups of children, or between children and other groups, who will be affected by the intervention?	0	0	<p>There are no competing interests between the groups of children, or between children and other groups.</p>

			Overall, it is assessed that Policy 4 and 5 could result in a Neutral / Negligible Effect on competing interests between the groups of children.
Is the intervention the best way of achieving its aims, taking into account children's rights?	+	+	<p>An option appraisal and consultation on recommendations of the option appraisal were conducted as part of the development of the SRBS. This process accounted for the impact of the strategy on Children's Rights. The outcomes of this process were further developed into the draft SRBS.</p> <p>Overall, it is assessed that Policy 4 and 5 could result in a Minor Beneficial Effect on children and young people, as it they would contribute to the achievement of the overarching theme</p>
Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?			<p>Children and younger people are eligible for free bus travel in Scotland, allowing them to access high quality community facilities, public services, key amenities, education, and social and economic opportunities for free with an eligible bus pass. However, delays in public transport and inappropriate fleet may create a barrier to this access. As mentioned young children may require a parent or guardian to accompany them. Pregnant women and those travelling with young children may face physical accessibility barriers when boarding and alighting vehicles due to limited mobility during pregnancy or travelling with pushchairs and young children. Associated measures to improve the coordination of appropriate fleets for appropriate routes and services would positively impact children travelling with parents or guardians, as they would be afforded appropriate space, and boarding and alighting would be simplified, improving access for both user groups.</p> <p>Overall, this may have a positive impact on the rights of children and young people, especially in relation to:</p> <ul style="list-style-type: none"> ➤ Article 23 (Rights of disabled children) – an improvement in the bus service through the policies set out above may increase a child's active participation in the community as they feel more empowered to use public transport. ➤ Article 24 (Right to health and health services) – an improvement in the bus service through the policies set out above may provide a disabled child or child from a low-income background with better access to health care services; ➤ Article 28 (Right to education) – an improvement in the bus service through the policies set out above may increase attendance for some children based on improved accessibility, increasing the equality of opportunity; ➤ Article 31 (Right to leisure, play and participation in cultural artistic activities) – an improvement in the bus service through the policies set out above may increase engagement in play and recreational activities.
Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?	+	+	<p>The policies are unlikely to significantly affect active travel network coverage, other than in the case of integrating public transport and active travel networks and potentially widening access to the network. Despite this, the policies could encourage the use of public transport, particularly for Children and Young People.</p> <p>Overall, it is assessed that Policy 4 and 5 could result in a Minor Beneficial Effect on children and young people, as it could protect and enhance access to high quality community facilities, public services and key amenities. Additionally, the policies and associated measures will improve access using public transport to educational, social and economic opportunities for children and young people.</p>

<p>How will the SRBS support or otherwise affect the implementation of relevant UNCRC Articles?</p>	+	+	<p>Overall, it is assessed that Policy 4 and 5 could have a Minor Beneficial Effect on the implementation of the relevant UNCRC Articles</p> <ul style="list-style-type: none"> ➤ Article 2 (non-discrimination) ➤ Article 3 (best interests of the child to be a principal consideration) ➤ Article 6 (right to life, survival and development) ➤ Article 12 (right to express a view and have that view taken into account). ➤ Article 24 – Right to health and health services ➤ Article 28 – Right to education ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities.
<p>Overall consideration with respect to relevant UNCRC Articles: Does the policy help progress the realisation of children’s rights, and safeguard support and promote the wellbeing of children and young people?</p>	<p>Overall, the delivery of policy will help to progress the realisation of children’s rights, and safeguard, support and promote the wellbeing of children and young people.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is likely that the policy will progress children’s rights. It is therefore considered that Policy 4 and 5 would have a Minor Beneficial Effect.</p>		
<p>Overall consideration with respect to GIRFEC approach (indicators: safe, healthy, achieving, nurtured, active, respected, responsible & included)</p>	<p>Policy 4 and 5 will contribute to the realisation of children’s rights on a day-to-day basis as improved reliability, punctuality and attractiveness of bus services will enhance the ability of children and young people to access their daily needs. The delivery of Policy 4 and 5 will allow children and young people to better realise their rights in respect to access to education, training, health care, community facilities, social groups and potential employment as access to the services that enable this will be improved. This objective pays considerations to the principles of healthy, achieving, active, responsible and included.</p> <p><u>Overall impact:</u> It is likely that the policy will progress children’s rights by paying consideration to the GIRFEC approach. It is therefore considered that Policy 4 and 5 would have a Minor Beneficial Effect.</p>		

7.5 Policy Theme: A Trusted and Recognisable Bus Service

- 7.5.1 The bus network should be a valued regional asset that people trust to deliver a consistent, high-quality service no matter where one lives in the region or how often one travels by bus. The bus network should provide a recognisable ‘offer’ for both regular and infrequent users. This means branding that is more focused on building passenger awareness and understanding of the network and less focused on who is operating the bus. This means aiming for a network that is not regularly changing and, when changes are made, ensuring that this is done in a consistent and well-communicated manner.
- 7.5.2 Passengers should also expect a consistently, high quality customer experience, backed by a customer charter setting out what passengers can expect from the bus network and who is accountable for the service provided. The bus driver has a critical role in the overall passenger experience, with friendly and helpful drivers being particularly key to delivering ‘great’ bus journeys. This will require providing consistent mechanisms for passenger feedback and monitoring passenger satisfaction across the network. The key policies under this theme include:
- **Policy 10:** Develop a consistent network identity across the region.
 - **Policy 11:** Ensure passengers receive a consistent, high quality standard of customer service across the region.
 - **Policy 12:** Develop and ensure a consistent approach to bus service changes across the region that minimises disruption.

- **Policy 13:** Develop and ensure high quality and consistent driver standards across the region.

7.5.3 As assessment of each policy against the framing questions is detailed below in **Table 7.5**.

Table 7.5 Theme: A Trusted and Recognisable Bus Service

CRW Criteria	Policies				Commentary
	P10	P11	P12	P13	
How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?	+	+	0	+	<p>The ability to access convenient, reliable transport and travel planning information impacts the extent to which children and young people can access transport. This has an impact on the ability of children and young people to access education, public services and economic opportunities, thus impacting their ability to realise rights set out on the United Nations Convention on the Rights of the Child (UNCRC).</p> <p>Several apps and online information across operators can create a barrier for children and young people. A strong network-wide identity across information could establish a brand, enhancing the inclusivity of the network to a range of users, including children and younger people who are more reliant on bus travel.</p> <p>Policies 10 and associated measures could support younger people who require access to employment, training and education opportunities. These measures would make bus travel a more attractive alternative and increase the opportunities available to children and younger people.</p> <p>Subsequently, children and young people will be positively impacted, promoting the provision of the UNCRC and allowing children to realise rights set out in the following articles:</p> <ul style="list-style-type: none"> ➤ Article 28 – Right to education ➤ Article 24 – Right to health and health services ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities. <p>Overall, it is assessed that Policy 10, 11 and 13 could result in a Minor Beneficial Effect on children, whilst Policy 12 could have a Neutral / Negligible Effect. It would work towards proving this group with accessible mobility, promoting the provision of the UNCRC and underpinning principals outlined</p>
Have children and young people been consulted on the intervention?	0	0	0	0	<p>Engagement has been conducted during the strategy development, as detailed in Section 4.</p> <p>Overall, in relation to this guiding question, it is assessed that Policy 10, 11, 12 and 13 could result in a Neutral / Negligible Effect on children and young people as specific engagement has not been sought with this group.</p> <p>It is recommended that further targeted engagement is conducted on specific policy implementation with children and young people. Neutral / Negligible Effect on children and young people, who are generally more reliant on public transport. It is recommended that further, targeted engagement is conducted.</p>

What impact might the intervention have on the rights of children and young people?	+	+	0	+	<p>Policy 10, 11 and 13 and associated measures would positively impact the rights of children and young people as it would support young people and children in realising their rights. A strong network-wide identity across information could establish a brand, enhancing the inclusivity of the network to a range of users, including children and younger people who are more reliant on bus travel, positively impacting the children and young people.</p> <p>Overall, it is assessed that Policy 10, 11 and 13 could result in Minor Beneficial Effect as their implementation would positively impact the rights of children and young people. Policy 12 could have a Neutral / Negligible Effect.</p>
Will the rights of one group of children in particular be affected, and to what extent?	+	+	0	+	<p>A lack of accessible travel information, including timetables, journey planning information, and audio and visual announcements, can create barriers for children with sight or hearing impairments, cognitive impairments, mental health conditions, or neuro-diverse conditions. Often, disabled people cannot travel spontaneously and must plan, resulting in a required interaction with journey-planning facilities. A consistent approach through network-wide branding could ensure journey planning facilities were in an accessible format for all users.</p> <p>Overall, it is assessed that Policy 10, 11 and 13 could result in Minor Beneficial Effect as their implementation would positively impact the rights of disabled children and young people. Policy 12 could have a Neutral / Negligible Effect.</p>
Are there competing interests between the groups of children, or between children and other groups, who will be affected by the intervention?	0	0	0	0	<p>There are no competing interests between the groups of children, or between children and other groups.</p> <p>Overall, it is assessed that Policy 10, 11, 12 and 13 could result in a Neutral / Negligible Effect on competing interests between the groups of children.</p>
Is the intervention the best way of achieving its aims, taking into account children's rights?	+	+	0	+	<p>An option appraisal and consultation on recommendations of the option appraisal were conducted as part of the development of the SRBS.. This process accounted for the impact of the strategy on Children's Rights. The outcomes of this process were further developed into the draft SRBS.</p> <p>Overall, it is assessed that Policy 10, 11 and 13 could result in a Minor Beneficial Effect on children and young people, as it they would contribute to the achievement of the overarching theme. Policy 12 could have a Neutral / Negligible Effect.</p>
Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?	+	+	0	+	<p>A strong network-wide identity and brand that provide customers with reliable transport and travel planning information could support children and young people accessing key destinations such as, education, training opportunities, local retail hubs and community facilities. Overall, this may have a positive impact on the rights of children and young people, especially in relation to:</p> <ul style="list-style-type: none"> ➤ Article 23 (Rights of disabled children) – an improvement in the bus service through the policies set out above may increase a child's active participation in the community as they feel more empowered to use public transport. ➤ Article 24 (Right to health and health services) – an improvement in the bus service through the policies set out above may provide a disabled child or child from a low-income background with better access to health care services;

<p>Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?</p>					<ul style="list-style-type: none"> ➤ Article 28 (Right to education) – an improvement in the bus service through the policies set out above may increase attendance for some children based on improved accessibility, increasing the equality of opportunity; ➤ Article 31 (Right to leisure, play and participation in cultural artistic activities) – an improvement in the bus service through the policies set out above may increase engagement in play and recreational activities. <p>The policies are unlikely to significantly affect active travel network coverage, other than in the case of integrating public transport and active travel networks and potentially widening access to the network. Despite this, the policies could encourage the use of public transport, particularly for Children and Young People.</p> <p>Overall, it is assessed that Policy 10, 11 and 13 could result in a Minor Beneficial Effect on children and young people, as it could protect and enhance access to high quality community facilities, public services and key amenities. Additionally, the policies and associated measures will improve access using public transport to educational, social and economic opportunities for children and young people. Policy 12 could have a Neutral / Negligible Effect.</p>
<p>How will the SRBS support or otherwise affect the implementation of relevant UNCRC Articles?</p>	+	+	0	+	<p>Overall, it is assessed that Policy 10, 11 and 13 could have a Minor Beneficial Effect on the implementation of the relevant UNCRC Articles. Policy 12 could have a Neutral / Negligible Effect.</p> <ul style="list-style-type: none"> ➤ Article 2 (non-discrimination) ➤ Article 3 (best interests of the child to be a principal consideration) ➤ Article 6 (right to life, survival and development) ➤ Article 12 (right to express a view and have that view taken into account). ➤ Article 24 – Right to health and health services ➤ Article 28 – Right to education ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities.
<p>Overall consideration with respect to relevant UNCRC Articles: Does the policy help progress the realisation of children’s rights, and safeguard support and promote the wellbeing of children and young people?</p>	<p>Overall, the delivery of policy will help to progress the realisation of children’s rights, and safeguard, support and promote the wellbeing of children and young people.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is likely that the policy will progress children’s rights. It is therefore considered that Policy 10, 11 and 13 would have a Minor Beneficial Effect. Policy 12 could have a Neutral / Negligible Effect.</p>				
<p>Overall consideration with respect to GIRFEC approach (indicators: safe, healthy, achieving, nurtured, active, respected, responsible & included)</p>	<p>Policy 10, 11 and 13 will contribute to the realisation of children’s rights on a day-to-day basis as a consistent network identify, and high quality standards will enhance the ability of children and young people to access their daily needs. The delivery of Policy 10, 11 and 13 will allow children and young people to better realise their rights in respect to access to education, training, health care, community facilities, social groups and potential employment as access to the services that enable this will be improved. This objective pays considerations to the principles of healthy, achieving, active, responsible and included.</p>				

Overall impact: It is likely that the policy will progress children’s rights by paying consideration to the GIRFEC approach. It is therefore considered that **Policy 10, 11 and 13** would have a **Minor Beneficial Effect**. **Policy 12** could have a **Neutral / Negligible Effect**.

7.6 Policy Theme: A Seamless and Integrated Network

- 7.6.1 The bus network should provide a ‘seamless’ journey with integration across key features – services/timetables, interchange locations/facilities, ticketing, and information - making it easy and convenient for people to use the bus network. The bus network also needs to be more integrated with active travel, rail and other public transport to make it easy to make whole journeys by public transport and active travel.
- 7.6.2 The bus network should be perceived as a single system that is easy, attractive and efficient for people to transfer between buses and to other modes. The location and access arrangements at bus stops should allow for convenient and attractive interchanging between services or modes, particularly in town centres and at rail stations. This can be facilitated by the development of a ‘mobility hub’ network, which are spaces for integrating public, active and shared transport. Integrating bus with placemaking schemes can also help mitigate the ‘interchange penalty’ by ensuring the waiting environment is pleasant.
- 7.6.3 The region benefits from multi-modal integrated ticketing, but future developments should aim to provide even more convenience and flexibility such as tap-and-go multi-modal ticketing with daily and weekly price capping based upon actual number of journeys made. Travel information that is integrated, accessible, high quality and ‘real time’ for all passengers is also important to the seamless experience.
- 7.6.4 The key policies under this theme include:
- **Policy 14:** Develop a smart and integrated ticketing system for the bus network that makes it easy to use across the region and supports wider multi-modal integration and MaaS
 - **Policy 15:** Ensure bus stops and interchanges are high quality and located conveniently and efficiently across the region
 - **Policy 16:** Ensure bus travel information is provided consistently as high quality, accurate and integrated for all bus users across the region.
- 7.6.5 As assessment of each policy against the framing questions is detailed below in **Table 7.6**.

Table 7.6 Theme: A Seamless and Integrated network

CRW Criteria	Policies			Commentary
	P14	P15	P16	

<p>How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?</p>	<p>++</p>	<p>++</p>	<p>++</p>	<p>A smart and integrated ticketing system would positively impact younger people and children as it can improve boarding times and flexibility for most users. Young people aged 22 years and under can apply for free bus travel in Scotland so improved ticketing and information integration with other modes would positively impact this user group, who are more reliant on sustainable travel modes. Young children in particular may be negatively impacted by currently inaccessible ticketing systems and as they cannot travel without a parent or guardian. Improved integration with other modes will also work to increase the catchment of opportunity for young people and children.</p> <p>Subsequently, children and young people will be positively impacted, promoting the provision of the UNCRC and allowing children to realise rights set out in the following articles:</p> <ul style="list-style-type: none"> ➢ Article 28 – Right to education ➢ Article 24 – Right to health and health services ➢ Article 31 - Right to leisure, play and participation in cultural and artistic activities. <p>Overall, it is assessed that Policy 14, 15 and 16 could result in a Major Beneficial Effect on children and young people. It would work towards proving this group with more mobility across modes, promoting the provision of the UNCRC and underpinning principals outlined.</p>
<p>Have children and young people been consulted on the intervention?</p>	<p>0</p>	<p>0</p>	<p>0</p>	<p>Engagement has been conducted during the strategy development, as detailed in Section 4.</p> <p>Overall, in relation to this guiding question, it is assessed that Policy 14, 15 and 16 could result in a Neutral / Negligible Effect on children and young people as specific engagement has not been sought with this group.</p> <p>It is recommended that further targeted engagement is conducted on specific policy implementation with children and young people.</p>
<p>What impact might the intervention have on the rights of children and young people?</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>Policy 14, 15 and 16 and associated measures would positively impact the rights of children and young people as it would support young people and children in realising their rights. A smart and integrated ticketing system would positively impact children and young people as it can improve boarding times and flexibility for most users. Accurate and real time information may also positively impact those who are more likely to travel between modes, such as younger people.</p> <p>Overall, it is assessed that Policy 14, 15 and 16 could result in Minor Beneficial Effect as their implementation would positively impact the rights of children and young people.</p>
<p>Will the rights of one group of children in particular be affected, and to what extent?</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>High quality and conveniently located bus stops and interchanges would positively all users. However, physical accessibility issues are more likely to affect disabled children, as difficulties alighting to and from transport services, using station facilities, or standing for long periods, can create anxiety around multi-modal travel. Additionally, most public transport journeys involve a journey by foot or wheelchair, but aspects of streetscape such as uneven surfaces, kerb parking, and street clutter can be barriers to use for disabled users with limited mobility or sensory impairments. More conveniently placed bus stops and interchanges could support disabled children in their use of public transport and improve accessibility.</p> <p>Additionally, the provision of consistently high-quality and accurate travel information will positively impact all user, but particularly those more reliant on bus travel. This could better support children from</p>

				<p>low-income households in accessing key destinations and services required to advance equality of opportunity.</p> <p>Overall, it is assessed that Policy 14, 15 and 16 could result in Minor Beneficial Effect as their implementation would positively impact the rights of disabled children and young people, and those from low-income households.</p>
Are there competing interests between the groups of children, or between children and other groups, who will be affected by the intervention?	0	0	0	<p>There are no competing interests between the groups of children, or between children and other groups.</p> <p>Overall, it is assessed that Policy 14, 15 and 16 could result in a Neutral / Negligible Effect on competing interests between the groups of children.</p>
Is the intervention the best way of achieving its aims, taking into account children's rights?	+	+	+	<p>An option appraisal and consultation on recommendations of the option appraisal were conducted as part of the development of the SRBS.. This process accounted for the impact of the strategy on Children's Rights. The outcomes of this process were further developed into the draft SRBS.</p> <p>Overall, it is assessed that Policy 14, 15 and 15 could result in a Minor Beneficial Effect on children and young people, as it they would contribute to the achievement of the overarching theme.</p>
Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?				<p>A smart and integrated ticketing system, combined with the provision of high-quality and accurate travel information could support children and young people accessing key destinations such as, education, training opportunities, local retail hubs and community facilities. Additionally, high-quality and conveniently located bus stops and interchanges could also improve integration with different modes, increasing the catchment of opportunities for younger people and children. Overall, this may have a positive impact on the rights of children and young people, especially in relation to:</p> <ul style="list-style-type: none"> ➤ Article 23 (Rights of disabled children) – an improvement in the bus service through the policies set out above may increase a child's active participation in the community as they feel more empowered to use public transport. ➤ Article 24 (Right to health and health services) – an improvement in the bus service through the policies set out above may provide a disabled child or child from a low-income background with better access to health care services; ➤ Article 28 (Right to education) – an improvement in the bus service through the policies set out above may increase attendance for some children based on improved accessibility, increasing the equality of opportunity; ➤ Article 31 (Right to leisure, play and participation in cultural artistic activities) – an improvement in the bus service through the policies set out above may increase engagement in play and recreational activities. <p>The policies are unlikely to significantly affect active travel network coverage, other than in the case of integrating public transport and active travel networks and potentially widening access to the network. Despite this, the policies could encourage the use of public transport, particularly for Children and Young People.</p> <p>Overall, it is assessed that Policy 14, 15 and 16 could result in a Major Beneficial Effect on children and young people, as it could protect and enhance access to high quality community facilities, public services and key amenities. Additionally, the policies and associated measures will improve access using public transport to educational, social and economic opportunities for children and young people.</p>
Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?	++	++	++	

<p>How will the SRBS support or otherwise affect the implementation of relevant UNCRC Articles?</p>	<p style="text-align: center;">+ + +</p>	<p>Overall, it is assessed that Policy 14, 15 and 16 could have a Minor Beneficial Effect on the implementation of the relevant UNCRC Articles.</p> <ul style="list-style-type: none"> ➤ Article 2 (non-discrimination) ➤ Article 3 (best interests of the child to be a principal consideration) ➤ Article 6 (right to life, survival and development) ➤ Article 12 (right to express a view and have that view taken into account). ➤ Article 24 – Right to health and health services ➤ Article 28 – Right to education ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities.
<p>Overall consideration with respect to relevant UNCRC Articles: Does the policy help progress the realisation of children’s rights, and safeguard support and promote the wellbeing of children and young people?</p>	<p>Overall, the delivery of policy will help to progress the realisation of children’s rights, and safeguard, support and promote the wellbeing of children and young people.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is likely that the policy will progress children’s rights. It is therefore considered that Policy 14, 15 and 16 would have a Minor Beneficial Effect.</p>	
<p>Overall consideration with respect to GIRFEC approach (indicators: safe, healthy, achieving, nurtured, active, respected, responsible & included)</p>	<p>Policy 14, 15 and 16 will contribute to the realisation of children’s rights on a day-to-day basis as a smart and integrated ticketing system, high quality interchanges and travel information will enhance the ability of children and young people to access their daily needs. The delivery of Policy 14, 15 and 16 will allow children and young people to better realise their rights in respect to access to education, training, health care, community facilities, social groups and potential employment as access to the services that enable this will be improved. This objective pays considerations to the principles of healthy, achieving, active, responsible and included.</p> <p><u>Overall impact:</u> It is likely that the policy will progress children’s rights by paying consideration to the GIRFEC approach. It is therefore considered that Policy 14, 15 and 16 would have a Minor Beneficial Effect.</p>	

7.7 Policy Theme: A More Sustainable, Efficient and Adaptable Bus Network

- 7.7.1 The bus network should be operated in an environmentally sustainable and resilient way and support goals for net zero carbon and better air quality. Transitioning the fleet to zero emission vehicles, and delivering the supporting infrastructure and upskilled workforce, is a huge challenge for government and industry, but one which is already well underway in Scotland.
- 7.7.2 The challenge will be even greater if service frequencies and network coverage are to increase to deliver passenger growth and better access for communities, as this will increase the number of vehicles required to deliver the bus network. Scenarios developed for this strategy suggest that most of the bus fleet will need to be zero emission vehicles by around 2035 to align well with national climate change targets.
- 7.7.3 Alongside this, the bus network needs to be supported by a road network that is managed and adapted, where necessary, to mitigate effects of climate change. Mitigating surface flooding problems is important to avoiding disruption to bus services and passengers.
- 7.7.4 The key policies under this theme include:

- **Policy 17:** Transition the regional bus fleet to zero emission vehicles.
- **Policy 18:** Ensure high-quality and well-maintained vehicles across the region.
- **Policy 19:** Ensure the regional bus fleet supports a resilient and operationally efficient bus network.

7.7.5 As assessment of each policy against the framing questions is detailed below in **Table 7.7**.

Table 7.7 Theme: A Trusted and Recognisable Bus Service

CRW Criteria	Policies			Commentary
	P17	P18	P19	
How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?	++	+	+	<p>Children are more susceptible to the negative impacts of emissions. A high-quality bus fleet that is transitioning fully to 100% zero emission vehicles in line with Scottish Government targets would positively impact children and young people by improving health outcomes. High-quality and well maintained vehicles and an operationally efficient bus network will contribute to providing a consistent and resilient service for reliant users, such as children and younger people. This will continue to support children and young people accessing key destinations such as, education, training opportunities, local retail hubs and community facilities.</p> <p>This could contribute towards promoting the provision of the UNCRC and allowing children to realise rights set out in the following articles:</p> <ul style="list-style-type: none"> ➢ Article 28 – Right to education ➢ Article 24 – Right to health and health services ➢ Article 31 - Right to leisure, play and participation in cultural and artistic activities. <p>Overall, it is assessed that Policy 17 could result in a Major Beneficial Effect on children and young people, who are more susceptible to the negative impacts of emissions. It would work towards promoting the provision of the UNCRC and underpinning principals outlined. Policies 18 and 19 could have a Minor Beneficial Effect.</p>
Have children and young people been consulted on the intervention?	0	0	0	<p>Engagement has been conducted during the strategy development, as detailed in Section 4.</p> <p>Overall, in relation to this guiding question, it is assessed that Policy 17, 18 and 19 could result in a Neutral / Negligible Effect on children and young people as specific engagement has not been sought with this group.</p> <p>It is recommended that further targeted engagement is conducted on specific policy implementation with children and young people.</p>
What impact might the intervention have on the rights of children and young people?	+	+	+	<p>Policy 17, 18 and 19 and associated measures would positively impact the rights of children and young people as it would support young people and children in realising their rights.</p>

				Overall, it is assessed that Policies 17, 18 and 19 could result in Minor Beneficial Effect as their implementation would positively impact the rights of children and young people.
Will the rights of one group of children in particular be affected, and to what extent?	~	~	~	There are no groups of children more likely to be impacted than another in respect of Policies 17, 18 and 19 .
Are there competing interests between the groups of children, or between children and other groups, who will be affected by the intervention?	0	0	0	There are no competing interests between the groups of children, or between children and other groups. Overall, it is assessed that Policy 17, 18 and 19 could result in a Neutral / Negligible Effect on competing interests between the groups of children.
Is the intervention the best way of achieving its aims, taking into account children's rights?	+	+	+	An option appraisal and consultation on recommendations of the option appraisal were conducted as part of the development of the SRBS.. This process accounted for the impact of the strategy on Children's Rights. The outcomes of this process were further developed into the draft SRBS. Overall, it is assessed that Policies 17, 18 and 19 could result in a Minor Beneficial Effect on children and young people, as it they would contribute to the achievement of the overarching theme.
Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?				High-quality and well maintained vehicles and an operationally efficient bus network will contribute to providing a consistent and resilient service for reliant users, such as children and younger people. This will continue to support children and young people accessing key destinations such as, education, training opportunities, local retail hubs and community facilities. Overall, this may have a positive impact on the rights of children and young people, especially in relation to: <ul style="list-style-type: none"> ➤ Article 23 (Rights of disabled children) – an improvement in the bus service through the policies set out above may increase a child's active participation in the community as they feel more empowered to use public transport. ➤ Article 24 (Right to health and health services) – an improvement in the bus service through the policies set out above may provide a disabled child or child from a low-income background with better access to health care services; ➤ Article 28 (Right to education) – an improvement in the bus service through the policies set out above may increase attendance for some children based on improved accessibility, increasing the equality of opportunity; ➤ Article 31 (Right to leisure, play and participation in cultural artistic activities) – an improvement in the bus service through the policies set out above may increase engagement in play and recreational activities.
Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?	+	+	+	Active travel is not discussed in the appraisal in relation to Policy 17, 18 and 19. Overall, it is assessed that Policies 17, 18 and 19 could result in a Minor Beneficial Effect on children and young people, as it could protect and enhance access to high quality community facilities, public services and key amenities. Additionally, the policies and associated measures will improve access using public transport to educational, social and economic opportunities for children and young people.

<p>How will the SRBS support or otherwise affect the implementation of relevant UNCRC Articles?</p>	<p style="text-align: center;">+ + +</p>	<p>The SRBS, policies and associated measures has the potential to support the implementation of the following and relevant UNCRC articles:</p> <ul style="list-style-type: none"> ➤ Article 2 (non-discrimination) ➤ Article 3 (best interests of the child to be a principal consideration) ➤ Article 6 (right to life, survival and development) ➤ Article 12 (right to express a view and have that view taken into account). ➤ Article 24 – Right to health and health services ➤ Article 28 – Right to education ➤ Article 31 - Right to leisure, play and participation in cultural and artistic activities. <p>Overall, it is assessed that Policy 17, 18 and 19 could have a Minor Beneficial Effect on the implementation of the relevant UNCRC Articles.</p>
<p>Overall consideration with respect to relevant UNCRC Articles: Does the policy help progress the realisation of children’s rights, and safeguard support and promote the wellbeing of children and young people?</p>	<p>Overall, the delivery of policy 17, 18 and 19 will help to progress the realisation of children’s rights, and safeguard, support and promote the wellbeing of children and young people.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is likely that the policy will progress children’s rights. It is therefore considered that Policy 17, 18 and 19 would have a Minor Beneficial Effect.</p>	
<p>Overall consideration with respect to GIRFEC approach (indicators: safe, healthy, achieving, nurtured, active, respected, responsible & included)</p>	<p>Policy 17, 18 and 19 will contribute to the realisation of children’s rights on a day-to-day basis as zero emission vehicles will positively impact on health outcomes for children and young people whilst high-quality and well-maintained vehicles will enhance the ability of children and young people to access their daily needs. The delivery of Policy 17, 18 and 19 will allow children and young people to better realise their rights in respect to access to education, training, health care, community facilities, social groups and potential employment as access to the services that enable this will be improved. This objective pays considerations to the principles of healthy, achieving, active, responsible and included.</p> <p><u>Overall impact:</u> It is likely that the policy will progress children’s rights by paying consideration to the GIRFEC approach. It is therefore considered that Policy 17, 18 and 19 would have a Minor Beneficial Effect.</p>	

8 Summary

- 8.1.1 Overall, the SRBS objectives, policies and measures are assessed to provide a Minor Beneficial to Major Beneficial Effect regarding Children's Rights and Wellbeing. Alongside this a number of objectives and policies have been assessed as Neutral / Negligible Effect to the guiding questions within this assessment. This is because further detail regarding the implementation of the objectives and policies would be needed to make a robust impact assessment.
- 8.1.2 Overall, the following impacts have been found for the Draft SRBS Objectives and Policies against the CRW guide questions.

Draft SRBS Objectives

- 8.1.3 A more consistent and improved level of service across the region, as outlined in Objective 1, would provide children and young people with better access to key services and destinations, thereby advancing equality of opportunity and allowing them to realise their rights with respect to accessing education, training, health care, community facilities, social groups and potential employment. Consequently, a Major Beneficial Effect is associated with Objective 1.
- 8.1.4 A more affordable, safe and accessible service for all under Objective 2 would ensure that children and young people are better connected to key destinations and services. Young people aged 5 to 21 who live in Scotland are entitled to a free bus pass as part of the national concessionary scheme. However, young children who are more likely to travel with a parent or guardian are likely to benefit from Objective 2. Therefore, a Minor Beneficial Effect is expected for children and young people from the delivery of this objective.
- 8.1.5 A more attractive, integrated and sustainable bus network under Objective 3 would improve the experience of children and young people who are more reliant on bus travel and could encourage increased patronage. Children are especially vulnerable to the harmful effects of emissions. A more sustainable network would benefit all users, particularly children and young people. Additionally, a more integrated network would improve flexibility and enhance connections with other modes of transport for all children and young people. A Minor Beneficial Effect is expected for children and young people from delivery of this objective.

Policies

- 8.1.6 Generally, the 19 policies and associated measures under the seven themes will have a Minor to Major Beneficial Effect on Children's Right and Wellbeing, in relation to achieving the duties of the Children and Young People (Scotland) Act 2014.
- 8.1.7 The most beneficial policies include **Policy 1, Policy 2, Policy 3, Policy 4, Policy 5, Policy 6, Policy 7, Policy 8, Policy 9, and 17**. These policies aim to enhance the bus network by increasing coverage and frequency, reducing journey times, and improving reliability. Importantly, for children and young people experiencing transport poverty, these policies could enhance physical access, as well as safety, and promote better integration between different modes of transportation. Additionally, creating a strong network identity through these policies would raise standards for staff training, fleet management, and infrastructure development. The compound effect of delivering these policies would aid the achievement of the duties of the Children and Young People (Scotland) Act 2014 and deliver the most benefit.
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Appendices

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Appendix A Baseline Data

Table A.1: Age profile by local authority

Protected Characteristic	Local authority (%)													
	Argyll & Bute	East Ayrshire	East Dunbartonshire	East Renfrewshire	Glasgow City	Inverclyde	North Ayrshire	North Lanarkshire	Renfrewshire	South Ayrshire	South Lanarkshire	West Dunbartonshire	Combined SPT Region Average	National
Ages 0-15	14.6	16.9	17.6	20	15.4	15.3	15.9	17.6	16.1	15.2	16.9	16.9	16.4	16.3
Aged 16-24 years	7.5	9	8.3	9.2	14.5	9.2	9.1	10.3	9.8	8.4	9.3	9.4	10.7	10.7
Aged 25-34	9.3	11.5	9.1	8.6	18.2	11.3	10.6	12.3	13.3	9.7	11.9	12.2	13.2	12.7
Aged 35-49	16.7	17.9	18.5	19.3	19	17.2	16.9	19.4	18.7	16.5	18.9	18.1	18.5	18.5
Aged 50-64	25.1	13	22.2	21.1	18.7	24.4	23.5	22.2	22.3	23.5	22.6	23.1	21.7	21.5
Aged 65 and over	27.2	21.4	24.1	21.6	14	22.3	23.7	17.8	19.5	26.5	20.2	20.04	19.2	20

Source: Scotland’s Census 2022: [Scotland's Census](#)

Appendix B

Policy Ref	Draft SRBS Policy	Measure Ref	Draft SRBS Measure
Theme 1: Buses where they are needed, when they are needed			
P1	Improve periods of operation and geographic coverage of the bus network, where required.	M1	A regional bus network based upon defined principles for frequency, capacity, periods of operation, coverage and connectivity.
		M2	Minimum levels of service for all towns, key destinations (e.g., hospitals) and off-peak time periods to ensure basic accessibility, working towards more convenient service levels.
P2	Improve the frequency of bus services, where required.	M3	High frequency services (every 10 minutes minimum) on core routes, working towards a turn-up-and-go service level for some services at appropriate times.
P3	Improve the efficiency of the regional bus network.	M4	An integrated bus network with better coordination between services and modes, particularly for journeys where interchange is more common (e.g., rural to regional express or bus to rail).
Theme 2: Reliable and quicker journeys			
P4	Improve the reliability and punctuality of bus services.	M5	Bus priority infrastructure on high frequency routes (every 10 minutes minimum) and routes that are prone to congestion, including motorways.
		M6	Bus services that better meet performance (e.g. punctuality and patronage) standards and objectives, supported by more performance monitoring and the open sharing of performance data.
		M7	Better coordination of rural services with region/express services and rail services.
		M8	Better co-ordination of appropriate fleets for appropriate routes and services, maximising fleet and boarding capacity.
		M9	Support wider car demand management and centralised network disruption management policies, measures and operations.
		M10	Traffic management and enforcement measures (e.g., bus lane cameras, parking enforcement).
		M11	More efficient network planning via a whole of region approach to provide faster and more reliable journeys.
		M12	Network-wide communication and monitoring teams to manage and respond to disruption, including the development with partners of a regional control centre.
P5	Improve the attractiveness of bus journey times compared to car journey times.	M13	Faster bus journey times on busier routes, supported by bus priority, faster boardings (through smart ticketing, bus stop



			rationalisation and faster vehicle access/egress) and express services.
Theme 3: Affordable and attractive fares and ticketing			
P6	Improve the affordability of bus fares, especially for people living in poverty, disadvantaged communities and rural or remote communities.	M14	Concessionary / discounted fares prioritised for groups most in need, progressing towards overall fare reductions for all.
P7	Improve the attractiveness of bus fares compared to the cost of motoring.	M15	Automatic fare capping for single and multi-journey (ensuring best fare is applied for the actual journey made).
P8	Ensure that bus fares are easy to understand and flexible.	M16	Simplified fare structures providing customers with the best value for money ticket for all journeys.
		M17	Accessible and easy to understand fares information.
		M18	Consistent and well-communicated approaches to any fare increases.
Theme 4: Accessible and safer bus journeys			
P9	Improve the accessibility and safety of bus travel for all passengers.	M19	Accessibility and equality training for bus drivers, bus station staff and bus planning teams.
		M20	Inclusive and accessible travel information, including audio-visual information on buses.
		M21	Passenger assistance services on buses, aiming for a single, network-wide approach.
		M22	Accessible vehicles, bus stops and bus stations, and routes to bus stops and stations.
		M23	CCTV on buses and at bus stations.
		M24	High quality, well-lit and maintained bus stops.
Theme 5: A Trusted and Recognisable Bus Network			
P10	Develop a consistent network identity across the region.	M25	A strong network-wide identity across key assets, services and information (e.g. vehicles, stops and stations, online and app services).
P11	Ensure passengers receive a consistent, high quality standard of customer service across the region.	M26	A network-wide Customer Charter.
		M27	Network-wide passenger engagement and monitoring of passenger satisfaction.
P12	Develop and ensure a consistent approach to bus service changes across the region that minimises disruption to passengers.	M28	Restrict significant service changes to well-defined dates each year (like trains) with a clearly reported rationale for change.
P13	Develop and ensure high quality and consistent driver standards across the region.	M29	Consistent, high quality customer service provided by drivers and other customer-facing staff (e.g., travel centres, contact centres, customer services).
Theme 6: A seamless and integrated network			
P14	Develop a smart and integrated ticketing system for the bus network that makes it easy to use bus	M30	Smart and cashless ticketing options and simplified product offer.
		M31	Bus integrated more closely with ferry, rail, Subway, cross-regional routes and the



	across the region and supports wider multi-modal integration and MaaS.		emerging Clyde Metro - networks/services/hub, ticketing and information.
P15	Ensure bus stops and interchanges are high quality and located conveniently and efficiently across the region.	M32	High quality passenger waiting facilities (stops/hubs/stations) across the region.
		M33	Integrate waiting facilities with active, accessibility and micro-mobility modes, and with wider mobility hub and place-making proposals in appropriate locations.
		M34	Review, improve and rationalise waiting facility infrastructure and locations to provide a more seamless, welcoming and efficient network.
P16	Ensure bus travel information is provided consistently as high quality, accurate and integrated for all bus users across the region.	M35	Accurate and reliable real time travel information across the region.
		M36	Open and transparent performance monitoring of services to assess performance and target improvements.
Theme 7: A more environmentally sustainable, efficient and adaptable bus network and fleet			
P17	Transition the regional bus fleet to zero emission vehicles.	M37	High quality bus fleet that is transitioning fully to 100% zero emission vehicles in line with Scottish Government targets.
P18	Ensure high-quality and well-maintained vehicles across the region.	M38	Efficient, resilient and well-maintained depot network.
P19	Ensure the regional bus fleet supports a resilient and operationally efficient bus network.	M39	A road and bus infrastructure network that is resilient and adaptable to the effects of climate change.
		M40	Resilient and skilled-up workforce.
		M41	EV enabled bus depot facilities and supporting infrastructure that are future proofed to facilitate the conversion of the bus fleet to zero emissions.





With every community, we redefine what's possible.

Stantec is a global leader in sustainable architecture, engineering, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.