



Strathclyde Regional Bus Strategy

Children's Rights and Wellbeing Impact Assessment Interim Report



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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 process to be undertaken at an interim impact assessment stage during the options appraisal stage of the study.

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 The development of a Strathclyde Regional Bus Strategy 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.

2.1.2 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.”

2.1.3 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.

2.1.4 The RTS concluded that the **“strategy Vision will not be achieved without improving the quality and integration of the bus network and set out a policy aiming for a world class passenger focused public transport system”**. Given this conclusion, the need for the development of a Strathclyde Regional Bus Strategy (SRBS) was recognised with the new powers and opportunities available through the Transport (Scotland) Act 2019 requiring consideration in the development of the SRBS.

2.1.5 In this regard, a previous scoping study to consider the new powers and bus improvement options available to local transport authorities under the Transport (Scotland) Act 2019, concluded that a truly 'fit for purpose' network would achieve the RTS objective to *'make public transport a desirable and convenient travel choice for everyone with a regional public transport network that guarantees access to work, health, education and recreation – without breaking the bank or planet – and builds the foundation of a dynamic, integrated and efficient 21st century transport system , with the ultimate outcome of more people using buses'*.

2.1.6 The development of the world class system is guided by the RTS Connecting Places Policy theme which focuses on the spatial context for the RTS and future RTS Delivery Plans, setting out the strategic gateways, corridors and locations that will be a focus for future transport appraisal and investment to support regional development priorities, economic strategies and the regional Growth Deals.

2.1.7 The Strathclyde Regional Bus Strategy is being developed through the consideration of:

- the role of bus in delivery the RTS
- the spatial context of the bus network
- the attributes and components of a world class bus network for the region

2.1.8 The option development and appraisal process will consider the operating and funding model (from the range of bus reform options available to SPT) and during the option appraisal process will be informed by this Fairer Duties Scotland Impact Assessment. Options will include, and may be a combination of the following:

- Option 1 – Business as usual

- Option 2 – Voluntary partnerships
- Option 3 – Bus Service Improvement Partnerships (BSIP)
- Option 4 – Local Franchising
- Option 5 – Municipal Bus Operations

2.1.9 The appraisal will identify the most appropriate operating and funding model(s) for the region, taking into account the powers available through the Transport (Scotland) Act 2019.

2.1.10 An overview of each option is provided in **Section 2.2 – 2.6** of the **Options Appraisal Report**.

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 emerging Strathclyde Regional Bus Strategy (SRBS) options in relation to implementing the CRW Duties. This provides a transparent framework to assess the extent to which emerging 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). The assessment will be informed through engagement activities with relevant groups of interest and impact (as discussed below).

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 emerging Strathclyde Regional Bus Strategy (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?*
- *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?*

Guide Questions: Child Rights and Wellbeing

- *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 Assessment Criteria Matrix

3.4.1 The following matrix will be used to assess any disproportionate impact of the emerging SRBS on protected characteristics.

Table 3.1: Assessment Criteria Matrix

Impact Score	Description	Symbol
Major 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	++
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 policy has a neutral effect in regard to Children's Rights and Wellbeing impacts or the relationship is negligible	0
Minor Adverse Effect	The 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 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 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 policy and the Children's Rights and Wellbeing.	~

3.4.2 The assessment criteria provide an objective means of undertaking and reporting the equalities assessments of the transport policies on a consistent basis. 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.

3.4.3 During the appraisal of options for the strategy, an interim assessment is to be undertaken on the options being developed and appraised toward the development of the Strathclyde Regional Bus Strategy. This assessment will support the options appraisal process. A final assessment would also be undertaken as the Strategy itself is developed.

3.4.4 The interim assessment will be undertaken using the Guide questions and assessment criteria matrix as set out above, and informed through an engagement exercise, as discussed below. The outcome of the assessment and engagement will be clearly stated in the appraisal outcomes, with options adapted if required, given the assessment findings.

3.5 Stakeholder Engagement and Consultation

3.5.1 Engagement to inform the assessment has been conducted in two stages:

- During the Option Appraisal, engagement has been undertaken with local authorities and bus operators in the Strathclyde region.
- 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

4 Baseline Conditions

4.1 Overview

- 4.1.1 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.
- 4.1.2 Children (0- to 15-year-olds) comprise 17% of Scotland's total population, and young people (16- to 24-year-olds), equivalent to 10% (National Records of Scotland, 2021).

4.2 Transport and Accessibility

- 4.2.1 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

- 4.2.2 The importance of access to education is paramount, especially in deprived areas. In Scotland, those from the '20% Most Deprived' Scottish Index of Multiple Deprivation (SIMD) Data Zones are also the least likely to go into 'Positive Destinations' (90.0%) compared to those from the '20% Least Deprived' areas (96.3%). Notably the '20% Most Deprived' Data Zones are primarily located within Urban Areas and their suburbs (that is 'Large Urban Areas' and 'Other Urban Areas') (Scottish Government, 2021b)
- 4.2.3 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).
- 4.2.4 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.
- 4.2.5 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).
- 4.2.6 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.

- 4.2.7 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 NEC or Young Scot NEC who are aged between 5 and 21 inclusive. 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).
- 4.2.8 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.
- 4.2.9 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

- 4.2.10 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).

4.3 Affordability

- 4.3.1 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).
- 4.3.2 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. Where there are concessionary fares available for young people, they may not include peak time travel which typically means they will not benefit those travelling to work or college (Poverty and Inequality Commission, 2019).
- 4.3.3 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). 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. 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).

- 4.3.4 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.
- 4.3.5 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.

4.4 Air Quality

- 4.4.1 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.
- 4.4.2 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.

4.5 Road Safety

- 4.5.1 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.

5 Assessment Matrix

- 5.1.1 The current bus operations in the SPT region reflect the provisions of the 1985 Transport Act. The majority of bus services are provided on a commercial basis by privately owned bus companies who recover the cost of operating their services through a mixture of farebox revenues and government payments. A minority of services are considered to be socially necessary and are provided through tendered contracts let by SPT, especially in some rural areas. In the City of Glasgow and larger towns in the region, many bus services operate frequently using modern buses equipped with good quality seating, on-board real-time information plus on-board wi-fi and charging facilities. In smaller towns and in rural areas services are typically less frequent – although there are some notable exceptions – and are operated by vehicles that may be a little older but still provide a comfortable passenger environment.
- 5.1.2 Given the commercial nature of operations, operators tend to focus on the corridors and towns where bus ridership, and the potential for growth in ridership, is higher. This means that some communities, or links between relatively nearby communities, can receive a poor bus service or, in extreme cases, no timetabled conventional bus service at all. SPT has a budget of £13m per annum to contract with operators to fill these gaps in the commercial networks and provide socially necessary bus services. These can take the form of:
- Entire services using conventional buses or door-to-door dial-a-ride operations;
 - Early morning, evening and Sunday services where the communities are served by commercial services during the rest of the week; and
 - Extensions and diversions to commercial services that would otherwise not serve certain communities.

5.1 Business as Usual

Table 5.1: Option 1 – Business as Usual

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
Does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?	<p>The current bus operations in the SPT region reflect the provisions of the 1985 Transport Act. The majority of bus services are provided on a commercial basis by privately owned bus companies who recover the cost of operating their services through a mixture of farebox revenues and government payments. A minority of services are considered to be socially necessary and are provided through tendered contracts let by SPT, especially in some rural areas.</p> <p>The proportion of children and young people in the SPT region is very similar to the national averages. Children (aged 15 and under) comprise 16.8% of the Combined SPT Region's population, compared to 16.6% nationally. Young people (aged 16-24 years) comprise 9.9% of the Combined SPT Region's population, compared to 10.2% nationally.</p>

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>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).</p> <p>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 ▪ The accessibility and safety of public transport available (Transport Scotland, 2021). <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>Bus operators in the SPT region participate in the National Concessionary Travel (NCT) scheme which is available to all disabled residents and young people under the age of 22. This provides card holders free bus travel in Scotland. Therefore, affordability of bus fares should not be an issue for children and young people as the NCT scheme would continue under a business as usual scenario.</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Under a business as usual option, it is anticipated that there would be a continued retraction in the commercially-provided bus network, particularly services operating after 1900 and on Sundays. ▪ TPO2 Increase Affordability of the Bus Network: There is lack of evidence to understand if this TPO relates to, promotes, or inhibits the provisions of the UNCRC, other relevant treaties and standards, or domestic law. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality: Whilst local authorities can discuss and agree interventions which help improve reliability and punctuality, the absence of any commitment or certainty tends to mitigate against anything more than very trivial improvements and without formalised partnership agreements it is unlikely to deliver sustained performance. Current experience is that reliability and punctuality has been deteriorating, and therefore Business as Usual is likely to result in continued deterioration. ▪ TPO3 Increase the Attractiveness of the Bus Network – Safety and Security: Under a business as usual scenario, any safety and security measures implemented are expected to primarily relate to vehicle improvements and would not be expected to improve waiting facilities or introduce bespoke measures or schemes related to safety. Therefore, safety and security issues amongst children and young people are unlikely to improve. ▪ TPO3 Increase the Attractiveness of the Bus Network – Network Identity, Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Customer Charter + Data and Monitoring:

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>There is lack of evidence to understand if these TPO3 categories relate to, promotes, or inhibits the provisions of the UNCRC, other relevant treaties and standards, or domestic law.</p> <p>Overall, although bus fares will be free for children and young people, under a business as usual scenario there is a potential for the service to deteriorate and for the bus network to become increasingly inaccessible which could inhibit some provisions of the UNCRC, as discussed below.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 1 – Business as Usual would have a Minor Adverse Effect.</p>
What impact might the intervention have on the rights of children and young people?	<p>It is likely that a business as usual scenario could potentially negatively impact the rights of children and young people.</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: It is likely that there would be a continued retraction in the commercially-provided bus network, particularly for services operating after 1900 and on Sundays. A reduced bus service will go against the four general principals which underpin the UNCRC. Overall, this will have a negative 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) – a reduction in the bus service will not improve a child’s active participation in the community; ➤ Article 24 (Right to health and health services) – a reduction in the bus service may deprive a child of access to health care services; ➤ Article 28 (Right to education) – a reduction in the bus service may reduce attendance for some children based on inaccessibility; and ➤ Article 31 (Right to leisure, play and participation in cultural artistic activities) – a reduction in the bus service may create a barrier in relation to a child engaging in play and recreational activities. ▪ TPO2 Increase Affordability of the Bus Network: There is a lack of evidence to understand the impact that this TPO might have on the rights of children and young people. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality, Network Identity, Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Safety and Security, Customer Charter + Data and Monitoring: There is a lack of evidence to understand the impact that these TPO3 categories might have on the rights of children and young people. <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 1 – Business as Usual would have a Minor Adverse Effect.</p>
Will the rights of one group of children in particular be affected, and to what extent?	<p>One group of children who are likely in particular to be affected are disabled children. 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</p>

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In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>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.</p> <p>There is a lack of integrated and comprehensive accessible journey planning information essential to disabled people being able to plan a whole journey, and a lack of consistent provision of audio/visual travel information on board transport services.</p> <p>Although not specific to children and young people, safety and security when using the network has been highlighted as a key issue. 58% of disabled people agreed that they 'Feel safe and secure on the bus at night' compared to 73% of non-disabled people. People with disabilities tend to avoid travelling during peak hours. On weekdays a greater proportion of disabled people's journeys are in the middle of the day, and fewer before 9:30am and after 4:30pm. A 2018 survey found that access to hospitals by transport for disabled people was most difficult in rural areas.</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: There are currently issues related to coverage, periods of operation, and frequency of services for public transport across the SPT region. The trend of changes to bus services suggests that reductions would continue under a business as usual situation. In this case, the bus network coverage would worsen, impacting access for disabled children and young people. ▪ TPO2 Increase Affordability of the Bus Network: There is a lack of evidence to understand whether this TPO will affect the rights of one group of children. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality: With the absence of any commitment to mitigate against anything more than very trivial improvements and without formalised partnership agreements, it is unlikely that reliability and punctuality will improve which will only further discourage disabled children and young people from using the services. ▪ TPO3 Increase the Attractiveness of the Bus Network – Information: It is noted that the existing Glasgow Bus Alliance have outlined a Pledge to deliver reliable, up to date and consistent information and working with local authorities, SPT and Transport Scotland on elements such as a multi-operator branded app, audio-visual next stop announcements, upgrading information at busy stops, and providing better timetables, maps and fares information. This may have a positive impact on disabled children and young people who highlighted a lack of integrated and comprehensive accessible journey planning information. ▪ TPO3 Increase the Attractiveness of the Bus Network – Safety and Security: Safety and security has been highlighted as a main issue by disabled people, which will also include children and young people. Any safety and security measures implemented through a business as usual approach would primarily relate to vehicle improvements and would not be expected to improve waiting facilities or passenger safety. ▪ TPO3 Increase the Attractiveness of the Bus Network – Network Identity, Ticketing, Interchanges and Bus Stops, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Customer Charter + Data and Monitoring: There is a lack of evidence to understand whether these TPO3 categories will affect the rights of one group of children.

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In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>Overall, disabled children and young people are one group in particular that are affected by a business as usual model. Although there will likely be some level of improvement under a business as usual scenario, especially in relation to bus service information, it is likely that overall disabled children and young people will not benefit due to limited service and accessibility enhancements.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 1 – Business as Usual would have a Minor Adverse Effect on disabled children and young people.</p>
Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?	<p>There are no competing interests between the groups of children, or between children and other groups.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 1 – Business as Usual would have a Neutral / Negligible Effect.</p>
Is the intervention the best way of achieving its aims, taking into account children's rights?	<p>A business as usual option is unlikely to be the best way of achieving the aims, taking into account children's rights. Although the option may only have a minor adverse effect on children's rights, in terms of a declining service, other SRBS options have the potential to further promote the rights of children and young people.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 1 – Business as Usual would 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?	<p>Evidence from the Case for Change 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. A survey in 2017 identified there has been a decline in the percentage of LGBT young people overall who say they feel safe on public transport, from 70% in 2012 to 67% in 2017. Overall, 51% of transgender young people in the survey felt safe when using public transportation.</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Under a business as usual scenario, there is likely to be a continued retraction in the bus network, particular that operating after 1900 and on Sundays. It is therefore unlikely that this option will protect and enhance access to high quality community facilities, public services and key amenities for children and young people. ▪ TPO2 Increase Affordability of the Bus Network: There is a lack of evidence to understand if this TPO will protect and enhance access to high quality community facilities, public services and key amenities for children and young people. ▪ TPO3 Increase the Attractiveness of the Bus Network – Safety and Security: Safety and security has been highlighted as an issue by children and young people. Any safety and security measures implemented through a business as usual approach would primarily relate to vehicle improvements and would not be expected to improve waiting facilities or passenger safety. This therefore would not improve safety and security issues that children and young people have. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality, Network Identity, Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Customer

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In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>Charter + Data and Monitoring: There is a lack of evidence to understand if these TPO3 categories will protect and enhance access to high quality community facilities, public services and key amenities for children and young people.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 1 – Business as Usual would have a Neutral / Negligible Effect.</p>
Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?	<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.</p> <p>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 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.</p> <p>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.</p> <p>Active travel is not discussed in the appraisal in relation to business as usual.</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: A reduction in the bus service quality associated with the business as usual option may hinder access for young people and children to education, social and economic opportunities by public transport. Overall, this may have a negative 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) – a reduction in the bus service may take away a child’s active participation in the community; ➤ Article 24 (Right to health and health services) – a reduction in the bus service may deprive a child of access to health care services; ➤ Article 28 (Right to education) – a reduction in the bus service may reduce attendance for some children based on inaccessibility; and ➤ Article 31 (Right to leisure, play and participation in cultural artistic activities) – a reduction in the bus service may create a barrier in relation to a child engaging in play and recreational activities.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<ul style="list-style-type: none"> ▪ TPO2 Increase the Affordability of the Bus Network: With the existing National Concessionary Travel scheme, rising prices associated with the business as usual option will not negatively impact children and young people in the SPT region. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality, Network Identity, Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Safety and Security, Customer Charter + Data and Monitoring: There is a lack of evidence to understand if these TPO3 categories will improve access for using active travel and public transport to educational, social and economic opportunities for children and young people. <p>Overall, it is unlikely that the business as usual option will improve access using active travel and public transport to educational, social and economic opportunities for children and young people as services will continue to decline.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 1 – Business as Usual would have a Neutral / Negligible Effect.</p>
Will the SRBS option support or otherwise affect the implementation of relevant UNCRC Articles?	<p>Relevant UNCRC Articles include:</p> <ul style="list-style-type: none"> ➤ 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 <p>A continued retraction in the commercially-provided bus network, particularly services operating after 1900 and on Sundays (TPO1), may affect the implementation of these rights. For example, a reduced bus service may negatively impact a child's right to health and health services if they are unable to attend a medical appointment due to a lower number of buses serving a medical centre. There is a lack of evidence to understand if TPO2 and TPO3 would support or otherwise affect the implementation of these Articles.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 1 – Business as Usual would have a Minor Adverse Effect.</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>Overall, the business as usual model is unlikely to further progress the realisation of children's rights, safeguard support and promote the wellbeing of children and young people. This is due to a possible continued retraction of the bus network being unlikely to deliver further benefits in this regard.</p> <p><u>Overall impact:</u> Taking the above points into consideration, while there are some minor adverse impacts anticipated under a Business as Usual scenario, it is unlikely that the option will severely inhibit or progress children's rights. It is therefore considered that Option 1 – Business as Usual would have a Neutral / Negligible Impact.</p>
Overall consideration with respect to GIRFEC approach (indicators: safe, healthy,	Neutral / Negligible Effect.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
achieving, nurtured, active, respected, responsible & included)	

5.2 Voluntary Partnership

5.2.1 A voluntary partnership (VP) provides a formal written framework within which bus operators, local transport authorities, local highway authorities and other relevant actors will work together to achieve stated objectives and deliver agreed measures and facilities. A VP is typically entered into to provide a structure for agreeing enhanced operating and highways standards when a major investment in infrastructure or services is secured. During the engagement process, the operators expressed the desire to establish a more ambitious and transformational VP than previous examples e.g. Glasgow City Region Bus Partnership. It is understood that this enhanced version of a partnership could include:

- A single network identity, including a region-wide app, website and branding;
- A joint management group made up of SPT and operator representatives to consider areas such as network strategy and operational reviews;
- Enhanced data sharing and KPI targets;
- Reinvestment of savings from bus priority measures into service enhancements;
- A review fares and ticketing to provide simpler and consolidated products; and
- Customer service improvements on-street and through other channels.

Table 5.2: Option 2 – Voluntary Partnership

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
<p>Does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?</p>	<p>A voluntary partnership (VP) provides a formal written framework within which bus operators, local transport authorities, local highway authorities and other relevant actors will work together to achieve stated objectives and deliver agreed measures and facilities. A VP is typically entered into to provide a structure for agreeing enhanced operating and highways standards when a major investment in infrastructure or services is secured.</p> <p>The proportion of children and young people in the SPT region is very similar to the national averages. Children (aged 15 and under) comprise 16.8% of the Combined SPT Region’s population, compared to 16.6% nationally. Young people (aged 16-24 years) comprise 9.9% of the Combined SPT Region’s population, compared to 10.2% nationally.</p> <p>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).</p> <p>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>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>Bus operators in the SPT region participate in the National Concessionary Travel (NCT) scheme which is available to all disabled residents and young people under the age of 22. This provides card holders free bus travel in Scotland. Therefore, affordability of bus fares should not be an issue for children and young people as the NCT scheme would continue under a VP scenario.</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Based on previous examples of VPs, it is expected that there would be a continued retraction in the bus network. ▪ TPO2 Increase Affordability of the Bus Network: There is lack of evidence to understand if this TPO relates to, promotes, or inhibits the provisions of the UNCRC, other relevant treaties and standards, or domestic law. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality: VPs offer the potential to agree standards for fleet renewal, vehicle maintenance and staffing levels of services at various geographical levels – most commonly from corridor to local authority level. However, this is unlikely to deliver transformational improvements across the region.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<ul style="list-style-type: none"> ▪ TPO3 Increase the Attractiveness of the Bus Network – Safety and Security: Given what has been delivered under existing and previous partnerships, significant improvements related to safety and security would not be expected to be delivered. Furthermore, any new partnership would be limited to particular areas or corridors and would not deliver a region-wide improvement of standards. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality, Network Identity, Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Charter + Data and Monitoring: There is lack of evidence to understand if these TPO3 categories relate to, promotes, or inhibits the provisions of the UNCRC, other relevant treaties and standards, or domestic law. <p>Overall, although bus fares will continue to be free for children and young people under the age of 22, a deteriorating service and potential for a small improvement in reliability and punctuality will not promote the provisions of the UNCRC, there is potential that a VP would inhibit the provisions.</p> <p><u>Overall:</u> Taking the above points into consideration, it is considered that Option 2 – Voluntary Partnerships would have a Neutral / Negligible Effect.</p>
What impact might the intervention have on the rights of children and young people?	<p>It is likely that a VP option could potentially negatively impact the rights of children and young people.</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Based on previous examples of VPs, it is expected that there would be a continued retraction in the bus network, particularly for services operating after 1900 and on Sundays. A reduced bus service will go against the four general principals which underpin the UNCRC. Overall, this will have a negative 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) – a reduction in the bus service will not improve a child’s active participation in the community; ➢ Article 24 (Right to health and health services) – a reduction in the bus service may deprive a child of access to health care services; ➢ Article 28 (Right to education) – a reduction in the bus service may reduce attendance for some children based on inaccessibility; and ➢ Article 31 (Right to leisure, play and participation in cultural artistic activities) – a reduction in the bus service may create a barrier in relation to a child engaging in play and recreational activities. ▪ TPO2 Increase Affordability of the Bus Network: There is a lack of evidence to understand the impact that this TPO might have on the rights of children and young people. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality, Network Identity, Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Safety and Security, Customer Charter + Data and Monitoring: There is a lack of evidence to understand the impact that these TPO3 categories might have on the rights of children and young people.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 2 – Voluntary Partnership would have a Minor Adverse Effect.</p>
<p>Will the rights of one group of children in particular be affected, and to what extent?</p>	<p>One group of children who are likely in particular to be affected are disabled children. 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.</p> <p>There is a lack of integrated and comprehensive accessible journey planning information essential to disabled people being able to plan a whole journey, and a lack of consistent provision of audio/visual travel information on board transport services.</p> <p>Although not specific to children and young people, safety and security when using the network has been highlighted as a key issue. 58% of disabled people agreed that they 'Feel safe and secure on the bus at night' compared to 73% of non-disabled people. People with disabilities tend to avoid travelling during peak hours. On weekdays a greater proportion of disabled people's journeys are in the middle of the day, and fewer before 9:30am and after 4:30pm. A 2018 survey found that access to hospitals by transport for disabled people was most difficult in rural areas.</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Existing VPs do not appear to have significantly influenced levels of service and it would therefore be anticipated that there would be a continued retraction in the bus network. In this case, the bus network coverage would worsen, impacting access for disabled children and young people. ▪ TPO2 Increase Affordability of the Bus Network: There is a lack of evidence to understand whether this TPO will affect the rights of one group of children. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality: VPs offer the potential to agree standards for fleet renewal, vehicle maintenance and staffing levels of services at various geographical levels. A more reliable and punctual bus network may benefit disabled children and young people. ▪ TPO3 Increase the Attractiveness of the Bus Network – Information: VPs offer the potential to agree standards for information and work towards these, for example, Glasgow Bus Alliance has a pledge related to this that could be enhanced through a VP. This is likely to benefit disabled children and young people with more comprehensive and accessible journey planning information. ▪ TPO3 Increase the Attractiveness of the Bus Network – Safety and Security: Safety and security has been highlighted as a main issue by disabled people, which will also include children and young people. Given what has been delivered under existing and previous VPs, significant improvements related to safety and security would not be expected to be delivered region-wide.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<ul style="list-style-type: none"> ▪ TPO3 Increase the Attractiveness of the Bus Network – Network Identity, Ticketing, Interchanges and Bus Stops, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Customer Charter + Data and Monitoring: There is a lack of evidence to understand whether these TPO3 categories will affect the rights of one group of children. <p>Overall, disabled children and young people are one group in particular affected by a VP option. Although there will likely be some level of improvements under a VP option especially in relation to bus service information, it is likely that overall disabled children and young people will not benefit due to limited service and accessibility enhancements.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 2 – Voluntary Partnership would have a Neutral / Negligible Effect on disabled children and young people.</p>
Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?	<p>There are no competing interests between the groups of children, or between children and other groups.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 2 – Voluntary Partnership would have a Neutral / Negligible Effect.</p>
Is the intervention the best way of achieving its aims, taking into account children’s rights?	<p>A VP option is unlikely to be the best way of achieving the aims, taking into account children’s rights. Although the option may only have a minor adverse effect on children’s rights, in terms of a declining service, other SRBS options will benefit children and young people more.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 2 – Voluntary Partnership would 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?	<p>Evidence from the Case for Change 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. A survey in 2017 identified there has been a decline in the percentage of LGBT young people overall who say they feel safe on public transport, from 70% in 2012 to 67% in 2017. Overall, 51% of transgender young people in the survey felt safe when using public transportation.</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Current VPs, do not appear to have significantly influenced levels of service provided. Under a VP, it is therefore likely that there would be a continued retraction in the bus network particularly those operating after 1900 and on Sundays. This option under this TPO is therefore unlikely to protect and enhance access to high quality community facilities, public services and key amenities for children and young people. ▪ TPO2 Increase Affordability of the Bus Network: There is a lack of evidence to understand if this TPO will protect and enhance access to high quality community facilities, public services and key amenities for children and young people. ▪ TPO 3 Increase the Attractiveness of the Bus Network – Safety and Security: Safety and security has been highlighted as an issue by children and young people. Given what has been delivered under existing and previous VPs, significant improvements related to safety and security would not be expected to be delivered. Furthermore, a VP would likely be limited to particular areas or corridors and

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>would not deliver a region-wide improvement of standards. This therefore would not improve safety and security issues that children and young people have.</p> <ul style="list-style-type: none"> ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality, Network Identity, Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Customer Charter + Data and Monitoring: There is a lack of evidence to understand if these TPO3 categories will protect and enhance access to high quality community facilities, public services and key amenities for children and young people. <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 2 – Voluntary Partnership would have a Neutral / Negligible Effect.</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>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.</p> <p>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 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.</p> <p>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.</p> <p>Active travel is not discussed in the appraisal in relation to a VP option.</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: A reduction in the bus service quality associated with a VP option may hinder access for young people and children to education, social and economic opportunities by public transport. Overall, this may have a negative 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) – a reduction in the bus service may take away a child’s active participation in the community; ➢ Article 24 (Right to health and health services) – a reduction in the bus service may deprive a child of access to health care services;

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<ul style="list-style-type: none"> ➤ Article 28 (Right to education) – a reduction in the bus service may reduce attendance for some children based on inaccessibility; and ➤ Article 31 (Right to leisure, play and participation in cultural artistic activities) – a reduction in the bus service may create a barrier in relation to a child engaging in play and recreational activities. <ul style="list-style-type: none"> ▪ TPO2 Increase the Affordability of the Bus Network: Overall, although bus fares will be free for children and young people, under a VP option, there is potential for the service to deteriorate and for the bus network to become increasingly inaccessible. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality, Network Identity, Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Safety and Security, Customer Charter + Data and Monitoring: There is a lack of evidence to understand if these TPO3 categories will improve access for using active travel and public transport to educational, social and economic opportunities for children and young people. <p>Overall, it is unlikely that a VP option will improve access using active travel and public transport to educational, social and economic opportunities for children and young people as services will continue to decline.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 2 – Voluntary Partnership would have a Neutral / Negligible Effect.</p>
Will the SRBS option support or otherwise affect the implementation of relevant UNCRC Articles?	<p>Relevant UNCRC Articles include:</p> <ul style="list-style-type: none"> ➤ 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. <p>A continued retraction in the bus network, particularly services operating after 1900 and on Sundays (TPO1), may affect the implementation of these rights. However, a VP may support the implementation of these articles as it could assist in the co-operation required to identify quality issues and inefficiencies in the network related to interchanges and bus stops, especially for rural areas. However, it is likely that under a VP option there would not be significant improvements to any part of the service. There is a lack of evidence to understand if TPO2 and TPO3 would support or otherwise affect the implementation of these Articles.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 2 – Voluntary Partnership would have a Neutral / Negligible Effect.</p>
<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</p>	<p>Overall, the VP option is unlikely to further progress the realization of children’s rights, safeguard support and promote the wellbeing of children and young people. This is due to a possible continued retraction of the bus network being unlikely to deliver further benefits in this regards.</p> <p><u>Overall impact:</u> Taking the above points into consideration, while there are some minor adverse impacts anticipated under a VP scenario, it is unlikely that the option will severely inhibit or progress children’s rights. It is therefore considered that Option 2 – Voluntary Partnership would have a Neutral / Negligible Effect.</p>

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
wellbeing of children and young people?	
Overall consideration with respect to GIRFEC approach (indicators: safe, healthy, achieving, nurtured, active, respected, responsible & included)	Neutral / Negligible Effect.

5.4 Bus Service Improvement Partnerships (BSIPs)

5.4.1 A Bus Service Improvement Partnership (BSIP) is a new form of statutory quality partnership enabled by the Transport (Scotland) Act 2019. A BSIP enables partners to come together and agree on binding commitments that will be delivered during the term of the partnership. If measures and facilities agreed upon during the inception of the BSIP are not delivered, then the relevant partner can be at risk of sanctions – as an example, an operator who fails to meet the agreed standards of operation for a service (a vehicle quality standard or the acceptance of multi-operator tickets, for instance) could see its services deregistered by the Traffic Commissioner. A Bus Service Improvement Partnership provides the relevant parties with greater confidence that the proposed outcomes developed in the consultation period will be delivered. Within a BSIP, commitments made by partners are more binding, given the statutory nature of the partnership. More ambitious working relationships between partners could result in benefits such as:

- An expansion of the network;
- An enhancement of services through adherence to agreed standards;
- A more integrated system through area wide tickets and value for money multi-operators tickets

The process of establishing a BSIP involves consultation between local authorities, bus operators and other relevant parties to establish an initial view on the content of the BSIP plan and scheme(s) and establish commitments. Whilst the statutory nature of the partnership can result in more ambitious outcomes and deliver benefits, it can create considerable demand in terms of management, and the commitments made are reliant on agreement between all partners.

Table 5.3: Option 3 – Bus Service Improvement Partnerships

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
Does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?	<p>A Bus Service Improvement Partnership (BSIP) is a form of statutory quality partnership that enables partners to come together and agree on binding commitments that will be delivered during the term of the partnership.</p> <p>Through binding commitments, a BSIP 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>The key factors affecting the ability of children and young people to access transport options are:</p> <ul style="list-style-type: none"> ▪ Socio-economic background; ▪ Geographical location; and ▪ The accessibility and safety of public transport available.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>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, thus impacting their ability to realise rights set out in the United Nations Convention on the Rights of the Child (UNCRC) (Transport Scotland, 2021).</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>The policy set out below established through a BSIP would work towards the promotion of the UNCRC.</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Bus Service Improvement Partnership(s) would allow for a more ambitious and structured working relationship between partners, which could support targeted expansion to the network and enhancements to levels of services. The greater certainty and statutory commitments associated with a BSIP would encourage and oblige partners to deliver an improved level of service. The level of service would be dependent on that established in the commitments set between partners. However, an improved level of service through enhanced coverage, increased periods of operation and frequency, and improved operational effectiveness and efficiency could support young people in accessing key destinations that are likely to contribute to their right to life, survival and development such as, education, training opportunities, healthcare services and facilities, and local retail hubs. ▪ TPO2 Increase Affordability: There is a lack of evidence to understand if this TPO relates to, promotes, or inhibits the provisions of the UNCRC, other relevant treaties and standards, or domestic law. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality: A BSIP can be used to agree standards to be put in place, and works best where operators and authorities can agree mutual improvements. Additionally, a BSIP can incorporate performance targets for elements such as reliability and punctuality. Therefore, a BSIP could promote Articles 6, 28, 24 and 31 of the UNCRC. ▪ TPO3 Increase the Attractiveness of the Bus Network – Safety and Security: Greater safety and security measures are a potential under a BSIP as it may theoretically unlock more funding to a wider area. Anything that can be agreed would be under a statutory basis, providing greater certainty that the improvements would be delivered. This would particularly achieve Article 2 of the UNCRC. ▪ TPO3 Increase the Attractiveness of the Bus Network – Network Identity, Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Customer Charter + Data and

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>Monitoring: There is lack of evidence to understand if these TPO3 categories relate to, promotes, or inhibits the provisions of the UNCRC, other relevant treaties and standards, or domestic law.</p> <p><u>Overall Impact:</u> Taking the above points into consideration, it is considered that Option 3 – Bus Service Improvement Partnerships would have a Minor Beneficial Effect in promoting the provision of the UNCRC.</p>
What impact might the intervention have on the rights of children and young people?	<p>Through binding commitment and agreement set out under a BSIP, this model of delivery could have a positive impact on the rights of children and young people. The following policies set out below detail the potential impact:</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: BSIP(s) would allow for a more ambitious and structured working relationship between partners, which could support targeted expansion to the network and enhancements to levels of services. The greater certainty and statutory commitments associated with a BSIP would encourage and oblige partners to deliver an improved level of service. The level of service would be dependent on that established in the commitments set between partners. However, an improved level of service through enhanced coverage, increased periods of operation and frequency, and improved operational effectiveness and efficiency could support young people in accessing key destinations that are likely to contribute to their right to life, survival and development such as, education, training opportunities, healthcare services and facilities, and local retail hubs. ▪ TPO2 Increase Affordability of the Bus Network: There is a lack of evidence to understand the impact this TPO might have on the rights of children and young people. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality: Younger adults are more likely to work part-time and travel for education, resulting in travelling hours outside of typical commuting patterns. A BSIP would establish agreed services between operators and local authorities and the incorporation of targets, out with those set by the Scottish Traffic Commissioner (STC), may result in improved reliability and punctuality and increased confidence in services by users. However, targets currently set by the STC are not always met and a BSIP agreement may not address the cause of this, limiting the potential for positive change. ▪ TPO3 Increase the Attractiveness of the Bus Network – Network Identity: A robust working relationship via a BSIP may deliver action that promotes a more positive, recognisable, and trusted network through statutory agreements. This could include supportive information and ticketing agreements that remove single operator products and conflicting information, contributing to a more cohesive network. The campaign, <i>All Aboard</i>, found that of the 1050 young people who responded, just over 75% suggested online information about bus timetables and routes could be improved (Scottish Youth Parliament, 2019). Limited connectivity has been identified as a factor making it more difficult for people to reach opportunities outside their local area, limiting opportunity for younger adults. A more cohesive network through the development of a BSIP could alleviate this challenge. ▪ TPO3 Increase the Attractiveness of the Bus Network – Customer Charter: A Customer Charter can outline the quality that can be expect by users of the bus network. Many of the challenges that users face can be addressed through the provision of consistent, deliverable and attractive bus services. Through a BSIP, agreements can be set up to deliver a regional customer charter. Establishing

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>agreement to the delivery of a Customer Charter could create accountability across partners. Users would be empowered to identify a reference point when using bus services if they continue to experience challenges in access.</p> <ul style="list-style-type: none"> ▪ TPO3 Increase the Attractiveness of the Bus Network - Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Safety and Security + Data and Monitoring: There is a lack of evidence to understand the impact that these TPO3 categories might have on the rights of children and young people. <p>The statutory nature of a BSIP could result in more compliance from partners to acknowledge and work towards ensuring the rights of children, creating a positive impact. A BSIP model would support the following articles:</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; ➤ Article 24 (Right to health and health services) – an improvement in the bus service through the policies set out above may provide a child 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; and ➤ 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><u>Overall Impact:</u> Taking the above into consideration, it is considered that Option 3 – Bus Service Improvement Partnerships would have a Minor Beneficial Effect on the ensuring the rights of children and young people are met.</p>
Will the rights of one group of children in particular be affected, and to what extent?	<p>Disabled children are likely to be positively impacted through as BSIP as the policies introduced as part of this model would work to ensure their rights are recognised and upheld.</p> <p>The Scottish Youth Parliament conducted research into young people’s views and experiences of public transport in Scotland. The research explored how young people who consider themselves to have a visible or invisible disability experience public transport. The research found that nearly two in three respondents (61.2%) with a disability or access requirements do not feel comfortable using public transport. Findings referred to difficulties participants have faced when other passengers are in the accessible seating at the front of the bus or when need extra assistance when boarding public transport (Scottish Youth Parliament, 2019). 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 (Transport Scotland, 2021). These combined findings demonstrate how limited transport options and poor service quality of existing public transport can limit the potential of disabled children to realise their rights under the UNCRC.</p> <p>Evidence shows that people in lower income households are more likely to take the bus, whilst people in higher income households are more likely to drive or take the train (Transport Scotland, 2019). 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 safe, convenient and cost-effective transport has an impact on the ability</p>

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>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). 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). Recent research on behalf of Transport Scotland (McHardy & Robertson, 2021) 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. 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. 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 under the UNCRC.</p> <p>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) within 400m in large urban and urban areas, within 600m in small towns and rural small towns, and within 800m in 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. Children living in rural areas are currently disproportionately disadvantaged compared to those living in more urban and semi-urban areas of the region. This limits the use of the bus network by children in rural areas for access to education and leisure and social activities.</p> <p>The rights of disabled children, those from low income and deprived socio-economic backgrounds, and those living in rural areas of the region would benefit under a BSIP. The following policies detail the potential impact on these groups of children:</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Bus Service Improvement Partnership(s) would allow for a more ambitious and structured working relationship between partners, which could support targeted expansion to the network and enhancements to levels of services. The greater certainty and statutory commitments associated with a BSIP would encourage and oblige partners to deliver an improved level of service. The level of service would be dependent on that established in the commitments set between partners. However, an improved level of service through enhanced coverage, increased periods of operation and frequency, and improved operational effectiveness and efficiency could support young people in accessing key destinations that are likely to contribute to their right to life, survival and development such as, education, training and employment opportunities, healthcare services and facilities, and local retail hubs. ▪ TPO2 Increase Affordability of the Bus Network: Closer and more robust partnership working via a BSIP could result in an area-wide ticketing and the roll out of smart cards through a statutory agreement, helping to introduce value for money multi-operator tickets. Low-income families are likely to benefit from increased fare affordability measures that are assumed to be delivered as part of BSIPs (further analysis is provided in the Fairer Scotland Duty Report – Stantec, 2024). This may provide more opportunity to attend leisure and play activities, as well as educational opportunity. While young people under 22 are eligible to apply for free bus travel in Scotland, this may not apply to the entire household who may be required to travel with children in accessing community

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>facilities, public services and key amenities. Improved affordability measures could positively impact other members from households experiencing financial challenges associated with increased costs or lower incomes linked with disability and caring roles.</p> <ul style="list-style-type: none"> ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality: Younger adults are more likely to work part-time and attend educational institutions, resulting in travelling hours outside of typical commuting patterns. A BSIP would establish agreed services between operators and local authorities and the incorporation of targets, out with those set by the Scottish Traffic Commissioner (STC), may result in improved reliability and punctuality and increased confidence in services by users. This would provide particular benefit to children and young people living in rural areas. However, targets currently set by the STC are not always met and a BSIP agreement may not address the cause of this, limiting the potential for positive change. ▪ TPO3 Increase the Attractiveness of the Bus Network – Network Identity: A robust working relationship via a BSIP may deliver action that promotes a more positive, recognisable, and trusted network through statutory agreements. This could include supportive information and ticketing agreements that remove single operator products and conflicting information, contributing to a more cohesive and inclusive network. ▪ TPO3 Increase the Attractiveness of the Bus Network – Ticketing: National Concessionary Travel Scheme legislation does not require paper tickets to be issued to cardholders for concession journeys. Currently, the issuing of paper tickets to passengers is an operational decision at the discretion of bus operators. However, those travelling with disabled children can be negatively impacted by complex ticketing systems. A BSIP has the potential to deliver better integrated ticketing and multi-operator products with the agreement of all partners. ▪ TPO3 Increase the Attractiveness of the Bus Network – Interchanges and Bus Stops: Disabled people report concerns about changing from buses to other forms of transport and the first and last mile of their journey due to infrastructure challenges and a lack of modal-integration. Multimodal journeys are a particular concern because of the stress of repeatedly getting on and off public transport, finding a seat and asking for assistance. A BSIP could result in improved interchanges and bus stops through a statutory agreement whereby if infrastructure improvements are delivered by the local authority, services will be increased by the operator. The enhancement of interchanges and bus stop facilities through agreements established within a BSIP would benefit people with disabilities who are more likely experience anxiety around travel, and particularly around connections between transport modes. ▪ TPO3 Increase the Attractiveness of the Bus Network – Information: BSIPs could establish an agreed standard for information to ensure consistency via an area-wide app, website and information hub with the authority retaining control and oversight over data use and publication. However, the ability of operators to conform to these standards may be inconsistent due to varied resources resulting in a risk of inconsistent information and the accessibility of this information being compromised. ▪ TPO3 Increase the Attractiveness of the Bus Network – Customer Support and Feedback: Disabled people report particular concerns about discriminatory encounters with public transport staff and other passengers and they also report that available public transport options do not meet their needs for various reasons. These include difficulties with purchasing tickets, infrastructure, design of vehicles, stops and stations, travel information and signage, transitioning between modes and facilities at interchanges

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In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>(Public Health Scotland, 2024). Young people and children with disabilities report feeling less confident and less safe using public transport, and therefore travel less than people who do not have a disability (Scottish Youth Parliament, 2019). Under a BSIP, service standards around customers support could be established to align operator’s approach. The establishment of a single front for customer support and feedback through a BSIP would positively impact disabled people as they would be able to provide feedback and address challenges. This could contribute to the improvement of services but agreeing standards, resources, and providing consistency for customers may prove challenging under a BSIP.</p> <ul style="list-style-type: none"> ▪ TPO3 Increase the Attractiveness of the Bus Network – Changes to Services: People who are most reliant on buses (including people with disabilities and those on low-incomes) are most vulnerable to service changes, particularly those without access to private vehicles or those with limited physical mobility. Changes to services determined within a BSIP can be made to support measures to deliver policy objectives. However, operators and authorities would need to agree to the standards set. Therefore, if a party does not have the resources required to meet the change in service set out in the partnership agreement, they are unlikely to commit, limiting the positive impact that could be delivered. ▪ TPO3 Increase the Attractiveness of the Bus Network – Drivers: Disabled people report particular concerns about discriminatory encounters with public transport staff and other passengers. Through a partnership of statutory nature, training standards and resources could be enhanced to improve the quality standards of existing and potential drivers to ensure a more positive customer interaction experience. ▪ TPO3 Increase the Attractiveness of the Bus Network – Safety and Security: Concerns about safety and health harms are significant factors limiting transport options for disabled people. In Scotland, disabled people are less likely to say they feel safe and secure on a bus at night than people who are not disabled. The potential of a BSIP to unlock more funding and to apply to a wider area, if an agreement can be reached, may alleviate the safety and security concerns experienced by disabled people when using public transport. Whilst this would be agreed on a statutory basis, the improvements over a voluntary partnership or the business-as-usual model are expected to be marginal, limiting the scope to create a positive impact and alleviate safety and security concerns. ▪ TPO3 Increase the Attractiveness of the Bus Network – Customer Charter: A Customer Charter can outline the quality that can be expect by users of the bus network. Many of the challenges that users face can be addressed through the provision of consistent, deliverable and attractive bus services. Through a BSIP, agreements can be set up to deliver a regional customer charter. Establishing agreement to the delivery of a Customer Charter could create accountability across partners. Users would be empowered to identify a reference point when using bus services if they continue to experience challenges in access. ▪ TPO3 Increase the Attractiveness of the Bus Network – Vehicles and Depots + Data and Monitoring: There is a lack of evidence to understand whether these TPO3 categories will affect the rights of one group of children. <p>The statutory nature of a BSIP could result in more compliance from partners to acknowledge and work towards ensuring the rights of children, creating a positive impact. A BSIP model would support the following articles:</p>

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<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><u>Overall Impact:</u> Taking the above into consideration, it is considered that Option 3 – Bus Service Improvement Partnerships would have a Minor Beneficial Effect on children of low-income backgrounds, disabled children, and children living in rural areas.</p>
Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?	<p>There are no competing interests between groups of children or between children and other groups.</p> <p><u>Overall Impact:</u> Taking the above points into consideration, it is considered that Option 3 – Bus Service Improvement Partnerships would have a Neutral / Negligible Effect on the competing interests between groups of children, or between children and other groups.</p>
Is the intervention the best way of achieving its aims, taking into account children’s rights?	<p>The statutory nature of a Bus Service Improvement Partnership would allow for a more ambitious and structured working relationship between partners, and the greater certainty and statutory commitments associated with a BSIP compared to Business as Usual and Voluntary Partnerships would contribute to an improved service overall.</p> <p>However, establishing a BSIP is still voluntary and involves consultation between local authorities, bus operators and other relevant parties to develop an initial view of the content of the BSIP plan and scheme(s) and establish commitments.</p> <p>A BSIP can create considerable demand in terms of management, and the commitments are reliant on agreement between all partners. Consequently, achieving aims established under a Bus Service Improvement Partnership would rely on commitment from partners, thus impacting the extent to which children’s rights can be realised in the region.</p> <p><u>Overall Impact:</u> Taking the above points into consideration, it is considered that Option 3 – Bus Service Improvement Partnerships would have a Minor Beneficial Effect on achieving aims as it will be dependent on prior agreement from relevant parties.</p>
Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?	<p>The key factors affecting the ability of children and young people to access transport options are:</p> <ul style="list-style-type: none"> ▪ Socio-economic background; ▪ Geographical location; and ▪ The accessibility and safety of public transport available. <p>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, thus impacting their ability to realise rights set out in the United Nations Convention on the Rights of the Child (UNCRC) (Transport Scotland, 2021).</p>

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>Evidence from the Case for Change 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>The following policies under a BSIP would work towards protecting and enhancing access to high quality community facilities, public services and key amenities for children and young people:</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Bus Service Improvement Partnership(s) would allow for a more ambitious and structured working relationship between partners, which could support targeted expansion to the network and enhancements to levels of services. The greater certainty and statutory commitments associated with a BSIP would encourage and oblige partners to deliver an improved level of service. The level of service would be dependent on that established in the commitments set between partners. However, an improved level of service through enhanced coverage, increased periods of operation and frequency, and improved operational effectiveness and efficiency could support children and young people in accessing key destinations such as, education, training opportunities, healthcare services and facilities, and local retail hubs and community facilities. ▪ TPO2 Increase Affordability of the Bus Network: Closer and more robust partnership working via a BSIP could result in an area-wide ticketing and the roll out of smart cards through a statutory agreement, helping to introduce value for money multi-operator tickets. While young people under 22 are eligible to apply for free bus travel in Scotland, this may not apply to the entire household who may be required to travel with children in accessing community facilities, public services and key amenities. Improved affordability measures could positively impact other members from households experiencing financial challenges. ▪ TPO 3 Increase the Attractiveness of the Bus Network – Safety and Security: Safety and security has been highlighted as an issue by children and young people. The potential of a BSIP to unlock more funding and to apply to a wider area, if an agreement can be reached, may alleviate the safety and security concerns experienced by children and young people when using public transport. Whilst this would be agreed on a statutory basis, the improvements over a voluntary partnership or the business as usual model are expected to be marginal, limiting the scope to create a positive impact. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality, Network Identity, Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Customer Charter + Data and Monitoring: There is a lack of evidence to understand if these TPO3 categories will protect and enhance access to high quality community facilities, public services and key amenities for children and young people. <p><u>Overall Impact:</u> Taking the above points into consideration, it is considered that Option 3 – Bus Service Improvement Partnerships would have a Minor Beneficial Effect on protecting and enhancing access to high quality community facilities, public services and key amenities for children and young people.</p>
Will the intervention improve access using active travel and public transport to educational,	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.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
social and economic opportunities for children and young people?	<p>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 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.</p> <p>Active travel is not discussed in the appraisal in relation to a Bus Service Improvement Partnership. However, the following policies may improve access to educational, social and economic opportunities via public transport and active travel for children and young people:</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Bus Service Improvement Partnership(s) would allow for a more ambitious and structured working relationship between partners, which could support targeted expansion to the network and enhancements to levels of services. The greater certainty and statutory commitments associated with a BSIP would encourage and oblige partners to deliver an improved level of service. The level of service would be dependent on that established in the commitments set between partners. However, an improved level of service through enhanced coverage, increased periods of operation and frequency, and improved operational effectiveness and efficiency 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: <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. ▪ TPO2 Increase Affordability of the Bus Network: There is a lack of evidence to understand if this TPO will improve access for using active travel and public transport to educational, social and economic opportunities for children and young people. ▪ TPO3 Increase the Attractiveness of the Bus Network – Interchanges and Bus Stops: A BSIP could result in improved interchanges and bus stops through a statutory agreement that if infrastructure improvements are delivered, services will be increased. The enhancement of interchanges and bus stop facilities through agreements established within a BSIP could benefit younger people and children may cycle or walk to interchanges. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality, Network Identity, Ticketing, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Safety and Security, Customer Charter + Data and Monitoring: There is a lack of evidence to understand if these TPO3 categories will improve access for using active travel and public transport to educational, social and economic opportunities for children and young people.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>If agreement can be reached and commitments achieved through a BSIP, it is likely that this option will improve access using active travel and public transport to educational, social and economic opportunities for children and young people as relevant partners are obliged to improve services.</p> <p><u>Overall Impact:</u> Taking the above points into consideration, it is considered that Option 3 – Bus Service Improvement Partnerships would have a Minor Beneficial Effect on improving access to education, social and economic opportunities for children and young people</p>
Will the SRBS option support or otherwise affect the implementation of relevant UNCRC Articles?	<p>A Bus Service Improvement Partnership 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><u>Overall Impact:</u> Taking the above points into consideration, it is considered that Option 3 – Bus Service Improvement Partnerships would have a Minor Beneficial Effect on the implementation of the relevant UNCRC Articles.</p>
<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, If relevant partners of a Bus Service Improvement Partnership commit to the delivery of policy it 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 option will progress children’s rights. It is therefore considered that Option 3 – Bus Service Improvement Partnership 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>Minor Beneficial Effect.</p>

5.6 Franchising

- 5.6.1 Franchising allows the authority to specify service standards, which includes the potential to set 'ambitious' levels of service (subject to sufficient funding). Under franchising, service levels will not only be dependent on passenger demand (as is the case currently) but can also support wider public sector policies such as offering sustainable travel alternatives, tackling social deprivation, or supporting local economies. A franchising option is more likely to be applied region wide so could deliver far reaching benefits such as wider network coverage, enhanced comparative access by different population groups, and comparative access by geographic sub-context. A precise franchising model is subject to further development; however, it could range from a comprehensive form (e.g., covering all/most of the region) to a more localised form (e.g., covering a single local authority or part of an authority), with different options available in between. Franchising has the potential to set an ambitious model of comprehensive specifications covering every aspect of bus service operation however it could also seek to operate with more flexible arrangement with a range of risk-sharing between the public and private sectors.
- 5.6.2 Delivering a franchising scheme is recognised as a complex and resource intensive endeavour with significant risks associated with funding, set-up and preparation, unknown timescales and potential legal challenges raised from commercial operators.

Table 5.4: Option 4 – Franchising

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
Does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?	<p>The proportion of children and young people in the SPT region is very similar to the national averages. Children (aged 15 and under) comprise 16.8% of the Combined SPT Region's population, compared to 16.6% nationally. Young people (aged 16-24 years) comprise 9.9% of the Combined SPT Region's population, compared to 10.2% nationally.</p> <p>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).</p> <p>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 ▪ The accessibility and safety of public transport available (Transport Scotland, 2021). <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>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, thus impacting their ability to realise rights set out in UNCRC (Transport Scotland, 2021).</p>

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>Bus operators in the SPT region participate in the National Concessionary Travel (NCT) scheme which is available to all disabled residents and young people under the age of 22. This provides card holders free bus travel in Scotland. Therefore, affordability of bus fares should not be an issue for children and young people as the NCT scheme would continue under a business as usual scenario.</p> <p>A franchising model could promote a number of provisions in the UNCRC in relation to children’s rights primarily via delivery of the following policy:</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Franchising would allow standards to be set specifying levels of service and network coverage. Level of service would not only be dependent on passenger demand (as is currently the case) but it could also take other factors and public sector policy goals into account, which could provide more targeted coverage and enhanced frequency to support children and young people with accessing opportunities linked with education and training, health, as well as social and cultural participation opportunities. An improved level of service through enhanced coverage, increased periods of operation and frequency, improved operational effectiveness and efficiency could support young people in accessing key destinations that are likely to contribute to their right to life, survival and development such as, education, training opportunities, healthcare services and facilities, and local retail hubs. ▪ TPO2 Increase Affordability of the Bus Network: There is lack of evidence to understand if this TPO relates to, promotes, or inhibits the provisions of the UNCRC, other relevant treaties and standards, or domestic law. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality: A franchising scheme allows a transport authority to determine the standards for services operated and could include those targeted at improving reliability and punctuality. Performance targets for punctuality and reliability could also be set, and the proportionate enforcement of these built into the franchising agreement. Standards could be applied across the franchised area to promote a consistent quality of service, with further enhanced standards for key corridors or areas if this is required to tackle particular problems. A more reliable and punctual bus network could support young people in accessing key destinations that are likely to contribute to their right to life, survival and development such as, education, training opportunities, healthcare services and facilities, and local retail hubs. ▪ TPO3 Increase the Attractiveness of the Bus Network – Safety and Security: Franchising allows bespoke safety and security standards to be agreed and written into any agreement, ensuring all operators on the network meet a certain standard in terms of technology, processes and training. However, it is important to note that safety measures in-vehicle are reasonably widespread currently, and there would only be marginal improvements in areas covered by smaller operators or with fewer services. ▪ TPO3 Increase the Attractiveness of the Bus Network – Network Identity, Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Customer Charter + Data and Monitoring: There is a lack of evidence to understand if these TPO3 categories relate to, promote, or inhibit the provisions of the UNCRC, other relevant treaties and standards, or domestic law. <p>Other policies that promote the rights of children in relation to this option are detailed in the assessment below.</p>

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p><u>Overall impact:</u> It is assessed that Option 4 – Franchising would have a Minor Beneficial Effect on the promotion of some provisions the UNCRC.</p>
<p>What impact might the intervention have on the rights of children and young people?</p>	<p>The following policies, delivered under a franchising option, have the potential to impact on the rights of children and young people:</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Franchising would allow standards to be set specifying levels of service and network coverage. Level of service would not only be dependent on passenger demand (as is currently the case) but it could also take other factors and public sector policy goals into account, which could provide more targeted coverage and enhanced frequency to support children and young people with accessing opportunities linked with education and training, health, as well as social and cultural participation opportunities. An improved level of service through enhanced coverage, increased periods of operation and frequency, improved operational effectiveness and efficiency could support young people in accessing key destinations that are likely to contribute to their right to life, survival and development such as, education, training opportunities, healthcare services and facilities, and local retail hubs. ▪ TPO2 Increase Affordability of the Bus Network: There is a lack of evidence to understand the impact that this TPO might have on the rights of children and young people. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality: Younger adults are more likely to work part-time and travel for education, resulting in travelling hours outside of typical commuting patterns. A franchising model could set performance targets for reliability and punctuality. Increasing reliability and punctuality of the bus service could support young people who need to access local employment, training and education opportunities in addition to supporting people in meeting their daily needs who may not have access to a car or other travel options. Improved reliability and punctuality could positively influence travel choices for those undertaking multi-modal journeys in the SPT region promoting safer trips for young people travelling independently. ▪ TPO3 Increase the Attractiveness of the Bus Network – Network Identity: Limited connectivity has been identified as a factor making it more difficult for people to reach opportunities outside their local area, limiting opportunity for younger adults. A more cohesive network delivered as part of a franchising option could alleviate this challenge. ▪ TPO3 Increase the Attractiveness of the Bus Network – Customer Charter: A Customer Charter can outline the quality that can be expect by users of the bus network. Many of the challenges that users face can be addressed through the provision of consistent, deliverable and attractive bus services. All options include the potential to deliver this and take the rights of children into account. ▪ TPO3 Increase the Attractiveness of the Bus Network - Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Safety and Security + Data and Monitoring: There is a lack of evidence to understand the impact that these TPO3 categories might have on the rights of children and young people.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>A franchising option would allow the operating authority to set specifications and standards that are aligned with wider public sector policies, goals and context specific needs in the SPT region. As such, an ambitious franchising option would support the following UNCRC articles:</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; ➤ Article 24 (Right to health and health services) – an improvement in the bus service through the policies set out above may provide a child 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; and ➤ 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><u>Overall Impact:</u> Taking the above into consideration, it is considered that Option 4 – Franchising would have a Major Beneficial Effect on the ensuring the rights of children and young people are met.</p>
Will the rights of one group of children in particular be affected, and to what extent?	<p>As with a BSIP option, children and young people who are disabled, those from low income and deprived socio-economic backgrounds, and those living in rural areas within the SPT region are likely to be positively impacted by a franchising model. The following policies would successfully be applied under an ambitious franchising option which would in turn work to promote and uphold the rights of children in these groups:</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Franchising would allow standards to be set specifying levels of service and network coverage. Level of service would not only be dependent on passenger demand (as is currently the case) but it could also take other factors and public sector policy goals into account, which could provide more targeted coverage and enhanced frequency to support children and young people with accessing opportunities linked with education and training, health, as well as social and cultural participation opportunities. An improved level of service through enhanced coverage, increased periods of operation and frequency, improved operational effectiveness and efficiency could support young people in accessing key destinations that are likely to contribute to their right to life, survival and development such as, education, training opportunities, healthcare services and facilities, and local retail hubs. ▪ TPO2 Increase Affordability of the Bus Network: Low-income families are likely to benefit from increased fare affordability measures that are assumed to be delivered as part a franchising option (further analysis is provided in the Fairer Scotland Duty Report – Stantec, 2024). This may provide more opportunity to attend leisure and play activities, as well as educational opportunity. While disabled people are eligible to apply for free travel in Scotland, 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 from households experiencing financial challenges associated with increased costs or lower incomes linked with disability.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<ul style="list-style-type: none"> ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality: Younger adults are more likely to work part-time and travel for education, resulting in travelling hours outside of typical commuting patterns. A franchising model could set performance targets for reliability and punctuality. Increasing reliability and punctuality of the bus service could support young people who need to access local employment, training and education opportunities in addition to supporting people in meeting their daily needs who may not have access to a car or other travel options. Improved reliability and punctuality could positively influence travel choices for those undertaking multi-modal journeys in the SPT region promoting safer trips for young people travelling independently. ▪ TPO3 Increase the Attractiveness of the Bus Network – Network Identity: Limited connectivity has been identified as a factor making it more difficult for people to reach opportunities outside their local area, limiting opportunity for younger adults. A more cohesive network delivered as part of a franchising option could alleviate this challenge. ▪ TPO3 Increase the Attractiveness of the Bus Network – Ticketing: National Concessionary Travel Scheme legislation does not require paper tickets to be issued to cardholders for concession journeys. Currently, the issuing of paper tickets to passengers is an operational decision at the discretion of bus operators. However, those travelling with disabled children can be negatively impacted by complex ticketing systems. Franchising has the potential to deliver better integrated ticketing and multi-operator products with the agreement of all partners. ▪ TPO3 Increase the Attractiveness of the Bus Network – Interchanges and Bus Stops: Disabled people report concerns about changing from buses to other forms of transport and the first and last mile of their journey due to infrastructure challenges and a lack of modal-integration. Multimodal journeys are a particular concern because of the stress of repeatedly getting on and off public transport, finding a seat and asking for assistance. A franchising model could result in improved interchanges and bus stops. The enhancement of interchanges and bus stop facilities would benefit people with disabilities who are more likely experience anxiety around travel, and particularly around connections between transport modes. ▪ TPO3 Increase the Attractiveness of the Bus Network – Information: Franchising could specify standards for information to ensure consistency via an area-wide app, website and information hub with the authority retaining control and oversight over data use and publication. Improved and consistent journey information could support young people with disabilities and their families with journey planning and understanding accessibility requirement and support for their journeys. ▪ TPO3 Increase the Attractiveness of the Bus Network – Customer Support and Feedback: Under a franchising model, service standards around customers support could be established to align operator’s approach. The establishment of a single front for customer support and feedback through franchising option would positively impact disabled people as they would be able to provide feedback and address challenges. ▪ TPO3 Increase the Attractiveness of the Bus Network – Changes to Services: People who are most reliant on buses (including people with disabilities and those on low-incomes) are most vulnerable to service changes, particularly those without access to private vehicles or those with limited physical mobility. Changes to services determined within a franchising model can

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>be made to support measures to deliver wider public sector policy objectives which could improve service provision for more vulnerable groups who rely on bus transport.</p> <ul style="list-style-type: none"> ▪ TPO3 Increase the Attractiveness of the Bus Network – Drivers: Disabled people report particular concerns about discriminatory encounters with public transport staff and other passengers. Through a franchising model training standards and resources could be specified to deliver high quality standards for drivers to provide a more positive customer interaction experience. ▪ TPO3 Increase the Attractiveness of the Bus Network – Safety and Security: Concerns about safety and health harms are significant factors limiting transport options for disabled people. In Scotland, disabled people are less likely to say they feel safe and secure on a bus at night than people who are not disabled. A franchising agreement could allow specified standards for CCTV, training and other security measures to be applied across the region, enhancing surveillance and perceptions of safety among users. It should be acknowledged that existing safety and security measures are reasonably widespread in the region at present so improvement may only be marginal improvement in areas covered by smaller operators or with fewer services. ▪ TPO3 Increase the Attractiveness of the Bus Network – Customer Charter: A Customer Charter can outline the quality that can be expect by users of the bus network. Many of the challenges that users face can be addressed through the provision of consistent, deliverable and attractive bus services. All options include the potential to deliver this and take the rights of children into account. ▪ TPO3 Increase the Attractiveness of the Bus Network – Vehicles and Depots + Data and Monitoring: There is a lack of evidence to understand whether these TPO3 categories will affect the rights of one group of children. <p><u>Overall Impact:</u> It is assessed that, Option 4 – Franchising would have a Major Beneficial Effect in respect to children and young people who are disabled, those from low income or socioeconomically deprived background, and those living in rural areas.</p>
Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?	<p>There are no competing interests between the groups of children, or between children and other groups.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 4 – Franchising would have a Neutral / Negligible Effect.</p>
Is the intervention the best way of achieving its aims, taking into account children’s rights?	<p>An ambitious franchising option would allow local authorities to have greater influence over network coverage, service levels, frequencies and reliability, affordability, and measures to improve accessibility, safety and overall quality of bus travel in the SPT region. The extent of policy application under this option would positively promote the consideration of children’s rights.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 4 – Franchising would have a Major Beneficial Effect.</p>

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?	<p>The key factors affecting the ability of children and young people to access transport options are:</p> <ul style="list-style-type: none"> ▪ Socio-economic background; ▪ Geographical location; and ▪ The accessibility and safety of public transport available. <p>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, thus impacting their ability to realise rights set out in the United Nations Convention on the Rights of the Child (UNCRC) (Transport Scotland, 2021).</p> <p>Evidence from the Case for Change 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>The following policies under a municipal ownership model would work towards protecting and enhancing access to high quality community facilities, public services and key amenities for children and young people:</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Franchising would allow standards to be set specifying levels of service and network coverage. Level of service would not only be dependent on passenger demand (as is currently the case) but it could also take other factors and public sector policy goals into account, which could provide more targeted coverage and enhanced frequency to support children and young people with accessing opportunities linked with education and training, health, as well as social and cultural participation opportunities. An improved level of service through enhanced coverage, increased periods of operation and frequency, improved operational effectiveness and efficiency could support young people in accessing key destinations that are likely to contribute to their right to life, survival and development such as, education, training opportunities, healthcare services and facilities, and local retail hubs. ▪ TPO2 Increase Affordability of the Bus Network: A franchising model result in an area-wide ticketing and the roll out of smart cards, helping to introduce value for money multi-operator tickets. While young people under 22 are eligible to apply for free bus travel in Scotland, this may not apply to the entire household who may be required to travel with children in accessing community facilities, public services and key amenities. Improved affordability measures could positively impact other members from households experiencing financial challenges. ▪ TPO3 Increase the Attractiveness of the Bus Network – Safety and Security: Concerns about safety and health harms are significant factors limiting transport options for disabled people. In Scotland, disabled people are less likely to say they feel safe and secure on a bus at night than people who are not disabled. A franchising agreement could allow specified standards for CCTV, training and other security measures to be applied across the region, enhancing surveillance and perceptions of safety among users. It should be acknowledged that existing safety and security measures are reasonably widespread in the region at present so improvement may only be marginal improvement in areas covered by smaller operators or with fewer services. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality, Network Identity, Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>Depots, Drivers, Customer Charter + Data and Monitoring: There is a lack of evidence to understand if these TPO3 categories will protect and enhance access to high quality community facilities, public services and key amenities for children and young people.</p> <p><u>Overall Impact:</u> Taking the above into consideration, it is considered that Option 4 – Franchising would have a Major Beneficial Effect on protecting and enhancing access to high quality community facilities, public services and key amenities 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>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.</p> <p>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 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.</p> <p>Active travel is not discussed in the appraisal in relation to a franchising option. However, the following policies may improve access to educational, social and economic opportunities via public transport and active travel for children and young people:</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Franchising would allow standards to be set specifying levels of service and network coverage. An improved level of service through enhanced coverage, increased periods of operation and frequency, and improved operational effectiveness and efficiency could support young people in accessing key destinations that are likely to contribute to their right to life, survival and development such as, education, training opportunities, healthcare services and facilities, and local retail hubs. ▪ TPO2 Increase the Affordability of the Bus Network: There is a lack of evidence to understand if this TPO will improve access for using active travel and public transport to educational, social and economic opportunities for children and young people. ▪ TPO3 Increase the Attractiveness of the Bus Network – Interchanges and Bus Stops: Disabled people report concerns about changing from buses to other forms of transport and the first and last mile of their journey due to infrastructure challenges and a lack of modal-integration. Multimodal journeys are a particular concern because of the stress of repeatedly getting on and off public transport, finding a seat and asking for assistance. A franchising model could result in improved interchanges and bus stops. The enhancement of interchanges and bus stop facilities would benefit people with disabilities who are more likely experience anxiety around travel, and particularly around connections between transport modes. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality, Network Identity, Ticketing, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Safety and

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>Security, Customer Charter + Data and Monitoring: There is a lack of evidence to understand if these TPO3 categories will improve access for using active travel and public transport to educational, social and economic opportunities for children and young people.</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. <p>Under a franchising model, it is likely that this option will improve access using active travel and public transport to educational, social and economic opportunities for children and young people as relevant partners are obliged to improve services.</p> <p><u>Overall Impact:</u> Taking the above into consideration, it is considered that Option 4 – Franchising would have a Major Beneficial Effect on improving access to education, social and economic opportunities for children and young people</p>
Will the SRBS option support or otherwise affect the implementation of relevant UNCRC Articles?	<p>A franchising model 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><u>Overall Impact:</u> Taking the above into consideration, it is considered that Option 4 – Franchising would have a Major Beneficial Effect on the implementation of the relevant UNCRC Articles.</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	<p>Overall, due to the level of specification that can be gained under a franchising model, a range of policies could be delivered 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> It is therefore considered that Option 4 – Franchising would have a Major Beneficial Effect.</p>

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
wellbeing of children and young people?	
Overall consideration with respect to GIRFEC approach (indicators: safe, healthy, achieving, nurtured, active, respected, responsible & included)	Major Beneficial Effect.

5.8 Municipal Bus Operators

- 5.8.1 Under a Municipal Bus Operator model, the operator would likely be an arms-length company wholly owned by the local authority, providing suitable separation when competing for tendered bus service contracts. This options could come forward under two formats to replace current commercial operators' businesses: either by winning contracts in a franchise scheme, or by acquisition of bus operator assets and businesses – which although possible is not considered feasible to achieve market dominance.
- 5.8.2 It is considered that this option would work in conjunction with the franchise scheme options, inheriting all costs, benefits and risks associated with that option.
- 5.8.3 A municipal operator is unlikely to acquire all existing commercial services in the region, at least in the short term, and is more likely to start at a smaller scale, perhaps by operating subsidised services or filling gaps in the network. Therefore, there is uncertainty about the geographic applicability and relevance of any benefits associated with this option as they are dependent on the wider operating context.

Table 5.5: Option 5 – Municipal Bus Operators

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
Does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?	<p>The proportion of children and young people in the SPT region is very similar to the national averages. Children (aged 15 and under) comprise 16.8% of the Combined SPT Region's population, compared to 16.6% nationally. Young people (aged 16-24 years) comprise 9.9% of the Combined SPT Region's population, compared to 10.2% nationally.</p> <p>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).</p> <p>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 ▪ The accessibility and safety of public transport available (Transport Scotland, 2021). <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>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, thus impacting their ability to realise rights set out in UNCRC (Transport Scotland, 2021).</p>

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>Bus operators in the SPT region participate in the National Concessionary Travel (NCT) scheme which is available to all disabled residents and young people under the age of 22. This provides card holders free bus travel in Scotland. Therefore, affordability of bus fares should not be an issue for children and young people as the NCT scheme would continue under a business as usual scenario.</p> <p>A municipal bus model could promote a number of provisions in the UNCRC in relation to children’s rights primarily via delivery of the following policy:</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Municipal ownership would allow standards to be set specifying levels of service and network coverage. Level of service would not only be dependent on passenger demand (as is currently the case) but it could also take other factors and public sector policy goals into account, which could provide more targeted coverage and enhanced frequency to support children and young people accessing opportunities linked with education, health, and social and cultural participation. An improved level of service through enhanced coverage, increased periods of operation and frequency, improved operational effectiveness and efficiency could support young people in accessing key destinations that are likely to contribute to their right to life, survival and development such as, education, training opportunities, healthcare services and facilities, and local retail hubs. <p>However, the extent to which improvements can be made under a municipal bus operator model are dependent on the wider operating context. If the option is delivered in line with a BSIP or franchising model, then similar benefits could be applied for this option particularly in relation to more urban areas.</p> <ul style="list-style-type: none"> ▪ TPO2 Increase Affordability of the Bus Network: There is a lack of evidence to understand if this TPO will promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality: Under a Municipal Bus option, services could operate at a standard set up to improve reliability and punctuality based on some measures. However, the extent of the improvement would be dependent on the scale of municipal operations as a proportion of the overall network and the existence of any other relevant delivery model within which the municipal bus company was operating. ▪ TPO3 Increase the Attractiveness of the Bus Network – Safety and Security: Any safety and security measures would be very much dependent on the scale that the municipal company would operate in. If the company only operates the existing subsidised services and/or perceived gaps in the network, the uplift in safety and security measures could only apply to these areas or corridors. However, it should be noted that subsidised services may currently be operated by older vehicles or smaller operators, therefore the marginal improvement in terms of security measures in-vehicle may be greater than on a more heavily used, profitable service. Therefore, a Municipal Bus option has the potential to improve safety and security for children and young people. ▪ TPO3 Increase the Attractiveness of the Bus Network – Network Identity, Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Customer Charter + Data and Monitoring: There is a lack of evidence to understand if these TPO3 categories will promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>Other policies that promote the rights of children in relation to this option are detailed in the assessment below.</p> <p><u>Overall impact:</u> It is assessed that Option 5 – Municipal Operators could have a Minor Beneficial Effect on the promotion of some provisions the UNCRC.</p>
What impact might the intervention have on the rights of children and young people?	<p>The following policies, delivered under a municipal bus option, have the potential to impact on the rights of children and young people:</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Municipal ownership would allow standards to be set specifying levels of service and network coverage. Level of service would not only be dependent on passenger demand (as is currently the case) but it could also take other factors and public sector policy goals into account, which could provide more targeted coverage and enhanced frequency to support children and young people accessing opportunities linked with education, health, and social and cultural participation. An improved level of service through enhanced coverage, increased periods of operation and frequency, improved operational effectiveness and efficiency could support young people in accessing key destinations that are likely to contribute to their right to life, survival and development such as, education, training opportunities, healthcare services and facilities, and local retail hubs. ▪ TPO2 Increase Affordability of the Bus Network: There is a lack of evidence to understand the impact that this TPO might have on the rights of children and young people. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality: Younger adults are more likely to work part-time and travel for education, resulting in travelling hours outside of typical commuting patterns. Increasing reliability and punctuality of the bus service could support young people who need to access local employment, training and education opportunities in addition to supporting people in meeting their daily needs who may not have access to a car or other travel options. Improved reliability and punctuality could positively influence travel choices for those undertaking multi-modal journeys in the SPT region promoting safer trips for young people travelling independently. A municipal bus operator could deliver some benefits as outlined for a franchising and BSIP model, however, the extent of improvement would be dependent on the scale of municipal operations as a proportion of the overall network and the existence of any other relevant delivery model within which the municipal bus company was operating. ▪ TPO3 Increase the Attractiveness of the Bus Network – Network Identity: Limited connectivity has been identified as a factor making it more difficult for people to reach opportunities outside their local area, limiting opportunity for younger adults. A more cohesive network delivered as part of a municipal bus option could alleviate this challenge. A municipal operator could make efforts to foster a positive, recognisable, and trusted identity for its own bus services, as commercial operators can do currently. A municipal operator could also work as part of a partnership with other operators and authorities to further enhance network identity, as with the voluntary partnership and BSIP options above. However, it is unlikely that a municipal operator will exist in a form in the SPT area that could independently progress these measures to the extent of a more comprehensive option such as franchising.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<ul style="list-style-type: none"> ▪ TPO3 Increase the Attractiveness of the Bus Network – Customer Charter: A Customer Charter can outline the quality that can be expect by users of the bus network. Many of the challenges that users face can be addressed through the provision of consistent, deliverable and attractive bus services. All options include the potential to deliver this and take the rights of children into account. ▪ TPO3 Increase the Attractiveness of the Bus Network –, Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Safety and Security + Data and Monitoring: There is a lack of evidence to understand the impact that these TPO3 categories might have on the rights of children and young people. <p>The extent to which improvements can be made under a municipal bus operator model are dependent on the wider operating context. If the option is delivered in line with a BSIP or franchising model, then similar benefits could be applied for this option particularly in relation to more urban areas. A comprehensive municipal bus option could support the following UNCRC articles:</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; ➢ Article 24 (Right to health and health services) – an improvement in the bus service through the policies set out above may provide a child 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; and ➢ 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><u>Overall Impact:</u> Taking the above into consideration, it is considered that Option 5 – Municipal Bus Operators would have a Minor Beneficial Effect on the ensuring the rights of children and young people are met.</p>
Will the rights of one group of children in particular be affected, and to what extent?	<p>As with the BSIP and franchising options, a comprehensive municipal ownership model could positively impact the rights of children and young people who are disabled, those from low income and deprived socio-economic backgrounds, and those living in rural areas within the SPT region. The following policies could be applied to promote and uphold the rights of children in these groups:</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Municipal ownership would allow standards to be set specifying levels of service and network coverage. Level of service would not only be dependent on passenger demand (as is currently the case) but it could also take other factors and public sector policy goals into account, which could provide more targeted coverage and enhanced frequency to support children and young people accessing opportunities linked with education, health, and social and cultural participation. An improved level of service through enhanced coverage, increased periods of operation and frequency, improved operational effectiveness and efficiency could support young people in accessing key destinations that are likely to contribute to their right to life, survival and development such as, education, training opportunities, healthcare services and facilities, and local retail hubs.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<ul style="list-style-type: none"> ▪ TPO2 Increase Affordability of the Bus Network: Low-income families are likely to benefit from increased fare affordability measures that could be delivered under a municipal bus operator model (further analysis is provided in the Fairer Scotland Duty Report – Stantec, 2024). This may provide more opportunity to attend leisure and play activities, as well as educational opportunity. While disabled people are eligible to apply for free travel in Scotland, 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 from households experiencing financial challenges associated with increased costs or lower incomes linked with disability or caring roles. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality: Younger adults are more likely to work part-time and travel for education, resulting in travelling hours outside of typical commuting patterns. Increasing reliability and punctuality of the bus service could support young people who need to access local employment, training and education opportunities in addition to supporting people in meeting their daily needs who may not have access to a car or other travel options. Improved reliability and punctuality could positively influence travel choices for those undertaking multi-modal journeys in the SPT region promoting safer trips for young people travelling independently. A municipal bus operator could deliver some benefits as outlined for a franchising and BSIP model, however, the extent of improvement would be dependent on the scale of municipal operations as a proportion of the overall network and the existence of any other relevant delivery model within which the municipal bus company was operating. ▪ TPO3 Increase the Attractiveness of the Bus Network – Network Identity: Limited connectivity has been identified as a factor making it more difficult for people to reach opportunities outside their local area, limiting opportunity for younger adults. A more cohesive network delivered as part of a municipal bus option could alleviate this challenge. A municipal operator could make efforts to foster a positive, recognisable, and trusted identity for its own bus services, as commercial operators can do currently. A municipal operator could also work as part of a partnership with other operators and authorities to further enhance network identity, as with the voluntary partnership and BSIP options above. However, it is unlikely that a municipal operator will exist in a form in the SPT area that could independently progress these measures to the extent of a more comprehensive option such as franchising. ▪ TPO3 Increase the Attractiveness of the Bus Network – Interchanges and Bus Stops: Disabled people report concerns about changing from buses to other forms of transport and the first and last mile of their journey due to infrastructure challenges and a lack of modal-integration. Multimodal journeys are a particular concern because of the stress of repeatedly getting on and off public transport, finding a seat and asking for assistance. A municipal ownership model could result in improved interchanges and bus stops. The enhancement of interchanges and bus stop facilities would benefit people with disabilities who are more likely experience anxiety around travel, and particularly around connections between transport modes. However, the scale of benefit would be constrained based on the ability of the municipal operations to operate these services effectively and affordably, in competition with other operators or not. It would also depend on the existence of any other relevant delivery model within which the municipal bus company was operating. ▪ TPO3 Increase the Attractiveness of the Bus Network – Information: Information standards can be defined for the municipal operator. The scale of benefit would depend on the scale/share of municipal operations and the existence of any of the other

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>agreements above. Greater benefits would be achieved for arrangements that make information more consistent for the user, such as a single customer source across the SPT region. Improved and consistent journey information could support young people with disabilities and their families with journey planning and understanding accessibility requirement and support for their journeys.</p> <ul style="list-style-type: none"> ▪ TPO3 Increase the Attractiveness of the Bus Network – Customer Support and Feedback: Under a municipal bus model, service standards around customers support could be established to align operator’s approach. The establishment of a single front for customer support and feedback through would positively impact disabled people as they would be able to provide feedback and address challenges. The scale of benefit would depend on the scale/share of municipal operations and the existence of any of the other agreements above. Greater benefits would be achieved for arrangements that make the process easier for the customer and support a strong network identity, such as a single customer front across the SPT region. ▪ TPO3 Increase the Attractiveness of the Bus Network – Changes to Services: People who are most reliant on buses (including people with disabilities and those on low-incomes) are most vulnerable to service changes, particularly those without access to private vehicles or those with limited physical mobility. Changes to services determined within a municipal bus model can be made to support measures to deliver wider public sector policy objectives which could improve service provision for more vulnerable groups who rely on bus transport. ▪ TPO3 Increase the Attractiveness of the Bus Network – Drivers: Disabled people report particular concerns about discriminatory encounters with public transport staff and other passengers. Through a municipal bus model training standards and resources could be specified to deliver high quality standards for drivers to provide a more positive customer interaction experience. ▪ TPO3 Increase the Attractiveness of the Bus Network – Safety and Security: Concerns about safety and health harms are significant factors limiting transport options for disabled people. In Scotland, disabled people are less likely to say they feel safe and secure on a bus at night than people who are not disabled. A municipal bus option could allow specified standards for CCTV, training and other security measures to be applied across the region, enhancing surveillance and perceptions of safety among users. It should be acknowledged that existing safety and security measures are reasonably widespread in the region at present so improvement may only be marginal improvement in areas covered by smaller operators or with fewer services. ▪ TPO3 Increase the Attractiveness of the Bus Network – Customer Charter: A Customer Charter can outline the quality that can be expect by users of the bus network. Many of the challenges that users face can be addressed through the provision of consistent, deliverable and attractive bus services. All options include the potential to deliver this and take the rights of children into account. ▪ TPO3 Increase the Attractiveness of the Bus Network – Ticketing, Vehicles and Depots + Data and Monitoring: There is a lack of evidence to understand if these TPO3 categories will affect the rights of one group of children in particular, and to what extent.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p><u>Overall Impact:</u> It is assessed that, Option 5 – Municipal Bus Operators would have a Minor Beneficial Effect in respect to children and young people who are disabled, those from low income or socioeconomically deprived background, and those living in rural areas.</p>
Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?	<p>There are no competing interests between the groups of children, or between children and other groups.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 5 – Municipal Bus Operators would have a Neutral / Negligible Effect.</p>
Is the intervention the best way of achieving its aims, taking into account children's rights?	<p>A comprehensive municipal bus operator model could deliver benefits similar to those attributed to other models such as BSIPs or franchising. A municipal model could allow greater influence over network coverage, service levels, frequencies and reliability, affordability, and measures to improve accessibility, safety and overall quality of bus travel. However, the extent of coverage and application of core policies linked to these models depend on the wider operating context within which this option would sit.</p> <p><u>Overall impact:</u> Taking the above points into consideration, it is considered that Option 5 – Municipal Bus Operators could have a Minor Beneficial Effect on the promotion of children's rights.</p>
Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?	<p>The key factors affecting the ability of children and young people to access transport options are:</p> <ul style="list-style-type: none"> ▪ Socio-economic background; ▪ Geographical location; and ▪ The accessibility and safety of public transport available. <p>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, thus impacting their ability to realise rights set out in the United Nations Convention on the Rights of the Child (UNCRC) (Transport Scotland, 2021).</p> <p>Evidence from the Case for Change 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>The following policies under a municipal ownership model would work towards protecting and enhancing access to high quality community facilities, public services and key amenities for children and young people:</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Municipal ownership would allow standards to be set specifying levels of service and network coverage. Level of service would not only be dependent on passenger demand (as is currently the case) but it could also take other factors and public sector policy goals into account, which could provide more targeted coverage and enhanced frequency to support children and young people accessing opportunities linked with education, health, and social and cultural participation. An improved level of service through enhanced coverage, increased periods of operation and frequency, improved operational effectiveness and efficiency could support young people in accessing key destinations that are likely to contribute to their right to life, survival and development such as, education, training opportunities, healthcare services and facilities, and local retail hubs.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<ul style="list-style-type: none"> ▪ TPO2 Increase Affordability of the Bus Network: Low-income families are likely to benefit from increased fare affordability measures that could be delivered under a municipal bus operator model (further analysis is provided in the Fairer Scotland Duty Report – Stantec, 2024). This may provide more opportunity to attend leisure and play activities, as well as educational opportunity. While disabled people are eligible to apply for free travel in Scotland, 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 from households experiencing financial challenges associated with increased costs or lower incomes linked with disability or caring roles. ▪ TPO3 Increase the Attractiveness of the Bus Network – Safety and Security: Concerns about safety and health harms are significant factors limiting transport options for disabled people. In Scotland, disabled people are less likely to say they feel safe and secure on a bus at night than people who are not disabled. A municipal bus option could allow specified standards for CCTV, training and other security measures to be applied across the region, enhancing surveillance and perceptions of safety among users. It should be acknowledged that existing safety and security measures are reasonably widespread in the region at present so improvement may only be marginal improvement in areas covered by smaller operators or with fewer services. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality, Network Identity, Ticketing, Interchanges and Bus Stops, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Customer Charter + Data and Monitoring: There is a lack of evidence to understand if these TPO3 categories will protect and enhance access to high quality community facilities, public services and key amenities for children and young people. <p>The extent to which improvements can be made under a municipal bus operator model are dependent on the wider operating context. If the option is delivered in line with a BSIP or franchising model, then similar benefits could be applied for this option particularly in relation to more urban areas.</p> <p><u>Overall Impact:</u> Taking the above into consideration, it is considered that Option 5 – Municipal Bus Operators could have a Minor Beneficial Effect on protecting and enhancing access to high quality community facilities, public services and key amenities 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>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.</p> <p>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 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.</p>

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>Active travel is not discussed in the appraisal in relation to a municipal ownership option. However, the following policies may improve access to educational, social and economic opportunities via public transport and active travel for children and young people:</p> <ul style="list-style-type: none"> ▪ TPO1 Improve Service Quality: Municipal ownership would allow standards to be set specifying levels of service and network coverage. Level of service would not only be dependent on passenger demand (as is currently the case) but it could also take other factors and public sector policy goals into account, which could provide more targeted coverage and enhanced frequency to support children and young people accessing opportunities linked with education, health, and social and cultural participation. An improved level of service through enhanced coverage, increased periods of operation and frequency, improved operational effectiveness and efficiency could support young people in accessing key destinations that are likely to contribute to their right to life, survival and development such as, education, training opportunities, healthcare services and facilities, and local retail hubs. ▪ TPO2 Increase Affordability of the Bus Network: There is a lack of evidence to understand if this TPO will improve access using active travel and public transport to educational, social and economic opportunities for children and young people. ▪ TPO3 Increase the Attractiveness of the Bus Network – Interchanges and Bus Stops: Disabled people report concerns about changing from buses to other forms of transport and the first and last mile of their journey due to infrastructure challenges and a lack of modal-integration. Multimodal journeys are a particular concern because of the stress of repeatedly getting on and off public transport, finding a seat and asking for assistance. A municipal ownership model could result in improved interchanges and bus stops. The enhancement of interchanges and bus stop facilities would benefit people with disabilities who are more likely experience anxiety around travel, and particularly around connections between transport modes. However, the scale of benefit would be constrained based on the ability of the municipal operations to operate these services effectively and affordably, in competition with other operators or not. It would also depend on the existence of any other relevant delivery model within which the municipal bus company was operating. ▪ TPO3 Increase the Attractiveness of the Bus Network – Reliability and Punctuality, Network Identity, Ticketing, Information, Customer Support and Feedback, Changes to Services, Vehicles and Depots, Drivers, Safety and Security, Customer Charter + Data and Monitoring: There is a lack of evidence to understand if these TPO3 categories will improve access using active travel and public transport to educational, social and economic opportunities for children and young people. <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.

CRW Framework Criteria	
In respect of the SRBS options and its associated delivery mechanisms....	Commentary
	<p>The extent to which improvements can be made under a municipal bus operator model are dependent on the wider operating context. If the option is delivered in line with a BSIP or franchising model, then similar benefits could be applied for this option particularly in relation to more urban areas.</p> <p><u>Overall Impact:</u> Taking the above into consideration, it is considered that Option 5 – Municipal Bus Operators would have a Minor Beneficial Effect on improving access to education, social and economic opportunities for children and young people</p>
Will the SRBS option support or otherwise affect the implementation of relevant UNCRC Articles?	<p>A municipal ownership model 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><u>Overall Impact:</u> Taking the above into consideration, it is considered that Option 5 – Municipal Bus Operators would 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, municipal ownership has the potential to deliver an array of benefits similar to those outlined for BSIPs and franchising options. The extent of coverage under a municipal is option us unknown due to uncertainties about the wider operating context within which this option could sit. However, if delivered as part of a comprehensive model, a range of policies could be delivered 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> It is therefore considered that Option 5 – Municipal Bus Operators 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>Minor Beneficial Effect.</p>

6 Summary

Table 6.1: Summary of Impacts

CRW Framework Criteria	Options				
In respect of the SRBS options and its associated delivery mechanisms....	1	2	3	4	5
Does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?	-	0	+	+	+
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?	-	0	+	++	+
Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?	0	0	0	0	0
Is the intervention the best way of achieving its aims, taking into account children's rights?	0	0	+	++	+
Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?	0	0	+	++	+
Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?	0	0	+	++	+
Will the SRBS option support or otherwise affect the implementation of relevant UNCRC Articles?	-	0	+	++	+
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?	0	0	+	++	+
Overall consideration with respect to GIRFEC approach (indicators: safe, healthy, achieving, nurtured, active, respected, responsible & included)	0	0	+	++	+

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Appendix A Baseline Data

Table A.1. Age Profile by SPT Region

Domain	Region (%)												
	Argyll & Bute	East Ayrshire	North Ayrshire	South Ayrshire	Glasgow City	East Dumbartonshire	West Dumbartonshire	North Lanarkshire	East Renfrewshire	Renfrewshire	Inverclyde	Combined SPT Region	National
Aged 15 and under	14.4	17.0	16.3	15.3	15.7	17.9	17.4	18.0	20.4	16.6	15.9	16.8	16.6
Aged 16-24 years	9.5	9.4	9.8	9.0	12.0	9.2	9.7	10.5	10.0	9.9	9.5	9.9	10.2
Aged 25-59	41.6	45.5	43.2	41.7	53.2	42.7	46.1	47.3	42.5	47.4	45.1	45.1	47.0
Aged 60 and over	34.4	28.1	30.8	34.0	19.1	30.2	26.8	24.2	27.1	26.2	29.5	28.2	26.2

Source: National Records of Scotland (2022) Mid-2021 Population Estimates Scotland. Available at: [Mid-2021 Population Estimates Scotland | National Records of Scotland \(nrscotland.gov.uk\)](https://www.nrscotland.gov.uk/mid-2021-population-estimates-scotland)

Table A.2. Deaths in Children aged 1-15 years by SPT Region

Domain	Region												
	Argyll & Bute	East Ayrshire	North Ayrshire	South Ayrshire	Glasgow City	East Dumbartonshire	West Dumbartonshire	North Lanarkshire	East Renfrewshire	Renfrewshire	Inverclyde	Combined SPT Region	National
Deaths in Children aged 1-15 years (Crude rate per 100,000 population)	11.49	7.06	19.69	6.01	10.47	9.79	16.3	12.85	6.46	11.27	11.8	11.2	10.08

Source: ScotPHO Profiles (2021). Available at: [ScotPHO profiles \(shinyapps.io\)](https://shinyapps.io/scotpho/)

Table A.3. Children in Low Income Families by SPT Region

Domain	Region (%)												
	Argyll & Bute	East Ayrshire	North Ayrshire	South Ayrshire	Glasgow City	East Dumbartonshire	West Dumbartonshire	North Lanarkshire	East Renfrewshire	Renfrewshire	Inverclyde	Combined SPT Region	National
Children in low income families	12.58	20.75	23.53	16.59	27.41	9.36	22.45	18.8	8.24	16.94	21.03	17.97	16.66

Source: ScotPHO Profiles (2021). Available at: [ScotPHO profiles \(shinyapps.io\)](https://shinyapps.io/scotpho/)

Table A.3. Children on the Child Protection Register by SPT Region

Domain	Region												
	Argyll & Bute	East Ayrshire	North Ayrshire	South Ayrshire	Glasgow City	East Dumbartonshire	West Dumbartonshire	North Lanarkshire	East Renfrewshire	Renfrewshire	Inverclyde	Combined SPT Region	National
Children on the Child Protection Register (Crude rate per 1,000 children aged 0-15 years)	2.57	3.41	5.25	1.1	2.82	1.18	3.74	1.9	0.41	2.38	2.54	2.48	2.31

Source: ScotPHO Profiles (2021). Available at: [ScotPHO profiles \(shinyapps.io\)](https://shinyapps.io/scotpho/)