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# A96 Corridor Review

## Child Rights and Wellbeing Impact Assessment (CRWIA) Report (Draft)

**2024**

## Contents

## Acronyms

| | |
|---|---|
| AST | Appraisal Summary Table |
| CT | Community Transport |
| CRWIA | Child Rights and Wellbeing Impact Assessment |
| DRT | Demand Responsive Transport |
| EHRC | Equality and Human Rights Commission |
| EqIA | Equality Impact Assessment |
| FSDA | Fairer Scotland Duty Assessment |
| ICE | Internal Combustion Engine |
| MaaS | Mobility as a Service |
| NaPTAT | National Public Transport Accessibility Tool |
| NEC | National Entitlement Card |
| NTS2 | Second National Transport Strategy |
| NSPCC | National Society for the Prevention of Cruelty to Children |
| SEqIA | Social and Equality Impact Assessment |
| SIMD | Scottish Index of Multiple Deprivation |
| STAG | Scottish Transport Appraisal Guidance |
| STPR | Strategic Transport Projects Review |
| STPR2 | Second Strategic Transport Projects Review |
| TPO | Transport Planning Objective |
| UNICEF | United Nations Children's Fund |
| UNCRC | UN Convention on the Rights of the Child |

# 1. Introduction – A96 Corridor Review

## 1.1 Background

1.1.1 In August 2021, it was agreed by the Scottish Government to take forward a transport enhancements programme on the A96 corridor that improves connectivity between surrounding towns, tackles congestion and addresses safety and environmental issues.

1.1.2 Whilst the current plan is to fully dual the A96 route, it was agreed as part of this process there would be a transparent, evidence-based review of the programme, to include a climate compatibility assessment to assess direct and indirect impacts on the climate and the environment. Other statutory assessments would also be undertaken which include a Strategic Environmental Assessment (SEA) and Statutory Impact Assessments (SIAs).

1.1.3 As it has already received Ministerial consent following a Public Local Inquiry, dualling of the A96 from Inverness to Nairn as well as a bypass of Nairn is separate from the wider A96 review process.

1.1.4 The A96 Corridor Review is being carried out in accordance with the Scottish Transport Appraisal Guidance (STAG).[i] STAG is the best practice, objective-led approach to transport appraisal. The transport appraisal has considered all relevant transport modes within the A96 corridor, including active travel, public transport, rail and roads-based transport modes. Adopting STAG also brings the review in line with the same methodology as set out in the Second Strategic Transport Projects Review (STPR2).

1.1.5 The A96 Corridor Review is being carried out by design consultants Jacobs AECOM acting on behalf of Transport Scotland. Jacobs AECOM supported Transport Scotland undertaking STPR2. The review considers transport problems and opportunities within the A96 corridor. It also looks at the changing policy context and other key considerations, such as development and growth aims for the corridor and surrounding area. Additionally, it considers the impact of the global climate emergency and the COVID-19 pandemic on how people work and travel within the corridor.

## 1.2 A96 Corridor Review Impact Assessments

1.2.1 Accompanying the A96 Corridor Review, Jacobs AECOM are undertaking a series of impact assessments on the detailed appraisal options. This includes the following:

- Equality Impact Assessment (EqIA)
- **Child Rights and Wellbeing Impact Assessment (CRWIA)**
- Fairer Scotland Duty Assessment (FSDA).

1.2.2 In the scoping stage, CRWIA reporting was combined with the EqIA, FSDA and Island Communities Impact Assessment (ICIA) as an integrated Social and Equality Impact Assessment (SEqIA). A SEqIA Scoping Report was developed for the A96 Corridor Review which provided a full policy review, baseline evidence, findings from stakeholder engagement activities and set out proposed equality topics and objectives to use as a framework for the assessments. The report was distributed to consultees during February and March 2023 in order to gather views on the evidence collated, scope of the impact assessment and proposed approach. The need to undertake a full ICIA was scoped out in the scoping stage based on the geographical location of Island communities not likely to generate direct impacts of the A96 Corridor Review. At this stage of reporting, individual full impact assessments have been prepared for the EqIA, CRWIA and FSDA. This report sets out the approach and findings of the CRWIA.

## 1.3 Purpose and Structure of CRWIA Report

1.3.1 As a public body, Transport Scotland has a duty when creating new plans and policies to pay due regard to children and young people, as per the Children and Young People (Scotland) Act 2014, to avoid actions which breach children's rights under the UNCRC .[ii]

1.3.2 Adopting the same methodology as STPR2, this CRWIA report has been prepared to consider if Full Dualling and the packages of transport intervention options being considered as part of the A96 Corridor Review might lead to any potential impacts on children and young people. Full Dualling and the transport intervention packages are outlined in **Chapter 6** of this report.

1.3.3 The chapters within this report include:

- **Chapter 1** summarises the general background to the A96 Corridor Review and CRWIA and various impact assessments required for the review.
- **Chapter 2** provides detail on the legislative context for the CRWIA.
- **Chapter 3** presents a baseline summary of the key issues and evidence for children and young people pertinent to the A96 Corridor Review.
- **Chapter 4** describes the approach undertaken to stakeholder engagement and consultation.
- **Chapter 5** describes the approach to assessment.
- **Chapter 6** provides the findings of the assessment of impacts for Full Dualling and by detailed appraisal transport intervention packages.
- **Chapter 7** summarises high-level conclusions and next steps.

# 2. Legislation and Policy Context

## 2.1 Legislation

### 2.1.1 Children and Young People (Scotland) Act 2014

2.1.1.1 In Section 1 of the Children and Young People (Scotland) Act (2014), Scottish Ministers have committed to keep under consideration whether there are any steps they could take which would or might secure better or further effect in Scotland of the United Nations Convention on the Rights of the Child (UNCRC) requirements. Completion of CRWIAs feeds into this consideration and review process. The 'wellbeing of children and young people' is defined at Section 96(2) of the 2014 Act. The general principles of the Act (as identified by UNICEF 2019) are:

- non-discrimination
- best interest of the child
- right to survival and life development
- right to be heard.

2.1.1.2 The UNCRC considers a child as any human being below 18 years old, unless majority is attained earlier under the law applicable to the child. In Scotland, a minor is a person under the age of 18 in most circumstances.

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

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

## 2.2 National Policy Context

2.2.1 The section below provides an overview of the most relevant national policies to the A96 Corridor Review. A detailed policy context is provided in the SEqIA Scoping Report[iii].

2.2.2 **National Planning Framework 4 (NPF4)**

2.2.2.1 NPF4 is a long-term plan providing the vision and spatial strategy for Scotland to 2045 and provides guidance as to where development and infrastructure should be planned[iv].

2.2.2.2 NPF4 identifies six overarching principles to support the delivery of future places. These are:

- Just transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation.

2.2.2.3 Applying these spatial principles will support the delivery of:

- **Sustainable places** where we reduce emissions, restore and better connect biodiversity
- **Liveable places** where we can all live better, healthier lives
- **Productive places** where we have a greener, fairer and more inclusive wellbeing economy.

2.2.3 **National Transport Strategy 2 (NTS2)**

2.2.3.1 NTS2[v] outlines Scotland's transport vision for the next 20 years through the following four priorities:

- reduce inequalities
- taking climate action
- delivering inclusive economic growth
- improving health and wellbeing.

2.2.3.2 The following transport challenges are identified through NTS2:

- **Poverty and child poverty**: transport can represent significant cost in terms of accessing essential services and plays a crucial part in accessing education, employment and preventing social isolation.

- **Age:** availability, cost and personal safety are key issues for young people.
- **Health and active travel:** increasing the number of people walking and cycling, especially for short journeys, can have a big impact on individual health and wellbeing.

### 2.2.4 Strategic Transport Projects Review (STPR)

2.2.4.1 STPR[vi] outlines Scottish Government's 29 transport investment priorities over the period to 2032 (Transport Scotland, 2008).

2.2.4.2 The review recognises the central role of transport; "An efficient transport system is one of the key enablers for enhancing productivity and delivering faster, more sustainable economic growth".

2.2.4.3 The following objectives were identified for the corridor between Inverness and Aberdeen specifically to:

- improve connectivity, particularly by public transport between Inverness city centre and the growth area to the east including Inverness Airport
- improve journey time and increase opportunities to travel, particularly by public transport, between Aberdeen and Inverness
- reduce the accident rate and severity rate to current national average.

### 2.2.5 Strategic Transport Projects Review 2 (STPR2)

2.2.5.1 The second strategic transport review[vii] informs transport investment in Scotland and helps to deliver the visions, priorities and outcomes set out in the NTS2 (Transport Scotland, 2022).

2.2.5.2 STPR2 has five key objectives that it aims to address:

- taking climate action
- addressing inequalities and accessibility
- improving health and wellbeing
- supporting sustainable economic growth
- increasing safety and resilience.

2.2.5.3 Over a 20-year period (2022-2042), the SPTR2 aims to:

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

# 3. Baseline Summary

## 3.1 Introduction

3.1.1 The key information which supports the assessment presented in this report has been developed throughout the corridor review process with a full evidence base prepared as part of the **SEqIA Scoping Report**.

3.1.2 The baseline includes evidence on those living, working, visiting and travelling through the area, drawing on a range of relevant data from the National Records for Scotland, 2021 Scottish Census (as the most recent available Census dataset at the time of writing), the Scottish Index of Multiple Deprivation (SIMD) 2020[viii] and additional sources including the Scottish Household Survey and other transport statistics from Transport Scotland research such as the Key Reported Road Casualties Scotland 2019. Where available, local area datasets have also been interrogated. It also draws on research relating to groups covered by the CRWIA (i.e. children and young people) to identify the key issues within a transport context.

## 3.2 The CRWIA Study Area

3.2.1 For analysis purposes, a CRWIA 'study area' has been created as shown in Appendix A, comprising wards that intersect with the A96 corridor[ix]. Four council areas were identified within the CRWIA study area:

- Aberdeenshire Council
- Aberdeen City Council
- The Highland Council
- Moray Council

3.2.2 The A96 Inverness to Nairn (including Nairn Bypass) scheme does not form part of the A96 Corridor Review as it has been through the statutory process and has received ministerial consent, with Made Orders published on 22 February 2024. Interventions within Nairn itself, however, have been included in the transport intervention packages in the appraisal.

## 3.3 Existing Transport Network and Travel Patterns

3.3.1 The entire length of the A96 Trunk Road is serviced by a bus route between Inverness and Aberdeen, with local services available in some of the larger towns along the route. Community transport and demand responsive transport services are operated within each of the local authorities, although coverage is limited, with membership often required.

3.3.2 The rail line between Inverness and Aberdeen generally follows the alignment of the A96 and includes 12 stations, including both Aberdeen and Inverness.

3.3.3 There are several on and off-road active travel corridors in the study area, many being local networks, alongside the NCN 1 long-distance cycle route. This also connects to NCN 195 in Aberdeen and NCN 7 South of Inverness and forms part of the National Cycle Network. Traffic-free parts of the routes exist in small sections but for longer travel between settlements and towns, it is necessary to travel on-road.

## 3.4 Children and Young People

3.4.1 While the percentage of children living in the study area is marginally lower (16.5%), the proportion of young people is slightly higher (11.0%) when compared to Scotland as a whole (16.8% and 10.4% respectively)[x].

3.4.2 Key factors affecting the ability of children and young people to access transport options are their socio-economic background, geographical location and the accessibility and safety of public transport.

3.4.3 Children and young people are more likely to benefit from investment in active travel and public transport interventions, especially where access to education, training and other important services is improved. In particular, children and young people from low-income and lower quartile households are less likely to have access to a car and could benefit from accessible and affordable modes of transport[xi].

3.4.4 In particular, the availability and cost of public transport in rural areas is a significant challenge for young people who are more dependent on public transport, particularly for accessing education and training. However, 16% of children in Scotland travel to school by bus[xii].

3.4.5 Environmental impacts of traffic can disproportionately affect children. Traffic-related noise is correlated more broadly with lower health-related quality of life in children[xiii] and they are more vulnerable to the effects of poor air quality compared to the overall population. Children are also more vulnerable to the environmental, safety and accessibility impacts of construction activities associated with new transport infrastructure or maintenance projects.

3.4.6 According to the Scottish Health Survey[xiv] in 2019, 16% of children were at risk of obesity. Access to active travel and transport systems that encourage active living and regular physical activity is an important factor in combating obesity, as well as having beneficial impacts on mental health and wellbeing.

3.4.7 Safety is a key issue for children with regards to transport. Child pedestrian casualties recorded in Scotland in 2020 accounted for 28% of all pedestrian casualties of all ages[xv]. Children and young people from deprived areas were found more likely to be involved in traffic injuries, for whom the risk was highest on main roads and on residential roads near shops and leisure services[xvi].

# 4. Stakeholder Engagement

## 4.1 Overview

4.1.1 The STAG process is firmly founded on participation and consultation. Accordingly, public engagement has been pivotal to inform the A96 Corridor Review at all key stages. A comprehensive stakeholder engagement plan was developed at an early stage in the review process and has been carefully devised to ensure general inclusivity and representation of key equality groups.

4.1.2 Although there are no legal consultation requirements for CRWIA, there has been engagement with the public throughout the Corridor Review in order to provide early opportunities within appropriate timeframes for opinions to be expressed on the transport intervention options for the A96 corridor as they have developed.

## 4.2 Public Consultation Activities

4.2.1 During the course of the A96 Corridor Review, there has been extensive public engagement. An initial four-week public consultation was held from 12 May 2022 to 10 June 2022. During this period, the public and stakeholders were invited to share insights into travel habits, general thoughts on travel and transport along the corridor and identify problems and potential opportunities along the route.

4.2.2 **Summary of Findings**

4.2.3 In total, 4,687 responses were received via the online consultation survey and email responses. A detailed overview of the findings is available in the Stakeholder and Public Engagement Consultation Report[xvii]. A summary of the main findings are as follows:

- 96% of respondents stated that car is their primary mode of travel on the A96 corridor.
- Public transport is a less prevalent mode of transport with 46% of respondents indicating they do not use public transport along the route.
- 88% of respondents were very dissatisfied or dissatisfied with the availability of safe overtaking opportunities, 79% were very dissatisfied or dissatisfied with levels of traffic congestion and 76% were very dissatisfied or dissatisfied with the length of journey times.
- 37% were very dissatisfied or dissatisfied with the frequency of bus services, 43% were very dissatisfied or dissatisfied with the availability of safe walking infrastructure, 63% were very dissatisfied or dissatisfied with the cost of rail travel and 58% of respondents felt very unsafe or somewhat unsafe when using the road network.

4.2.4 The most frequently raised priority for the A96 Corridor Review, raised by 55% of respondents, was dualling the route, while only 12% of respondents opposed full or partial dualling. Similarly, improving road safety was raised by 50% of respondents, which included general safety concerns as well as safety of driving, cycling and walking.

4.2.5 The need to improve rail services, including train connections, cost, and comfort of travel, was raised by 30% of respondents, and another 30% of respondents raised bypassing town centres. Other priorities listed by respondents include improvements to bus services (raised by 24% of respondents), general public transport improvements including public transport connectivity and integration (24% of respondents), and better road maintenance including infrastructure, surface, signage etc (22% of respondents).

4.2.6 'Section 1: About You' collected demographic data available for diversity and inclusion monitoring. Only 2% (94) of respondents were aged 16-24. However, amongst those aged 16-24[xviii], the following trends can be identified:

- The majority of respondents recorded the purpose of their journeys within the A96 corridor as 'business/commuting' (61%), while 44% referenced domestic trips such as school and shopping.
- 21% of respondents exclusively undertake short journeys between towns, taking 20 to 30 minutes, while fewer exclusively undertake longer journeys taking around/over an hour (18%) and only 4% undertake very local journeys taking 10-15 minutes.
- The majority of respondents recorded travelling by car or car share along the A96 corridor (68%), compared to 13% who recorded a combination of private and public transport modes.
- The majority of respondents felt somewhat unsafe or very unsafe when travelling along the A96 corridor (38%) when compared to somewhat safe or very safe (26%).

## 4.3 Stakeholder Engagement Activities

4.3.1 As part of the ongoing engagement with stakeholders, a series of stakeholder engagement sessions were held via an online collaboration platform to understand the views of different stakeholder groupings throughout the corridor. All sessions were attended by Jacobs AECOM representatives and split by the following stakeholder groupings:

- representatives from the four local authorities and Highlands and Islands Transport Partnership (HITRANS)
- environmental stakeholders, including local authority Environmental Planners
- North East Scotland Transport Partnership (Nestrans) and Aberdeenshire Council
- representatives from statutory environmental groups

- representatives from active travel and accessibility stakeholders
- representatives from business and business organisation stakeholders
- representatives from Stagecoach
- representatives from Police Scotland.

4.3.2 Across these sessions, consistent problems, opportunities and suggestions were provided on the topics outlined in **Table 4-1**.

**Table 4-1: Summary of Stakeholder Engagement Responses**

| Topic | Problems | Opportunities | Suggestions/ interventions |
|---|---|---|---|
| Active travel | Lack of appropriate active travel infrastructure, especially concerning safety while cycling and walking | Inclusivity and connectivity of active travel across throughout the A96 corridor | Sustainable and safe active travel provision |
| Public transport | Low public transport uptake due to slow journey times, high travel costs and frequency of services | Reliable and sustainable public transport infrastructure improvements, including Demand Responsive Transport (DRT) and Community Transport (CT) links | Improvement to public transport services, including Park and Ride facilities, multi-modal transport hubs and interchanges between active travel and public transport |
| Road network | Lack of road safety and slow journey times | Sustainable travel and green infrastructure improvements to enhance connectivity | Sustainable road safety travel improvements with connectivity to public transport |
| Environment | Lack of green infrastructure and traffic emissions within towns along the route | Decarbonisation strategies, including electric vehicle charging infrastructure and sustainable travel infrastructure | Increase in green infrastructure |

## 4.4 SEqIA Stakeholder Workshop

4.4.1 An online consultation workshop was held to present the SEqIA Scoping Report on 14 March 2023. Prior to this, the SEqIA Scoping Report was issued to 31 organisations (see Appendix B) representing equalities groups, socio-economically disadvantaged groups and islands communities along with an invitation to attend the workshop.

4.4.2 Representatives from Jacobs AECOM were present and provided stakeholders with a comprehensive overview of the A96 Corridor Review process to date and the initial requirements of Transport Scotland in its duties to prepare an EqIA, CRWIA and FSDA.

4.4.3 The key feedback from these sessions included:

- the need to consider the significant overlaps across the various social and equality impact topic areas and to consider intersectionality as part of the assessment
- that where possible the assessments should refer to evidence provided by those with lived experience
- the need to incorporate impacts on health into the assessments.

4.4.4 In addition, all attendees agreed they were content with scoping-out an Islands and Communities Impact Assessment for the review.

# 5. Approach to the CRWIA

## 5.1 Introduction

5.1.1 The CRWIA and other impact assessments have aligned with each STAG stage, in order to maximise influence of impact assessment work in the overall assessment process. **Table 5-1** sets out how the CRWIA process aligns with STAG's four-stage assessment process throughout the A96 Corridor Review.

**Table 5-1: CRWIA Stages of Assessment**

| **Initial Appraisal: Case for Change**<br>**Transport Planning Objectives (TPOs)** |
|---|
| An impact assessment team set out the evidence base for problems and opportunities linked to the transport network for all modes within the study area to influence the development of TPOs that align closely with STPR2. TPOs represent the positive outcomes sought for the corridor and provide the basis for the appraisal of alternative options. The CRWIA aligns in particular with:<br><br>TPO2 - An inclusive strategic transport corridor that improves the accessibility of public transport in rural areas for access to healthcare, employment and education. |
| **Preliminary Appraisal** |
| A multi-criterion sifting approach of shortlisted transport intervention options was undertaken, considering a matrix-based assessment in the context of likely disproportionate or differential effects on children and young people protected by the Children and Young People (Scotland) Act 2014. Commentary has been provided to justify the rating and consider relevant likely significant effects, mitigation, risk and uncertainty. |
| **Detailed Appraisal** |
| A more detailed assessment of Full Dualling and sifted transport packages against aligned STAG topics and equalities-related considerations. The assessment utilises a matrix approach for Full Dualling and each of the transport packages, as shown in **Table 5-2** which aligns with a seven-point rating system as shown in **Table 5-3**. The commentary justifies the rating and considers relevant likely significant effects, mitigation, assumptions and uncertainties where relevant. |

## 5.2 Assessment of Impacts

5.2.1 This CRWIA presents an assessment of the potential impacts on children and young people for Full Dualling and six transport intervention packages that were developed in the detailed appraisal stage from the sifted options identified through the initial appraisal. The current Scottish Government commitment, the A96 Full Dualling (from Hardmuir to Craibstone) has also been appraised as part of the Detailed Appraisal in order to assess its performance against current appraisal criteria, and this also forms part of the CRWIA.

## 5.3 Assessment framework: Matrix Approach

5.3.1 The CRWIA process assesses the contribution of Full Dualling and each package option to meeting the requirements of the Children and Young People (Scotland) Act.

5.3.2 The assessment of impacts used a matrix-based approach, with a qualitative rating system to identify likely impacts on children and young people. Impacts for each of the assessments have been determined against two assessment criteria: magnitude and sensitivity. These consist of:

**Magnitude of impact**: the extent to which children and young people would be impacted (positively or negatively) by Full Dualling or the package option, considering the numbers or proportion that would experience the impact.

**Sensitivity of impact:** this considers how those impacted might respond; whether they are able to adapt to Full Dualling or the package option (where negatively impacted). If the impacted group has no alternatives and, as such, will be greatly impacted, then it is considered to be highly sensitive to the change. Where they are able to continue to function as normal, sensitivity would be low.

5.3.3 The identification of likely significant impacts has involved combining the sensitivity of those affected with the predicted magnitude of impact (change) using the assessment matrix provided in **Table 5-2**.

**Table 5-2: Impact rating matrix**

| Sensitivity of impact | Magnitude of impact<br>No change | Magnitude of impact<br>Low | Magnitude of impact<br>Medium | Magnitude of impact<br>High |
|---|---|---|---|---|
| **High** | Neutral | Minor or Moderate | Moderate or Major | Major |
| **Medium** | Neutral | Minor | Moderate | Moderate or Major |
| **Low** | Neutral | Neutral or Minor | Minor or Moderate | Minor or Moderate |

5.3.4 Where two significance categories are shown in the matrix, professional judgement has been used to select the appropriate category of significance. Evidence and rationale is provided for the selection of category.

5.3.5 The seven-point rating system describing the assessment of effects is outlined in **Table 5-3**.

**Table 5-3: CRWIA rating system**

| |
|---|
| **Major positive impact** |
| The proposed option provides major changes recommended by the UNCRC or has the potential to advance the realisation of children's rights in Scotland. |
| **Moderate positive impact** |
| The proposed option provides changes recommended by the UNCRC or has the potential to advance the realisation of children's rights in Scotland. |
| **Minor positive impact** |
| The proposed option complies with the UNCRC requirements. |
| **Neutral impact** |
| The proposed option does not have any impact on children's rights or wellbeing, or the relationship is negligible. |
| **Minor negative impact** |
| The proposed option detracts or actually reverses the enjoyment of existing rights, but not significantly. |
| **Moderate negative impact** |
| The proposed option detracts significantly or reverses the enjoyment of existing rights. Mitigation is therefore required. |
| **Major negative impact** |
| The proposed option fails to comply with UNCRC and other human rights obligations (as recognised under international treaties which apply to Scotland), requiring modification of the proposal; or may have a detrimental impact of children, so should be withdrawn and alternatives presented. |

5.3.6 Following each stage of assessment, any potentially negative impacts identified have been discussed with the project team to consider reasonable alternatives, effective mitigation and enhancement recommendations.

5.3.7 The key relevant findings and recommendations of the detailed appraisal options are recorded in Chapter 6 of this report, with overall assessment scores for the CRWIA.

# 6. Assessment of Impacts

## 6.1 Introduction

6.1.1 This chapter provides a high-level assessment of the potential impacts of Full Dualling and the packages of transport intervention options that are being considered as part of the A96 Corridor Review on children and young people.

6.1.2 The assessment is based on the rating criteria set out in Section 5.3 and takes into account wider appraisal work and baseline evidence for children and young people.

6.1.3 For the purposes of the A96 Corridor Review, the 'With Policy' and 'Without Policy' scenarios developed as part of the scenario planning undertaken for STPR2 are used in the Detailed Appraisal of Full Dualling and each package. These scenarios were developed to consider the risk associated with future uncertainties. The following two scenarios with their inherent variants of transport behaviour were considered:

- 'With Policy Scenario' - captures policy ambitions including 20% reduction (from 2019 levels) in car kilometres travelled by 2030, and assumptions to significantly reduce levels of commuting/business journeys to reflect post COVID-19 working behaviours, leading to low levels of motorised traffic demand and emissions.
- 'Without Policy Scenario' - no policy ambitions are captured, and less significant reductions to levels of commuting/business journeys, leading to higher levels of motorised traffic demand and emissions.

## 6.2 Transport Intervention Packages

6.2.1 Full package descriptions and detailed appraisal summaries are included within the 'Strategic Business Case – Transport Appraisal Report' published alongside this CRWIA. However, **Table 6-1** provides a summary of the transport interventions included within each package. It should be noted that the A96 Dualling Inverness to Nairn (including Nairn Bypass) scheme does not form part of the A96 Corridor Review as it has successfully progressed through a Public Local Inquiry and has Ministerial consent. Interventions within Nairn itself, similar to those proposed within the other bypassed towns, however, have been included within the packages for appraisal purposes.

**Table 6-1: Interventions within Each Detailed Appraisal Package**

| Option | Package 1 | Package 2 | Package 3 | Package 4 | Package 5 | Refined Package |
|---|---|---|---|---|---|---|
| Active Communities | ✓ | ✓ | | ✓ | ✓ | ✓ |
| Active Connections | | | ✓ | ✓ | ✓ | |
| Bus Priority Measures and Park and Ride | ✓ | ✓ | ✓ | | ✓ | |
| Improved Public Transport Passenger Interchange Facilities | ✓ | ✓ | | ✓ | ✓ | ✓ |
| Investment in DRT and MaaS | ✓ | ✓ | ✓ | | ✓ | ✓ |
| Introduction of Rail Freight Terminals | | | | ✓ | ✓ | |
| Linespeed, Passenger and Freight Capacity Improvements on the Aberdeen to Inverness Railway Line | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Targeted Road Safety Improvements | | ✓ | ✓ | ✓ | ✓ | ✓ |
| Elgin Bypass | ✓ | | | | ✓ | ✓ |
| Keith Bypass | ✓ | | | | ✓ | ✓ |
| Inverurie Bypass | ✓ | | | | ✓ | |
| Forres Bypass | ✓ | | | | ✓ | |
| A96 Electric Corridor | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

## 6.3 A96 Full Dualling – Potential Impacts

6.3.1 The A96 Full Dualling from Hardmuir (approximately 5 miles east of Nairn) to Craibstone (approximately 6 miles west of Aberdeen city centre), hereafter referred to as the A96 Full Dualling option is the current Scottish Government commitment and focuses on improving the trunk road network in the North East of Scotland to address road safety concerns and provide resilience and reliability improvements for a key connection between Inverness and Aberdeen. The location of the option is illustrated in **Figure 6-1**.

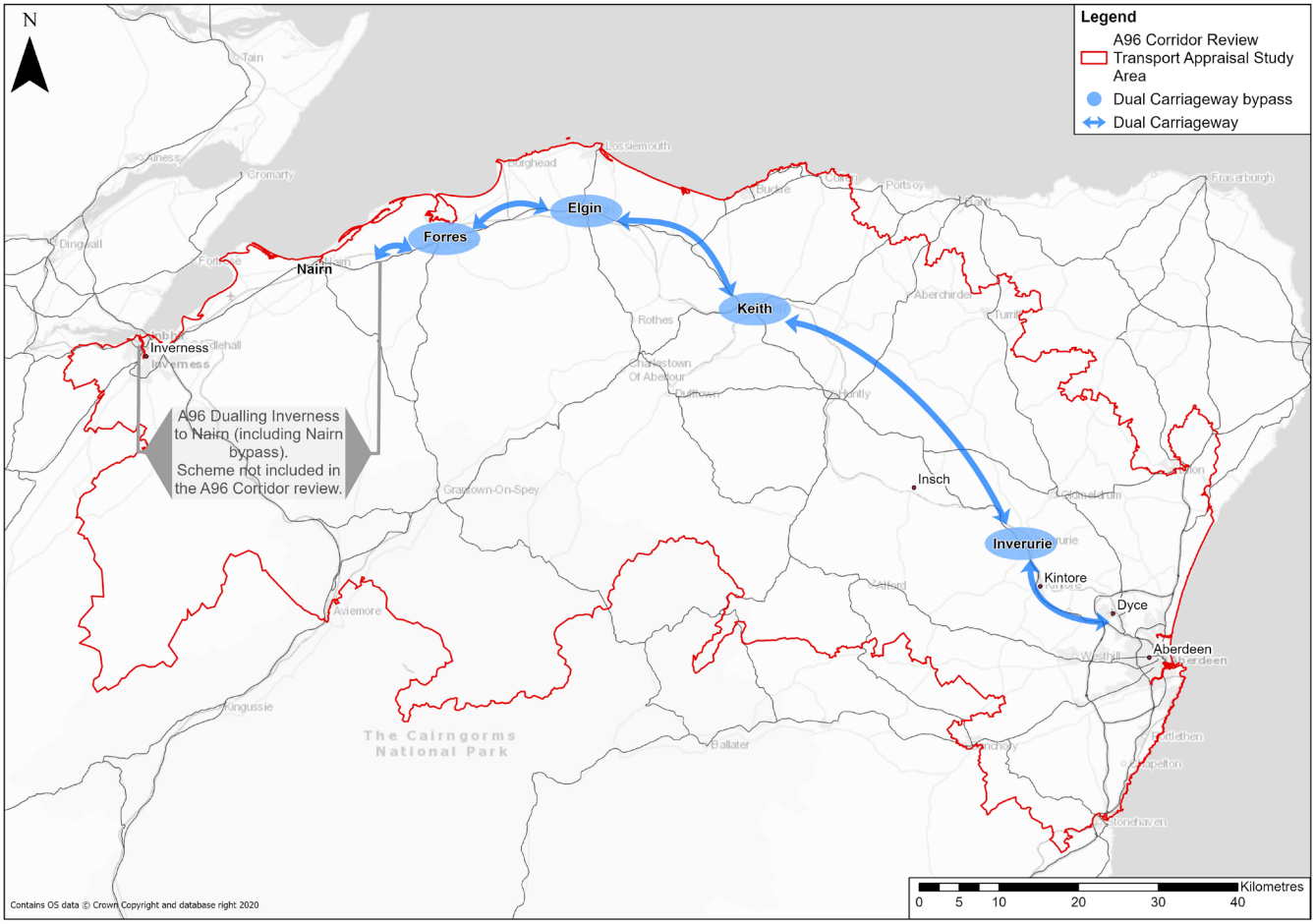


**Figure 6-1: A96 Full Dualling Hardmuir to Craibstone extent**

6.3.2 The provision of full dualling between Hardmuir and Craibstone could improve access to education for children and young people. However, this is likely to result in a minor impact and mainly affect those with access to a car. Bus journey times could improve when travelling on a dual carriageway, however, the additional time and distance required to continue service on existing routes is expected to negate much of the benefit.

6.3.3 The provision of a dual carriageway could potentially result in adverse health outcomes for children living in local communities along the corridor. This includes noise, vibration and air quality impacts during construction and potential severance, noise, air quality and traffic impacts due to an increase in motorised vehicles travelling on the A96 during operation. Air quality modelling forecasts show that as a result of increased traffic flows and an attraction of traffic to the corridor, nitrogen dioxides (NOx) and particulate matter $(PM)_{2.5}$ emissions are predicted to increase over the 60-year appraisal period across the 'With Policy' and 'Without Policy' scenarios.

6.3.4 However, the dual carriageway is anticipated to require towns to be bypassed. Traffic modelling forecasts predict that traffic would divert away from Elgin, Keith and Inverurie as a result of full dualling in both the 'With Policy' and 'Without Policy' scenarios. Therefore, a reduction in traffic through communities could result in improved local air quality and reduced traffic noise which would be a particular benefit to children, as they are more vulnerable to the adverse health effects of traffic-related emissions and traffic noise. Reduced traffic levels could also help to address local severance issues, improve the active travel environment, reduce road safety concerns, and improve access to education for children and young people.

6.3.5 While the negative impacts of construction and operation are not expected to outweigh the positive impacts of connectivity and bypasses, the level of direct impact will be dependent on the alignment of the route and proximity to children and young people living or attending schools along the route. More detailed assessment is required at the design stage to understand the extent of these impacts and to recommend effective mitigation.

6.3.6 Overall, this option is expected to have a **minor positive** impact on this criterion under both the 'With Policy' and 'Without Policy' scenarios.

## 6.4 Package 1 – Potential Impacts

6.4.1 This package is focused on primarily delivering transport network improvements to key towns along the A96 corridor, namely Nairn, Forres, Elgin, Keith and Inverurie, by providing enhancements which would aim to encourage a shift to sustainable modes, increasing opportunities for residents and businesses and improving road safety.

6.4.2 The location of the settlements concerned in relation to the wider A96 Corridor Review transport appraisal study area is illustrated in **Figure 6-2.** Whilst this package is primarily targeted at the aforementioned settlements, it also includes corridor-wide interventions which are anticipated to result in benefits to other areas within the corridor.

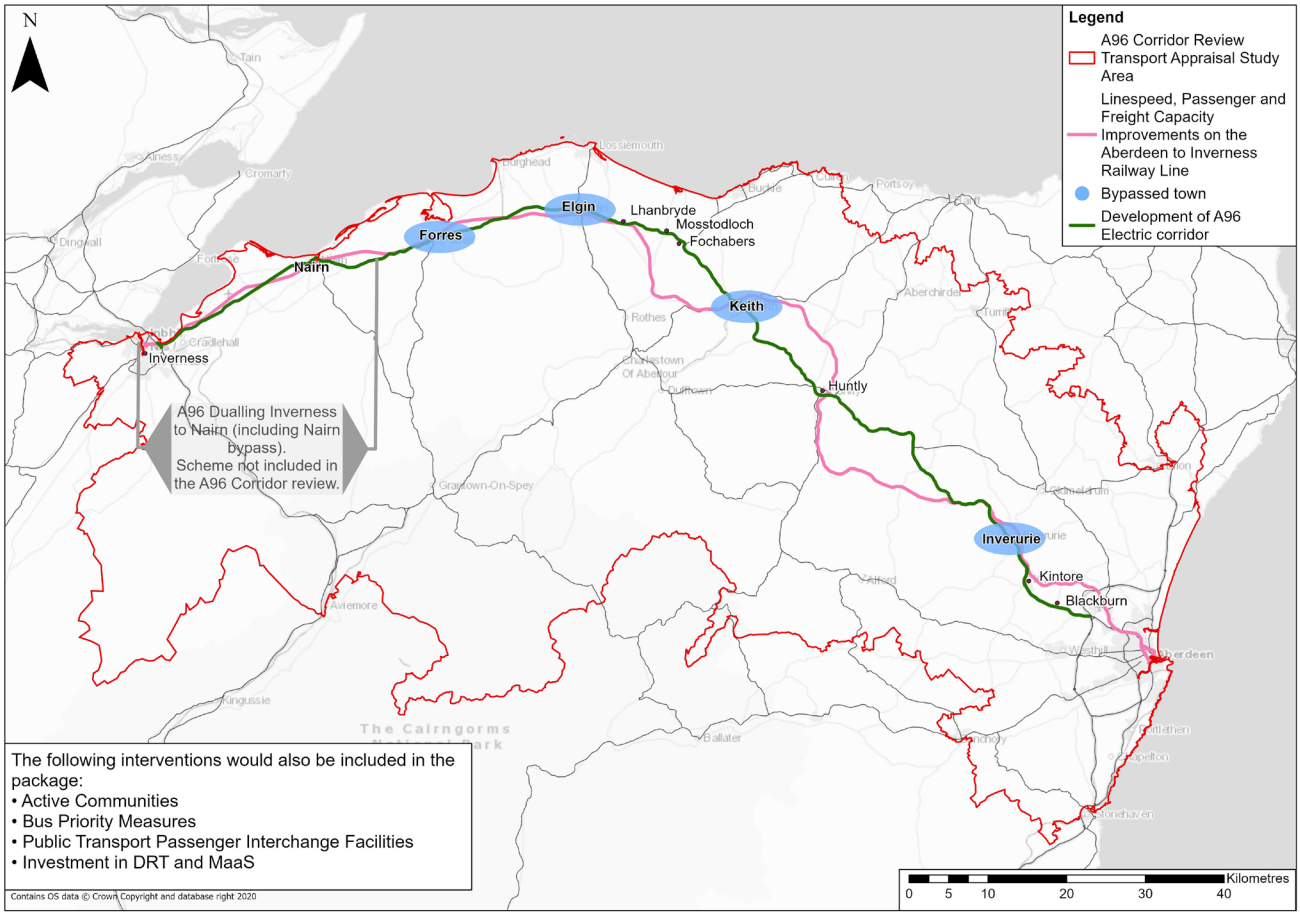


**Figure 6-2: Package 1 Extent**

6.4.3 Modelling undertaken using Jacob's National Public Transport Accessibility Tool (NaPTAT) anticipates that this package would improve public transport connectivity to higher and further education in the study area, which could have a particular beneficial impact on children and young people, given that 16% of children travel to school by bus[xix]. Furthermore, children and young people may be more likely to depend on buses for leisure travel, given that those under 17 are unable to drive.

6.4.4 NaPTAT modelling also shows that the improved journey time accessibility of educational premises would largely be observed in Aberdeenshire, where an additional 1,000 young people aged 16-24 would be able to access their nearest higher education site in approximately 60 minutes by public transport. These accessibility improvements would be linked to the rail linespeed improvements from the package, reducing the travel time to the cities where higher and further education sites are largely located. Further benefits would be provided from the improved interchange facilities and bus priority measures within the package, which would improve the connection between services or reduce journey times associated with bus. The largest journey time benefits would be observed in rural settlements with access to rail stations, including Insch (located approximately 12 miles to the north-west of Inverurie) with a reduction of 8 minutes and Alford (located to the south-west of Inverurie) with a reduction of up to 17 minutes to the nearest site, though the latter

would require undertaking part of the journey by bus, while parts of Kintore observed a journey time benefit of up to six minutes.

6.4.5 In rural areas, children and young people may experience longer walks to bus stops, infrequent services and long waiting times for connecting services. An increase in Demand Responsive Transport (DRT) and Mobility as a Service (MaaS) could help to improve connectivity for children and young people, improving access to key services such as education. Improved connectivity could also result in improved personal safety and security through more direct services between origins and destinations. This improved provision would supplement the benefit of free bus travel for 5–22 year-olds with a National Entitlement Card (NEC). However, some children may still be excluded without the appropriate level of support to apply for an NEC.

6.4.6 While air quality modelling forecasts that Package 1 would result in adverse air quality emissions over the 60-year appraisal period, there is potential for improvements in air quality in bypassed towns through a reduction of through traffic and an uptake of active travel, which could also reduce traffic noise within the towns. This would be of particular benefit to children as they are more vulnerable to the adverse health effects of traffic-related emissions and noise. Reduced traffic levels could also help to address local severance issues, improve the active travel environment, reduce road safety concerns and improve access to education for children and young people. In addition, the habit-forming effect of embedding active travel at a younger age has the potential to have longer-term benefits, in terms of moving to a more active population.

6.4.7 However, the construction of new bypasses could potentially result in negative impacts during both construction and operation stages for children living in local communities along the new alignment. These include noise, vibration and air quality impacts during construction and potential severance, noise, air quality and traffic impacts during operation. However, the level of direct impact would be dependent on the alignment of the bypass and proximity to children and young people living or attending schools along the route. More detailed assessment is required at the design stage to understand the extent of these impacts and to recommend effective mitigation. Impacts would also depend on the level to which all other listed interventions can be adopted, as it is noted that this would depend on local circumstances within each key community.

6.4.8 Overall, this package is expected to have a **moderate positive** impact under both the 'With Policy' and 'Without Policy' scenarios on addressing this criterion for children and young people.

## 6.5 Package 2 – Potential Impacts

6.5.1 This package of interventions is targeted at providing network improvements to some of the less populated settlements along the A96 corridor, that are not suggested to be bypassed within Package 1. The package would provide enhancements which would aim to encourage a shift to sustainable modes, increase opportunities for residents and businesses, and improve road safety.

The specific settlements considered in this package are Lhanbryde, Mosstodloch, Fochabers, Huntly, Kintore and Blackburn and are shown within the context of the wider A96 Corridor Review transport appraisal study area in **Figure 6-3**. This package focuses on delivering transport network improvements within the vicinity of these towns, aiming to encourage a transfer to sustainable modes and improve road safety. Whilst this package is primarily targeted at the aforementioned settlements, the package also includes corridor wide interventions which are anticipated to result in benefits to other areas within the corridor.

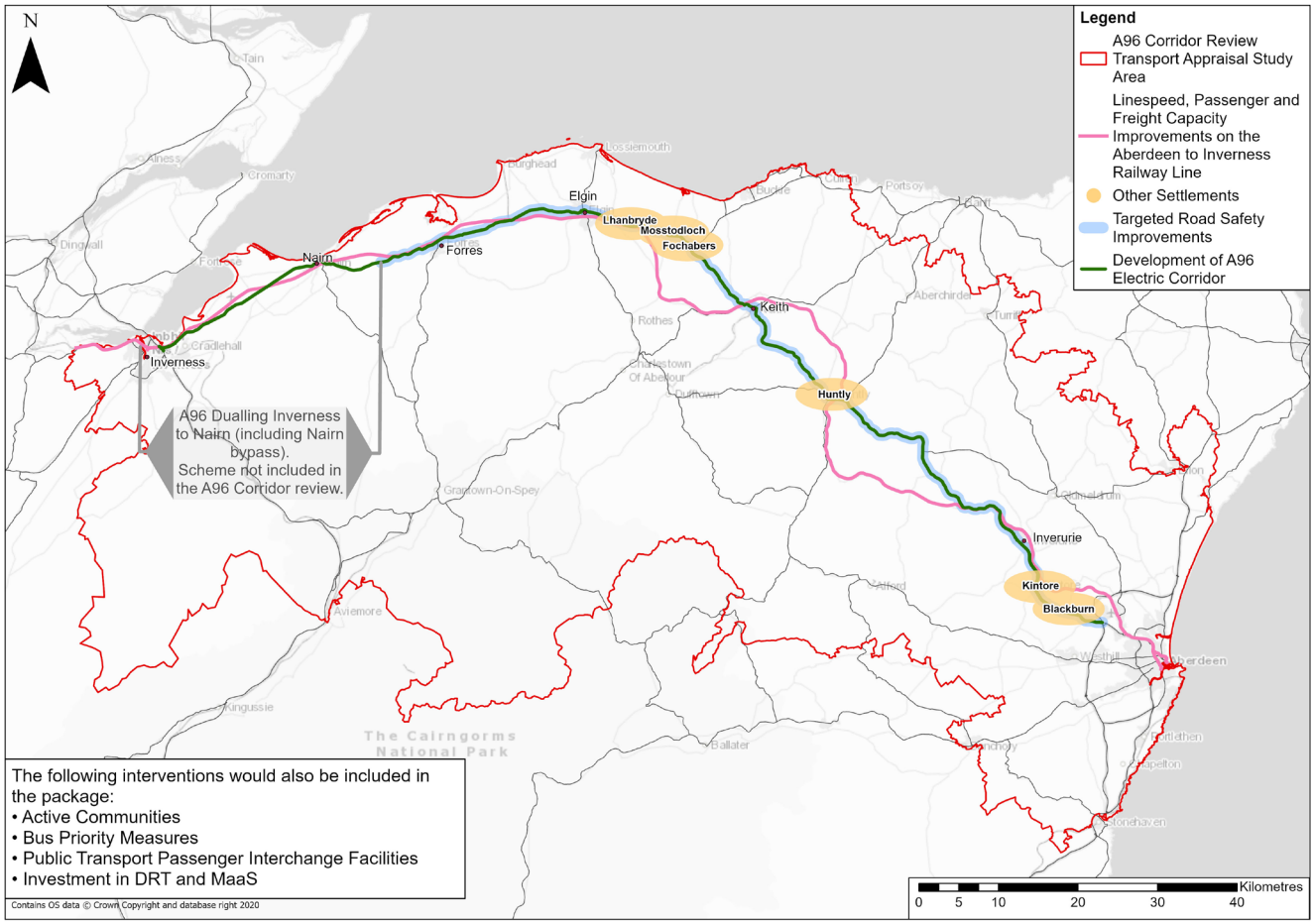


**Figure 6-3: Package 2 Extents**

6.5.2 Modelling undertaken using NaPTAT anticipates that this package would improve public transport connectivity to higher and further education in the study area, which could have particular beneficial impacts on children and young people, given 16% of children travel to school by bus. Furthermore, children and young people may be more likely to depend on buses for leisure travel, given that those under 17 are unable to drive.

6.5.3 NaPTAT modelling shows that the improved journey time accessibility of educational premises would largely be observed in Aberdeenshire, where it is anticipated an additional 900 young people aged 16-24 would be able to access their nearest higher education site in approximately 60 minutes or less by public transport. These accessibility improvements would be linked to the rail linespeed improvements from the package, reducing the travel time to the cities where higher and further education sites are largely located. Further benefits would be provided from the improved interchange facilities and bus priority measures within the package, which would improve the connection between services or reduce journey times associated with bus. While smaller rural settlements, such as Insch and parts of Kintore, would experience a journey time reduction of up to eight and seven minutes respectively to the nearest higher education site, benefitting 600 young people.

6.5.4 In rural areas, children and young people may experience longer walks to bus stops, infrequent services and long waiting times for connecting services. An increase in DRT and MaaS could help to improve connectivity for children and young people, improving access to key services such as education. Improved connectivity could also result in improved personal safety and security through more direct services between origins and destinations. This improved provision would supplement the benefit of free bus travel for 5–22 year-olds with a National Entitlement Card (NEC). However, some children may still be excluded without the appropriate level of support to apply for an NEC.

6.5.5 Air quality modelling forecasts that this package would result in improved air quality across the 60-year appraisal period as a result of reduced congestion as a result of modal shift, which should contribute towards a reduction in traffic volumes. This would be of particular benefit to children as they are more vulnerable to the adverse health effects of traffic-related emissions and traffic noise. Reduced traffic levels could also help to address local severance issues, improve the active travel environment, reduce road safety concerns and improve access to education for children and young people. In addition, the habit-forming effect of embedding active travel at a younger age has the potential to have longer-term benefits, in terms of moving to a more active population.

6.5.6 However, the extent to which this package would improve outcomes for children would depend on the extent that the interventions listed are adopted (especially in regard to the reallocation of road space and other safety interventions), the location of the interventions, and proximity to local services. The relatively small population of the settlements considered in this package is likely to limit the impact the potential outcomes for children in the context of the wider corridor.

6.5.7 Overall, this package is expected to have a **minor positive** impact on addressing this criterion in both 'With Policy' and 'Without Policy' scenarios.

## 6.6 Package 3 – Potential Impacts

6.6.1 This package is focused on primarily delivering transport network improvements to rural sections along the A96 corridor by providing enhancements which would aim to encourage a shift to sustainable modes, increase active travel and public transport options and improve road safety.

6.6.2 The location of the settlements concerned in relation to the wider A96 Corridor Review transport appraisal study area is illustrated in **Figure 6-4** . Whilst this package is primarily targeted at rural sections, it also includes corridor-wide interventions which are anticipated to result in benefits to other areas across the corridor.

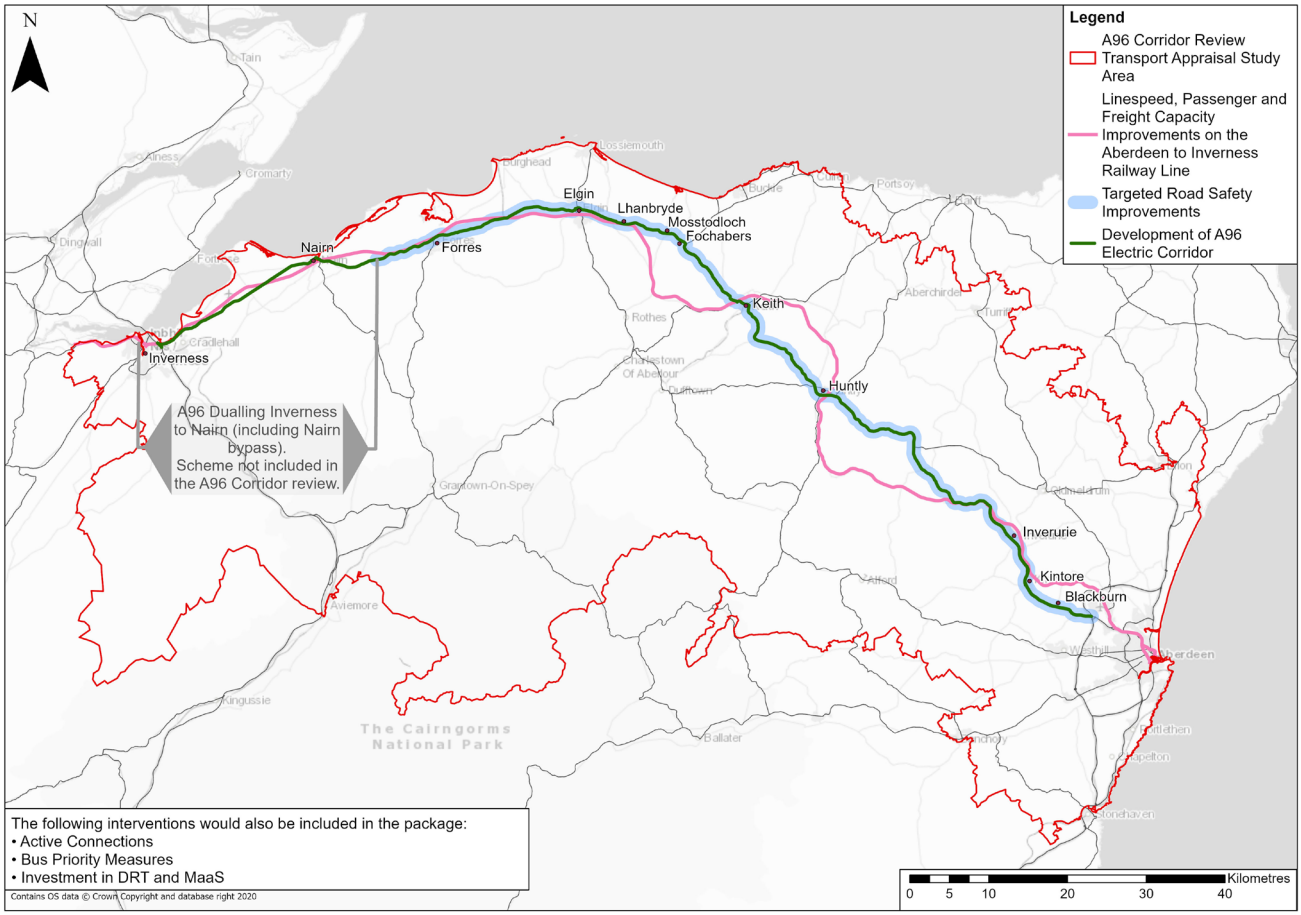


**Figure 6-4: Package 3 Extents**

6.6.3 Modelling undertaken using NaPTAT anticipates that this package would improve public transport connectivity to higher and further education in the study area, which could have particular beneficial impacts on children and young people, given that 16% of children travel to school by bus. Furthermore, children and young people may be more likely to depend on buses for leisure travel, given that those under 17 are unable to drive.

6.6.4 NaPTAT modelling showed that improved journey time accessibility of educational premises would largely be observed in Aberdeenshire, where it is anticipated an additional 750 young people aged 16-24 would be able to access their nearest higher education site in approximately 60 minutes using public transport. These accessibility benefits would be linked to the rail linespeed improvements and bus priority measures on the approaches to cities from the package. While smaller rural settlements, such as Insch and parts of Kintore, would be predicted to experience a journey time reduction of up to seven minutes to the nearest higher education site, benefitting 600 young people.

6.6.5 In rural areas, children and young people may experience longer walks to bus stops, infrequent services and long waiting times for connecting services. An increase in DRT and MaaS could help improve connectivity for children and young people, improving access to key services such as education. Improved connectivity could also result in improved personal safety and security through more direct services between origins and destinations. This improved provision would supplement the benefit of free bus travel for 5–22-year-olds with a National Entitlement Card (NEC). However, some children may still be excluded without the appropriate level of support to apply for an NEC.

6.6.6 Air quality modelling forecasts that this package would result in improved air quality across the 60-year appraisal period as a result of modal shift, which could reduce congestion. This would be of particular benefit to children as they are more vulnerable to the adverse health effects of traffic-related emissions and traffic noise. Reduced traffic levels could also help to address local severance issues, improve the active travel environment, reduce road safety concerns, and improve access to education for children and young people. In addition, the habit-forming effect of embedding active travel at a younger age has the potential to have longer term benefits, in terms of moving to a more active population.

6.6.7 However, the extent to which this option would improve outcomes for children would depend on the extent that the interventions listed are adopted, the location of the interventions, and proximity to local services in rural areas.

6.6.8 Overall, this package is expected to have a **minor positive** impact on addressing this criterion in both 'With Policy' and 'Without Policy' scenarios .

## 6.7 Package 4 – Potential Impacts

6.7.1 This package of interventions is targeted at longer distance journeys along the A96 corridor, with a focus on delivering transport network improvements aiming to encourage a shift to sustainable modes and improve road safety. The options considered under Package 4 are shown in **Figure 6-5**.

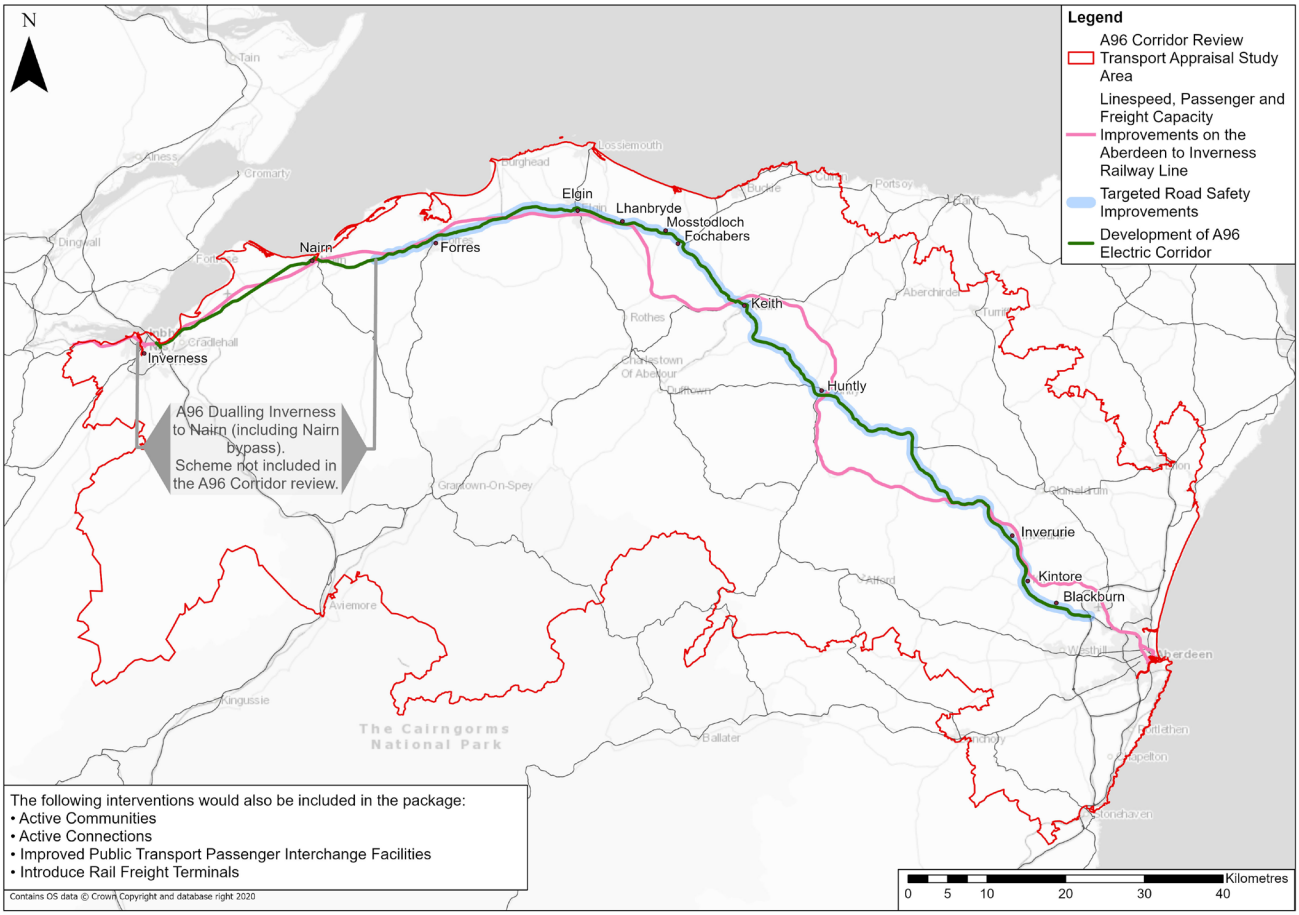


**Figure 6-5: Package 4 Extents**

6.7.2 Modelling undertaken using NaPTAT anticipates that this package would improve public transport connectivity to higher and further education for younger aged groups in the study area; and the consequential effects of improved access to services for the whole community (such as parent and carer access to employment).

6.7.3 NaPTAT modelling shows that the improved journey time accessibility of educational premises would largely be observed in Aberdeenshire, where an additional 700 young people aged 16-24 are expected to access their nearest higher education site within approximately 60 minutes by public transport. These journey time accessibility improvements would be linked to the rail linespeed improvements from the package, which would reduce the journey to the cities where education sites are located. The largest journey time benefits would be observed in settlements with access to rail stations, including Insch with a reduction eight minutes and Alford with a reduction of 10 minutes to the nearest site, though the latter would require undertaking part of the journey by bus, while Huntly and Kintore observed journey time benefits of between two-four minutes to the nearest site.

6.7.4 Air quality modelling forecasts that this package would result in improved air quality across the 60-year appraisal period as a result of modal shift, which could reduce congestion. This would be of particular benefit to children as they are more vulnerable to the adverse health effects of traffic-related emissions and traffic noise. Reduced traffic levels could also help to address local severance issues, improve the active travel environment, reduce road safety concerns, and improve access to education for children and young people. In addition, the habit-forming effect of embedding active travel at a younger age has the potential to have longer term benefits, in terms of moving to a more active population.

6.7.5 The provision of, and improvements to, rail freight terminals is positive for children as they are particularly vulnerable to the effects of poor air quality. Transferring road freight to rail can contribute to a reduction in harmful NOx emissions, which would benefit this group. By reducing the volume of road traffic, safety could also be improved which would benefit children who are more vulnerable to fear of road danger. However, it should be noted that new rail freight terminals could lead to increased localised traffic, which could negatively impact air quality and road safety for children depending on where the rail terminals are located.

6.7.6 The extent to which this package would improve outcomes for children would depend on the extent that the interventions listed are adopted (especially in regard to the reallocation of road space and other safety measures), the location of the interventions, and proximity to local services. As this package does not remove through traffic from communities, the potential benefits resulting from active travel interventions may be more difficult to fully realise.

6.7.7 Overall, this package is expected to have a **minor positive** impact on addressing this criterion in both 'With Policy' and 'Without Policy' scenarios .

## 6.8 Package 5 – Potential Impacts

6.8.1 This package is focused on delivering transport network improvements to settlements and rural sections across the A96 corridor, which would aim to encourage a shift to sustainable modes, increase opportunities for residents and businesses and improve road safety. The options considered under Package 5 are shown in **Figure 6-6**.

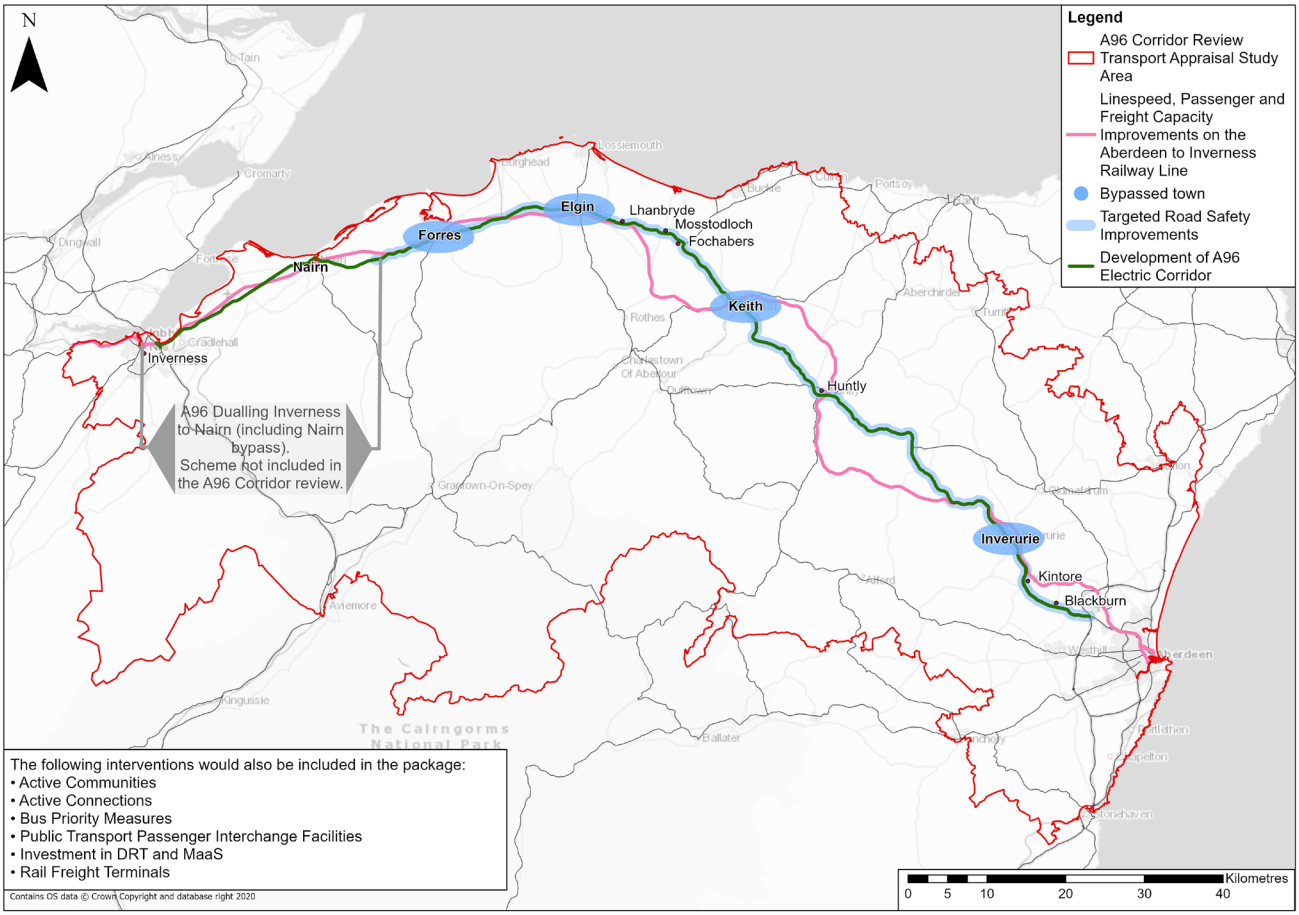


**Figure 6-6: Package 5 Extents**

6.8.2 Modelling undertaken using NaPTAT anticipates that this package would improve public transport connectivity to higher and further education in the study area, which could have a particular beneficial impact on children and young people, given that 16% of children travel to school by bus. Furthermore, children and young people may be more likely to depend on buses for leisure travel, given that those under 17 are not able to drive.

6.8.3 NaPTAT modelling shows that the improved journey time accessibility of educational premises would largely be observed in Aberdeenshire, where it is anticipated an additional 1,000 young people aged 16-24 would be able to access their nearest higher education site in approximately 60 minutes by public transport. These accessibility improvements would be linked to the rail linespeed improvements from the package, reducing the travel time to the cities where higher and further education sites are largely located. Further benefits would be provided from the improved interchange facilities and bus priority measures within the package, which would improve the connection between services or reduce journey times associated with bus. The largest journey time benefits would be experienced in rural settlements with access to rail stations, including Insch with a reduction of eight minutes and Alford

with a reduction of up to 17 minutes to the nearest site, though the latter would require undertaking part of the journey by bus, while parts of Kintore would experience a journey time benefit of up to six minutes.

6.8.4 In rural areas, children and young people may experience longer walks to bus stops, infrequent services and long waiting times for connecting services. An increase in DRT and MaaS could help to improve connectivity for children and young people, improving access to key services such as education. Improved connectivity could also result in improved personal safety and security through more direct services between origins and destinations. This improved provision would supplement the benefit of free bus travel for 5–22-year-olds with a National Entitlement Card (NEC). However, some children may still be excluded without the appropriate level of support to apply for a NEC.

6.8.5 While air quality modelling forecasts that this package would result in adverse air quality emissions over the 60-year appraisal period, there is potential for improvements in air quality in bypassed towns through a reduction of through traffic and an uptake of active travel, which could reduce traffic noise within the bypassed towns. This would be of particular benefit to children as they are more vulnerable to the adverse health effects of traffic-related emissions and noise. Reduced traffic levels could also help to address local severance issues, improve the active travel environment, reduce road safety concerns, and improve access to education for children and young people. In addition, the habit-forming effect of embedding active travel at a younger age has the potential to have longer-term benefits, in terms of moving to a more active population.

*6.8.6* However, the construction of new bypasses could potentially result in negative impacts during both construction and operation stages for children living in local communities along the new alignment. This includes noise, vibration and air quality impacts during construction and potential severance, noise, air quality and traffic impacts during operation. However, the level of direct impact would be dependent on the alignment of the bypass and proximity to children and young people living or attending schools along the route. More detailed assessment is required at the design stage to understand the extent of these impacts and to recommend effective mitigation. Impacts would also depend on the level to which all other listed interventions can be adopted, as it is noted that this would depend on local circumstances within each key community.

6.8.7 The provision of, and improvements to, rail freight terminals is positive for children as they are particularly vulnerable to the effects of poor air quality. Transferring road freight to rail can contribute to a reduction in harmful NOx emissions, which would benefit this group. By reducing the volume of road traffic, safety could also be improved which would benefit children who are more vulnerable to fear of road danger. However, it should be noted that new rail freight terminals could lead to increased localised traffic, which could negatively impact air quality and road safety for children depending on where the rail terminals are located.

6.8.8 Overall, this package is expected to have a **moderate positive** impact under both the 'With Policy' and 'Without Policy' scenarios on addressing this criterion for children and young people.

## 6.9 Refined Package – Potential Impacts

6.9.1 The Refined Package is focused on primarily delivering transport network improvements to both settlements and rural sections throughout the A96 corridor, by providing enhancements which would aim to encourage a shift to sustainable modes, increasing opportunities for residents and businesses and improving road safety.

6.9.2 The options considered under the Refined Package are shown in **Figure 6-7**.

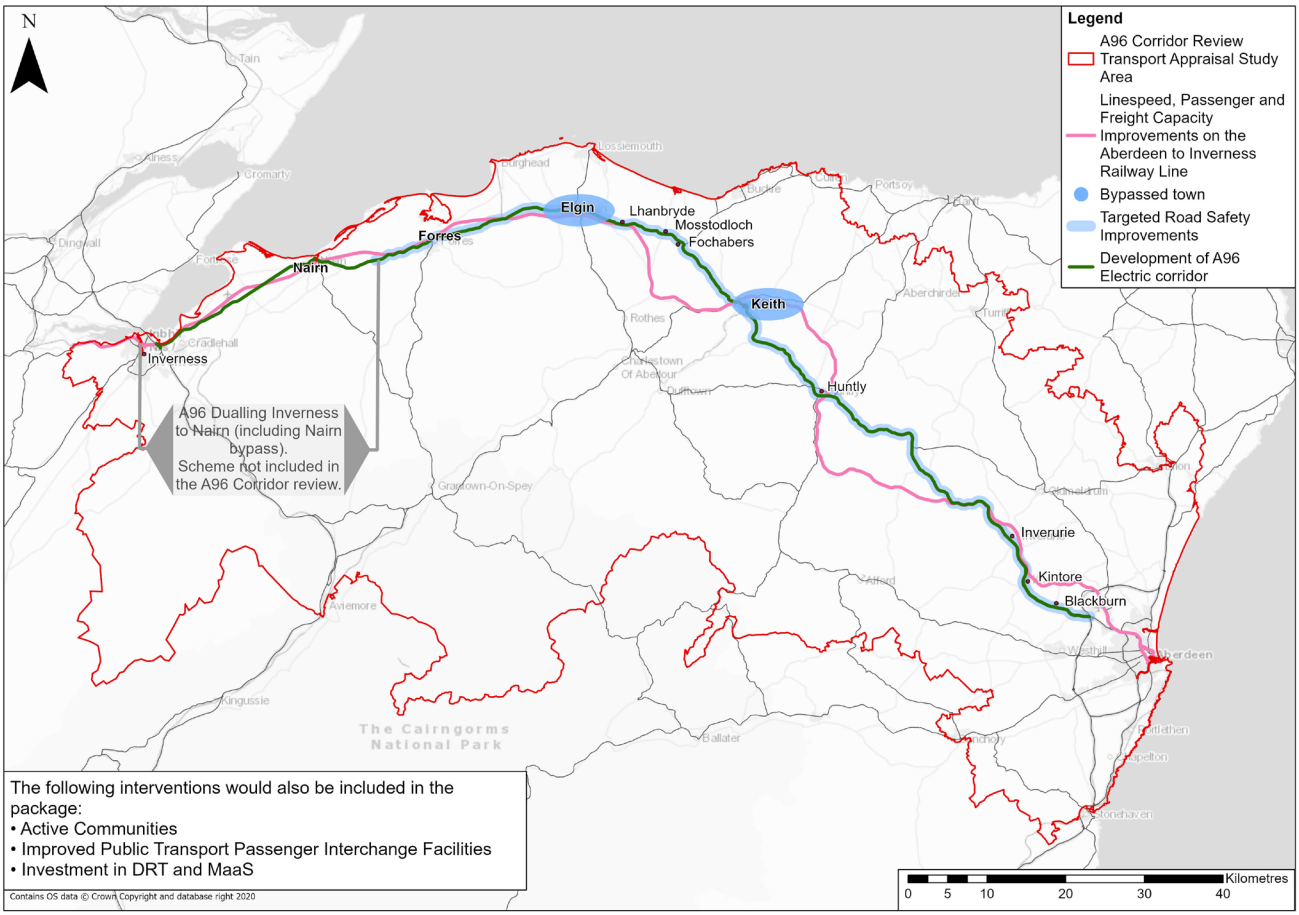


**Figure 6-7: Refined Package Extents**

6.9.3 Modelling undertaken using NaPTAT suggests that this package would improve public transport journey time access to higher and further education for younger age groups in the study area.

6.9.4 NaPTAT modelling shows that the journey time accessibility benefits to education sites would largely be experienced in Aberdeenshire and is attributed to the rail intervention within this package. Rail interventions would reduce public transport journey times to Inverness and Aberdeen where the majority of higher and further

education sites are located. In Aberdeenshire, it is anticipated an additional 550 young people aged 16-24 would be able to access their nearest higher education within approximately 60 minutes by public transport. In addition, smaller settlements, such as Insch and Kintore, would be expected to experience a journey time reduction of up to eight and seven minutes respectively to the nearest higher education site, benefitting 600 young people.

6.9.5 In rural areas, children and young people may experience longer walks to bus stops, infrequent services and long waiting times for connecting services. An increase in DRT and MaaS could help to improve connectivity for children and young people, improving access to key services such as education. Improved connectivity could also result in improved personal safety and security through more direct services between origins and destinations. This improved provision would supplement the benefit of free bus travel for 5–22 year-olds with a National Entitlement Card (NEC). However, some children may still be excluded without the appropriate level of support to apply for an NEC.

6.9.6 Traffic modelling forecasts predict that traffic would divert away from the bypassed towns of Elgin and Keith, resulting in improved local air quality and reduced traffic noise within the towns. This would be of particular benefit to children as they are more vulnerable to the adverse health effects of traffic-related emissions and traffic noise. Reduced traffic levels could also help to address local severance issues, improve the active travel environment, reduce road safety concerns, and improve access to education for children and young people. In addition, the habit-forming effect of embedding active travel at a younger age has the potential to have longer-term benefits, in terms of moving to a more active population.

6.9.7 However, the construction of new bypasses could potentially result in negative impacts during both construction and operation stages for children living in, and in close proximity to, Elgin and Keith. This includes noise, vibration and air quality impacts during construction and potential severance, noise, air quality and traffic impacts during operation. However, the level of direct impact would be dependent on the alignment of the bypass and proximity to children and young people living or attending schools along the route. More detailed assessment is required as the design develops to understand the extent of these impacts and to recommend effective mitigation. Impacts would also depend on the level to which all other listed interventions can be adopted, as it is noted that this would depend on local circumstances within each key community.

6.9.8 The extent to which this package would improve outcomes for children would depend on the extent that the interventions listed are adopted, the location of the interventions, and proximity to local services.

6.9.9 This package is expected to have a **moderate positive** impact on this objective under both the 'With Policy' and 'Without Policy' scenarios .

# 7. Conclusions and Next Steps

## 7.1 Conclusions

7.1.1 This report sets out the approach undertaken to the assessment of impacts on children and young people and demonstrates Transport Scotland's due regard to the Children and Young People (Scotland) Act throughout the A96 Corridor Review process. The feedback received in relation to the SEqIA Scoping Report consultation has also been reviewed and used to inform the CRWIA Report.

7.1.2 This CRWIA has outlined the key evidence and issues relating to children and young people. It has identified both positive and negative impacts relating to Full Dualling and the transport intervention packages assessed as part of the A96 Corridor Review. Overall, there is likely to be a minor or moderate positive impact on children and young people with Full Dualling and the transport intervention packages contributing to improving outcomes by improving noise and air quality, increasing accessibility to a range of transport options and enabling improved access to key educational and other destinations along the corridor.

7.1.3 The CRWIA process started at early stages of transport intervention development to ensure intervention options maximise positive outcomes and, where possible, include appropriate engagement organisations representing children and young people to understand specific requirements.

7.1.4 There are a number of factors outside the scope of the A96 Corridor Review that will have an impact on children and young people. For example:

- To minimise the negative health impacts associated with construction, a Construction Environmental Management Plan will need to be produced, outlining mitigation strategies in relation to air quality, traffic-related noise and potential severance issues.
- Public transport fares and costs associated with bike ownership or hire could be a challenge to reducing barriers experienced by children and young people. This is particularly the case for children from low-income households accessing education and training opportunities.
- Enhancing the benefits of Community Transport for children and young people may require overcoming the technology barriers that some groups may face.

7.1.5 Furthermore, it is important to recognise local circumstances within each settlement or rural community impacted by the transport intervention options. The alignment of the route and proximity to children and young people living or attending schools along the route require consideration. Therefore, while this impact assessment can provide a high-level assessment of impacts for Full Dualling and transport packages, further assessment is required for any of the transport intervention options to be taken forward. This should include engagement and consultation with children and young people in the study area.

7.1.6 As of July 2024, Transport Scotland have a legal responsibility to undertake a CRWIA for any new legislation which bring an Act into force or decisions of a strategic nature relating to the rights and wellbeing of children and young people. A detailed CRWIA will be completed for any transport intervention option taken forward as an outcome of the A96 Corridor Review that requires a Scottish Statutory Instrument. This should include further consultation with children and young people and proposed actions to enhance positive impacts and reduce negative impacts.

## 7.2 Next Steps

7.2.1 The feedback received in relation to the CRWIA Report consultation will be reviewed and used to inform the finalised version of the CRWIA Report.

7.2.2 The key CRWIA milestones are as follows:

- Consultation on the public consultation version of the CRWIA Report; and
- Finalisation of the CRWIA Report following consultation.

# Appendices

# Appendix A. CRWIA Study Area

# Appendix B. SEqIA scoping report consultees

| Consultee organisation |
|---|
| Aberdeen City Council |
| Aberdeenshire Council |
| Age Scotland |
| Article 12 Scotland - Travelling and Gypsy Representation |
| Bureau of Ethnic Minorities in Scotland (BEMIS) |
| CEMVO - Strategic Partner of the Scottish Government Equality Unit |
| Child Poverty Action Group (CPAG) Scotland |
| Citizens Advice Scotland |
| Community Transport Association |
| Cycling UK |
| Disability Agenda Scotland |
| Disability Equality Scotland |
| Equality and Human Rights Commission in Scotland (EHRC) |
| HITRANS |
| Improvement Service |
| Inclusion Scotland |
| Joseph Rowntree Foundation |
| Living Streets |
| Mobility and Access Committee for Scotland (MACS) |
| Moray Council |
| Nestrans |
| People First Scotland |
| Poverty and Inequality Commission |
| Royal National Institute of Blind People (RNIB) |
| Scottish Accessible Transport Alliance |
| Scottish Community Development Centre (SCDC) |
| Scottish Islands Federation |
| Scottish Refugee Council |
| Scottish Rural Action |
| Scottish Rural Network |
| Sustrans |
| The Highland Council |
| The Poverty Alliance |

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[iii] Transport Scotland (2022) A96 Corridor Review Social and Equality Impact Assessment Scoping Report (unpublished)

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[v] Transport Scotland (2020) National Transport Strategy 2. Available at: https://www.transport.gov.scot/publication/national-transport-strategy-2/

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[vii] Transport Scotland (2022) Strategic Transport Projects Review 2. Available at: https://www.transport.gov.scot/our-approach/strategy/strategic-transport-projects-review-2/

[viii] Scottish Government (2020). Scottish Index of Multiple Deprivation 2020. Available at: https://www.gov.scot/collections/scottish-index-of-multiple-deprivation-2020/

[ix] Wards included in the CRWIA study area: Inverness Milburn Ward; Culloden and Ardersier Ward; Nairn and Cawdor Ward; Forres Ward; Heldon and Laich Ward; Elgin City North Ward; Elgin City South Ward; Fochabers Lhanbryde Ward ;Keith and Cullen Ward, Huntly, Strathbogie and Howe of Alford Ward; West Garioch Ward; Inverurie and District Ward; East Garioch Ward; Dyce/Bucks burn/Danestone Ward; Nothfield/Mastrick North Ward; Hilton/Woodside/Stockethill Ward Midstocket/Rosemount Ward; George St/Harbour Ward

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ELGIN
FORRES
NAIRN
A96
INVERNESS
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HUNTLY
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