

Strategic Transport Projects Review (STPR2) Consultancy Support Services Contract



STRATEGIC TRANSPORT PROJECTS REVIEW

PROTECTING OUR CLIMATE
AND IMPROVING LIVES



Equalities Impact Assessment (EqIA) Report

January 2022

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1. Introduction

1.1. Background

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

Detailed information on the STPR2 process and findings is provided in [Strategic Transport Projects Review 2](#).

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

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

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

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

1.2. Phased Approach to STPR2 Delivery

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

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

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

“public transport demand remains impacted by the need for physical distancing and a drop

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

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

1.3. STPR2 Integrated Impact Assessments

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

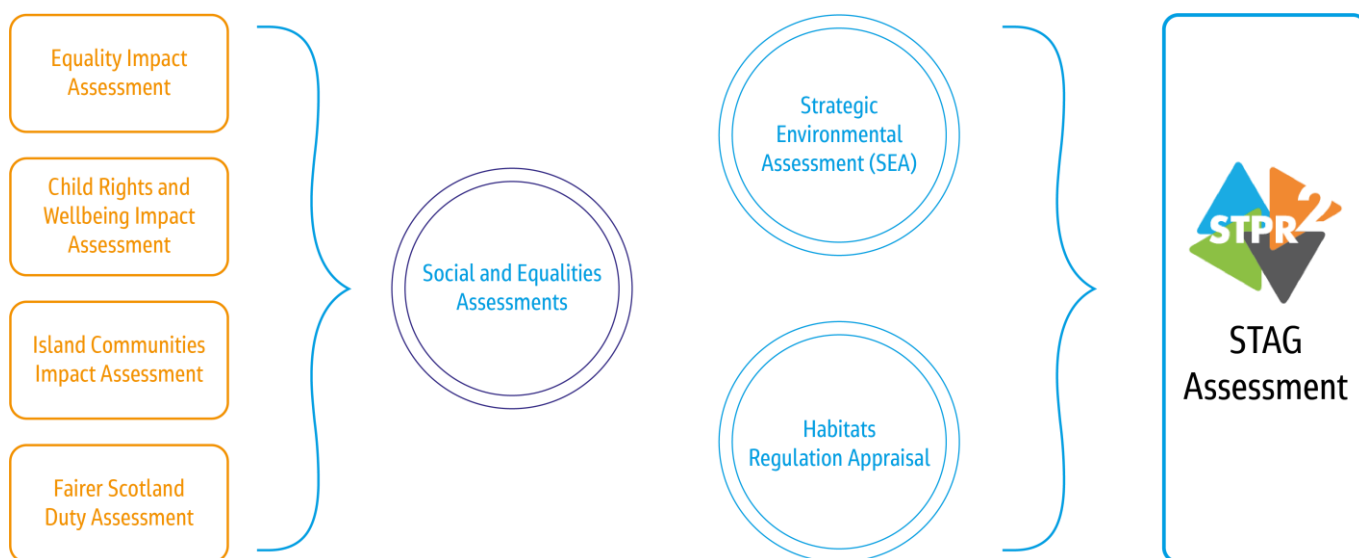


Figure 1: STPR2 Impact Assessments

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

An EqlA Progress Report was then published in January 2021 as part of STPR2's Phase 1 reporting stage. This summarised the assessment conducted until that point on the EqlA, CRWIA, ICIA and FSDA. Individual assessment reports have been produced for the Phase 2 STPR2 recommendations and these are available at [Strategic Transport Projects Review 2](#).

1.4. Purpose and Structure of EqlA Report

As a public body, Transport Scotland has a legal duty when creating new plans and policies to pay due regard to the Public Sector Equality Duty (PSED) included within the Equality Act 2010. The PSED aims to eliminate unlawful discrimination, promote equality and cohesion between different groups and advance equality of opportunity. Supplementary legislation (the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012), requires Transport Scotland to be proactive in meeting the PSED of eliminating unlawful discrimination, advancing equality and fostering good relations.

This report identifies potential impacts of STPR2 on groups identified under the Equality Act 2010 and demonstrates Transport Scotland's due regard to the PSED. The EqlA report will be issued to statutory consultees for completeness and transparency.

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

- **Chapter 1** summarises the general background to STPR2 and EqlA and various impact assessments required for STPR2.
- **Chapter 2** provides detail on the legislative context for the EqlA.
- **Chapter 3** presents a baseline summary of the key equalities issues and evidence for groups with protected characteristics pertinent to STPR2.
- **Chapter 4** describes the approach undertaken to stakeholder engagement and consultation to date.
- **Chapter 5** describes the approach to assessment.
- **Chapter 6** provides the findings of the assessment of impacts by STPR2 theme.
- **Chapter 7** summarises high level recommendations and considerations.

2. Legislation and Guidance

2.1. The Equality Act 2010 and Public Sector Equality Duty

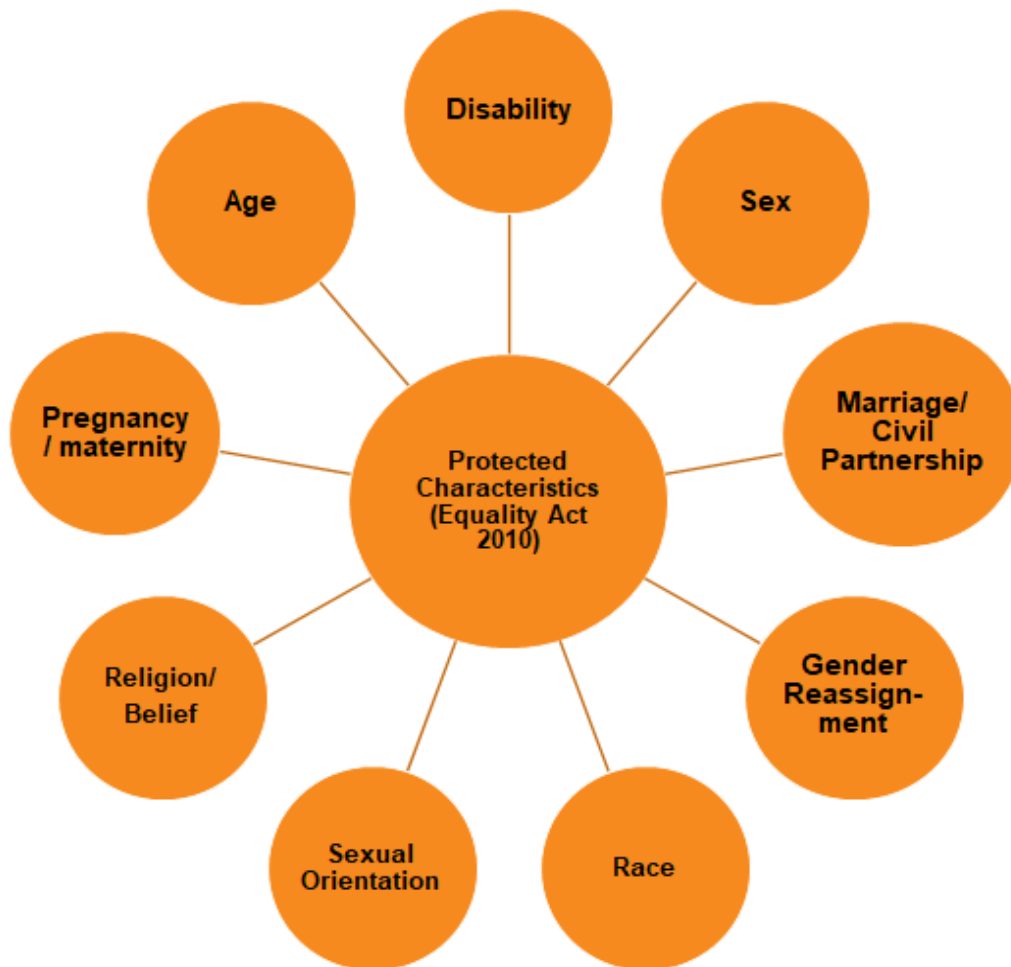
The Equality Act 2010 legally protects people from discrimination both in the workplace and in wider society. It ensures that individuals with the following nine protected characteristics (and shown in Figure 2-1) are not indirectly or directly discriminated against:

- **Age:** This refers to persons defined by either a particular age or a range of ages;
- **Disability:** A disabled person is defined as someone who has a physical or mental impairment (lasting more than a year) that has a substantial adverse effect on their ability to carry out normal day-to-day activities;
- **Gender Reassignment:** This refers to a person who is proposing to undergo, are undergoing, or have undergone a process for the purpose of reassigning their gender identity;
- **Marriage and Civil Partnership:** Marriage can be between a man and a woman or between two people of the same sex. Civil partners must not be treated less favourably than married couples;
- **Pregnancy and Maternity:** Pregnancy is the condition of being pregnant and expecting a baby. Maternity refers to the period after the birth. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth;
- **Race:** Under the Equality Act 2010 race includes colour, nationality (including citizenship) and ethnic or national origins;
- **Religion or Belief:** Religion means any religion and a reference to religion includes a reference to a lack of religion. Belief means any religious or philosophical belief and a reference to belief includes a reference to a lack of belief;
- **Sex:** This refers to a man or to a woman, or to a group of people of the same sex; and,
- **Sexual Orientation:** this means a person's sexual orientation towards persons of the same sex, persons of the opposite sex, or persons of either sex.

Section 149 of the Equality Act 2010 sets out the Public Sector Equality Duty (PSED), to which Transport Scotland is subject in carrying out all its functions, including its consideration of STPR2. Regulation 5 of the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 requires that Transport Scotland as a listed authority undertakes an impact assessment in relation to the needs outlined in the PSED. Specifically, Regulation 5 states that *'a listed authority must, where and to the extent necessary to fulfil the equality duty, assess the impact of applying a proposed new or revised policy or practice against the needs mentioned in section 149(1) of the Act'*. Those subject to the PSED must, in the exercise of their functions, have due regard to the need to:

1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and,
3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Figure 2-1 Protected Characteristic Groups



The three aims of the duty apply to the protected characteristics provided for in section 149(7). Although marriage and civil partnership is a protected characteristic under the Equality Act, it is only covered by the PSED with regards to the first aim and only in the context of the workplace. Therefore, marriage and civil partnership is not considered as part of this EqlA.

The Equality Act 2010 explains that having due regard to the second aim involves:

- Removing or minimising disadvantages affecting people due to their protected characteristics;
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people; and
- Encouraging people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low.

The PSED requires public bodies to take proactive measures to address inequality and help contribute to the government's commitment to tackle disadvantage and discrimination, advance equality of opportunity and encourage good relations between all people.

2.2. Technical Guidance on the Public Sector Equality Duty

To support Scottish public authorities in meeting their equality duties, the Equality and Human Rights Commission (EHRC) has produced a guidance document providing an authoritative, comprehensive and technical guide to the detail of the law in Scotland.

The guides provide an overview of the public sector equality duty, including the general equality duty, the specific duties and who they apply to. They cover what public authorities should do to meet the duty, including steps that are legally required, as well as recommended actions.

3. Baseline Summary

The key information which supports the assessment presented in this report has been developed throughout the STPR2 process with a full evidence base prepared as part of the EqlA Scoping report. A summary of the key evidence and assumptions relevant to each of the protected characteristics groups considered under the EqlA is provided below.

3.1. Age

Current population estimates show that 64% of the population are between the age of 16-64, 19% of the population are 65 and over with 17% under the age of 15 (National Records of Scotland, 2021). Recent data shows an increase in the average age of the population with 65 years and over age bracket growing by an average of 1.82% every year. Cities have the highest percentages of young working age adults (16 to 39 year olds) while the local authorities with the highest percentage (26%) of people 65 and older are Argyll and Bute, Dumfries and Galloway, Na h-Eileanan Siar and South Ayrshire.

Children and young people

- The key factors affecting the ability of children and young people to access transport options are their socio-economic background, geographical location and the accessibility and safety of public transport and active travel facilities available. The ability to access safe, convenient and cost-effective transport in turn has an impact on access to education, public services and economic opportunities, particularly for children from deprived socio-economic backgrounds.
- Safety is a key issue for children with regards to transport. There were 331 child pedestrian casualties recorded in Scotland in 2019, accounting for 44% of all pedestrian casualties (Transport Scotland, Jul 2020). In particular children from deprived areas and certain ethnic groups are more at risk. According to the World Health Organisation, the relationship between speed and injury severity is particularly critical for pedestrians and cyclists. For example, pedestrians have been shown to have a 90% chance of survival when struck by a car travelling at 30km/h or below, but less than 50% chance of surviving an impact at 45km/h. Pedestrians have almost no chance of surviving an impact at 80km/h.
- According to the Scottish Health Survey, 26% of children aged 2-15 are at risk of being overweight, including 13% at risk of obesity (Scottish Government, March 2018). Access to active travel and transport systems that encourage regular physical activity is an important factor in combating obesity as well as having beneficial impacts on mental health and wellbeing.
- Young people in rural areas and island communities are more dependent on public transport, particularly for accessing education and training. However, the high cost and low availability of public transport in these areas is a significant challenge for young people and can act as a barrier to their educational choices and overall progress into employment. Evidence suggests that young adults (aged 17 to 29) in urban areas are travelling less, domestically (particularly driving). Some of the reasons for this include increased urbanisation (and higher density developments), high costs of transport and relying more on technology for social interaction (Chatterjee K. et al., 2018).
- The environmental impacts of traffic can disproportionately affect children. For example, evidence shows that traffic-related noise is correlated more broadly with lower health-related quality of life in children (Hjortebjerg, D. et al, 2015) and they are more vulnerable to the effects of poor air quality from traffic-related emissions 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.

Older people

- Older people are more likely to use public transport for journeys in comparison to other age groups (Transport Scotland, Sep 2020) and there has been a 2% increase in the number of people aged 60+ in possession of a concessionary bus pass between 2009 and 2019.
- Accessibility issues are more likely to affect older people than other age groups with some older people having limited mobility, hearing or vision impairments, difficulties in understanding information or accessing digital resources and difficulties in alighting to and from transport services, using station facilities or standing for long periods of time. These factors may affect an older person's ability to safely access and use public transport services.
- Older people can be disproportionately affected by environmental impacts of traffic. For example, evidence shows that traffic-related noise has increased health risks for older people (Halonen. J, Oct 2015). and they are more vulnerable to the effects of poor air quality compared to the overall population. Older people are also more vulnerable to the environmental, safety and accessibility impacts of construction activities associated with new transport infrastructure or maintenance projects.

3.2. Disability

- Around 24% of Scotland's population live with a long-term physical or mental health condition that limits their daily life. Yet, those with long-term limiting illnesses, including disabled, people often experience higher levels of inequality.
- Accessible transport is an important aspect of enabling disabled people to enjoy equal access to full citizenship. Disabled adults are more likely to use the bus than non-disabled adults (11% of journeys vs 7%) (Transport Scotland, 2021). In 2019, 44% of sick or disabled adults had used a bus in the last month compared to 39% of all adults. (Transport Scotland, Sep 2020). However, they were less likely to use a train.
- There are a range of accessibility issues that may affect a disabled person's ability to safely access and use public transport services. These include steps or multi layered stations, inaccessible transport information, lack of trained support staff and lack of accessible connectivity between modes.
- Cycling rates amongst disabled people are lower than those who are not disabled even though 65% of disabled cyclists use their cycle as a mobility aid, with the same proportion finding cycling easier than walking. However, disabled cyclists cite inaccessible cycle infrastructure, cost of non-standard cycles and the inability to cycle in places where a mobility scooter would be allowed as the biggest barriers to cycling (Wheels for Wellbeing, 2020).

3.3. Gender reassignment

- There are no official statistics relating to gender reassignment in Scotland as the Census has previously only collected data relating to sex at birth. However, in the 2022 Census people will be able to self-identify as male or female allowing transgender people to answer a different sex to that on their birth certificate without the need for a Gender Recognition Certificate. A voluntary question about trans status or history will also be

included for those aged 16 or over. This will provide an option to identify as non-binary.

- There is also limited data and evidence available on the experiences of transgender people. However, research has identified that trans people have lower income, and experience structural disadvantages in accessing employment and training opportunities, and are therefore at a higher risk of transport poverty (Scottish Transgender Alliance, 2008).
- Transgender identity is also one of the protected characteristics covered by the hate crime legislation. Nearly half of transgender persons in Scotland experienced a transphobic hate crime or incident in the year previous to 2017, according to estimates (Stonewall Scotland, 2017). For many transgender people, concerns about discrimination and harassment are part of their day to day lives, and could affect their use of the transport network.

3.4. Pregnancy and maternity

- Pregnant women may be mobility restricted, particularly at later stages of pregnancy. Whilst pregnancy and maternity transect all of society, pregnant women from more deprived backgrounds are less likely to have access to a car and more reliant on public transport.
- Pregnant women are more vulnerable to the adverse effects of air pollution including an increasing risk of miscarriage (Leiser et al, 2019) as well premature births and low birth weights.

3.5. Race/ethnicity

- The last census (2011) found that most of the population in Scotland was white, with only Glasgow having a white population of less than 90%. Asian, Asian Scottish or Asian British was the second largest ethnicity in Scotland (2.7%), with the largest populations being in Glasgow (8.1%), Edinburgh (5.5%) and East Renfrewshire (5.1%).
- According to the 2011 Census, certain ethnic minority households were most likely to have no car or van available including 51% of African households, 39% of Caribbean or Black households and 36% of Chinese, Chinese Scottish or Chinese British.
- Since ethnic minority groups are less likely to have access to a car and more likely to rely on public transport than other groups, issues of cost and safety may disproportionately impact these groups and affect the outcomes and opportunities available. Racial discrimination, harassment or abuse can create a barrier to travel for ethnic minority groups who are more likely to be subject to hate crimes.

3.6. Religion/belief

- Religion or belief is one of the protected characteristics covered by the hate crime legislation. Roman Catholicism is the religion that was most often the subject of reported abuse, with 384 charges for 2016-17. Protestantism and Islam are the religions that were subject to the next highest number of aggravations in 2016-17 followed by Judaism (Scottish Government Justice Analytical Services, 2017). These groups may have more concerns about experiencing discrimination, assault or harassment on the basis of religious identity whilst using public transport or public transport facilities.

3.7. Sex

- There is a disparity in how different sexes use transport. Men are more likely to hold a driving license than women (77% compared to 66%) and drive more frequently (49% drive every day compared to 38% of women). Men also walk and cycle more frequently. In 2017, women used the bus slightly more than men with 40% having used a bus in the last month compared to 37% of men, however there is little difference when comparing train use (Transport Scotland, Sep 2020).
- Women are more likely to make multi-stop and multi-purpose trips, combining travel to work with trips for other purposes such as taking children to school, looking after family members or shopping and are more likely to walk, be a passenger in a car or take a bus than men (Sustrans, 2018).
- Women's concerns when traveling on public transport largely relate to gender-based violence and assault, including sexual harassment when travelling.

3.8. Sexual orientation

- In the Scottish Surveys Core Questions 2019, an annual Official Statistics publication, 94.2% of adults identified with being heterosexual, with 2% identifying as lesbian, gay, bisexual or other (LGBO). The remaining respondents answered, "Don't Know". It is believed that this survey may undercount the number of adults self-identifying as LGBO as they may not feel comfortable with the interviewer (Scottish Government, 2019).
- People in this group may be concerned about being able to access public transport and public transport facilities, especially at night when these may be poorly lit, for fear of harassment or discrimination.

4. Stakeholder Engagement

4.1. Overview

The STAG process is firmly founded on participation and consultation. Accordingly, stakeholder participation and engagement has been pivotal to informing STPR2 at all key stages. A comprehensive stakeholder engagement plan was developed at an early stage in the STPR2 process and has been carefully devised to ensure general inclusivity and representation of key sectors and stakeholders.

Although there are no legal consultation requirements for EqlA, there has been engagement with equalities groups and organisations throughout the STPR2 commission in order to provide early opportunities within appropriate timeframes for opinions to be expressed on the proposals for STPR2 and the EqlA as they have developed.

4.2. Consultation and Engagement activities

During the course of STPR2, there has been extensive stakeholder and public engagement. A round of 22 regional workshops was held in Spring/Summer 2019 with a wide range of stakeholders including, for example, members from local authorities, access panels and public transport providers. Seven national workshops were also held throughout August and September 2019. A range of issues relevant to EqlA were raised at these workshops. In addition to this, a National Equality Workshop was held in September 2019 with equalities groups and organisations. The outputs from all workshops were used to identify problems and opportunities for STPR2 and inform the EqlA Scoping Report.

A five-week consultation period was held for the EqlA and SEA Scoping Reports from December 2019 to February 2020. This included issuing the EqlA Scoping Report to the statutory environmental consultees and 42 equalities groups and organisations. An online survey was available throughout the consultation period. Nine EqlA-specific consultees responded to the online survey as follows:

- Age Scotland;
- Community Transport Association;
- Cycling UK;
- Enable Scotland;
- Living Streets;
- Mobility and Access Committee Scotland;
- Scottish Accessibility Transport Alliance;
- Scottish Islands Federation; and
- Scottish Youth Parliament.

The following organisations also responded separately to the online survey:

- Engender (formal written response);
- Improvement Service (formal written response);
- People First (requested a meeting which was held on Thursday 12th March 2020); and
- Ideas for Ears (engaged through an online meeting which was held along with Sense Scotland on 27th March).

A workshop was also held with representatives of equalities groups and organisations and local authorities in March 2021 prior to the preliminary appraisal process to consult on the detailed approach to the EqlA.

5. Approach to the EqlA

5.1. Introduction

The EqlA 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 EqlA process aligns with STAG's four-stage assessment process throughout the development of STPR2.

Table 5-1 EqlA stages of assessment

STAG STAGE	EQIA INPUT
Initial Appraisal: Case for Change	<p>Transport Planning Objectives (TPO) - the impact assessment team provided sufficient information on relevant baseline constraints and policy to influence the development of both national and regionally specific TPOs. and ensure that the TPOs were compatible with the STPR2 Equality Objectives developed for STPR2 impact assessments.</p> <p>Regional and National Case for Change Reports - summary of the equalities baseline that is pertinent to each of the STPR2 regions was included in the Regional Case for Change reports.</p> <p>Themes and Interventions Assessment - A high-level compatibility check of the long list of STPR2 Phase 1 themes and interventions against the EqlA Objectives. A commentary has been provided for each theme and intervention listed, highlighting any significant equalities constraints/opportunities.</p>
Preliminary Appraisal	<p>A matrix-based assessment of shortlisted interventions was undertaken using the EqlA Objectives / assessment questions to guide assessment, aligning with STAG criteria and EqlA requirements. Commentary has been provided to justify the scoring and consider relevant likely significant effects, mitigation, assumptions and uncertainties where relevant. This assessment identified recommendations / mitigation at this stage and focused on refinements to wording, intervention options, caveats and monitoring controls, based on the EqlA Objectives and underlying assessment guide questions.</p>
Detailed Appraisal	<p>Equalities-related components of the STAG assessment with a more detailed assessment of STPR2 packages against aligned STAG and EqlA topics using EqlA Objectives and assessment questions as a guide. The assessment utilises a 7-point scoring system for EqlA for each of the STPR2 packages. The commentary justifies the scoring and considers relevant likely significant effects, mitigation, assumptions and uncertainties where relevant.</p>
Post Appraisal: Monitoring and Evaluation	<p>A Post Adoption Statement that takes consultation comments into account will be published following the finalisation of the recommendations within the STPR2 Final Report.</p>

5.2. EqIA Topics and Objectives

The EqIA has been based on a set of Equality topics and objectives and assessment guidance questions. These were developed at the initial appraisal stage through:

- a comprehensive review of the baseline issues and policy requirements with regards to protected characteristic groups, island communities, socially-economic disadvantaged and children and young people;
- a gap analysis review of the STAG criteria; and
- feedback received from the EqIA and general consultation activities.

These objectives and guidance questions form the assessment framework across all of the social and equality related impacts assessments and used to determine the likely significant effects of STPR2. Appendix B describes each of the objectives and associate guidance criteria. Acknowledging the cross cutting issues experienced by groups with protected characteristics, all of the Equality topics and objectives set out below have been used for the EqIA approach:

- **Population** - Promote greater equality of opportunity for all of Scotland's residents in order to promote a fairer, more inclusive society
- **Deprivation** - Deliver an accessible and affordable transport system that reduces inequalities of outcome resulting from multiple deprivation and supports the regeneration of disadvantaged or deprived areas.
- **Employment** - Deliver an effective and integrated transport system that improves access to employment and economic opportunities for all.
- **Income and Wealth** - Deliver an effective and integrated transport system which promotes economic opportunity for all.
- **Education and Skills** - Enhance education and training opportunities across Scotland and reduce socio-economic and geographic disparities in educational attainment.
- **Health and Health Inequality** - Maintain, or provide opportunities to improve, human health for all demographic groups and communities across Scotland and minimize health inequalities.
- **Transport Accessibility and Connectivity** - Ensure the provision of adequate and affordable transport infrastructure, services and facilities to meet identified population and economic needs and minimise barriers to travel for all people, in particular those facing socio-economic disadvantage.
- **Safety and Security** - Improve the safety, security and health of people by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.
- **Island Communities** - Increase the economic prosperity of and address the unique challenges faced by island communities.

5.3. Preliminary and Detailed Appraisal - Matrix Approach

The EqIA process has used a matrix-based approach, with a qualitative scoring system to identify likely significant effects on the EqIA objectives. The seven-point scoring system used for the assessment of effects in the preliminary and detailed appraisal stages is described in **Table 5-2**. This approach has several advantages, including the systematic recording of potential effects and their significance, with a narrative accompanying each score to explain the rationale for scoring and the predicted impacts.

Table 5-2 EqlA Scoring System for Appraisal of options

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

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

The key relevant findings and recommendations are recorded in summary form in Chapter 6 of this report, with overall assessment scores for the EqlA (based on a cumulative score of all EqlA objective scores) included in the appraisal summary tables (ASTs) of interventions and packaging of options for preliminary and detailed appraisal.



6. Assessment of Impacts

6.1. Introduction

This chapter provides a high level assessment of the potential equality impacts of the STPR2 recommendations. This is based on the assessment framework shown in Appendix B and scoring criteria set out in section 5.3 and takes into account information, appraisal and modelling work carried out on the recommendations whilst also considering baseline data and evidence for protected characteristic groups.

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

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

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

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

6.2. Improving Active Travel Infrastructure

Recommendations include:

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

Summary of potential impacts on protected characteristic groups:

- Active travel infrastructure and interventions included under this theme could potentially have a positive impact on groups with protected characteristics with regards to improving access to key services such as education, healthcare, employment, shopping and recreational activities as well as connecting towns and villages through an active travel network. Many groups with protected characteristics such as children, young people,

women, ethnic minority groups and older people are less likely to have access to a car and more likely to depend on walking, cycling and wheeling or public transport to make their journeys. Therefore, the increased provision of high quality active travel infrastructure could benefit these groups through increased access to destinations and an improvement in active travel facilities.

- Increased uptake of active travel could improve physical health and mental wellbeing outcomes and is also likely to lead to air quality improvements if the uptake is matched by a reduction in private vehicle use and traffic congestion. Improved health outcomes as a result of better air quality are of particular benefit to those who are more vulnerable to air pollution, including children, older people and disabled people.
- The active travel infrastructure installed would be designed to accommodate adapted cycles and, as such, address mobility issues experienced by groups such as disabled people and older people. Segregated infrastructure will also benefit people who are more likely to lack confidence or are underrepresented amongst cyclists such as women. Improved safety measures would also reduce road and personal safety concerns for active travel users, including children who account for 44% of all pedestrian casualties (Transport Scotland, Jul 2020).
- However, the extent to which groups with protected characteristics will benefit from active freeways and long distance active travel networks will depend on the extent to which all listed interventions can be adopted and in combination with other behaviour change and active travel measures. In addition, the extent of benefit will depend on the location and routing of active travel networks and facilities, their proximity to local services and the ability for certain groups to access the network.
- The effects of reallocation on road space on other road users could also have potential negative effects on certain groups such as disabled people who rely on parking spaces close to essential services.
- Beneficiaries of active freeways recommendations are likely to include deprived communities as this intervention partially targets outlying neighbourhoods within large urban centres that may currently lack a full range of transport options. However, although walking and cycling are low cost options some protected characteristics group who are more likely to be on low income might experience barriers to cycling associated with cost.
- Active travel interventions to connecting villages and towns would potentially provide safer and affordable travel between villages and town providing benefits for those living in isolated rural communities without access to a car. This includes young people who currently experience high cost of travel to access education or employment. However, the extent will depend on the location of routes, proximity to areas and groups most in need and the ability for certain to groups to access active travel routes.

6.3. Influencing Travel Choices and Behaviours

Recommendations include:

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

Summary of potential impacts on protected characteristic groups:

Influencing travel behaviour through the promotion of active and sustainable travel and providing necessary infrastructure and initiatives to enable an increased uptake is likely to provide a number of benefits that can be shared by groups with protected characteristics.

- Behaviour change initiatives and activities would focus on promoting inclusive transport choices. This includes providing information and promoting the use of active travel modes and public transport, as well as reducing some of the cost-related barriers associated with sustainable travel. Recent examples of projects delivered in Scotland by the Smarter Choices, Smarter Places programme include free bus tickets for asylum seekers to help them access training and services, activities to help older people become confident cyclists (Paths for All, 2021). as well as forthcoming plans for free bus travel for those aged under 22 years old. However, the extent to which groups with protected characteristics can benefit from behaviour change initiatives will depend on which audiences are reached through initiatives, and through provision of ongoing support to enable groups to continue to use sustainable travel in the long term.
- Increasing Active Travel to School would potentially provide healthier, more affordable access to education for children and their families or carers. The infrastructure installed would also be designed to benefit the wider community and is therefore likely to have an indirect positive effect on certain groups using travel to school routes (such as disabled people, women and older people). However, the extent to which groups with protected characteristics will benefit from increased active to travel to school measures will depend on the location of active travel interventions, proximity to schools and communities with high level of vulnerable groups with protected characteristics, the number of interventions adopted (as this will depend on local circumstances) and the ability for certain to groups to access active travel networks and facilities.
- Improving access to bikes for all could improve opportunity to access key services for a wide range of groups. This includes access to employment, education, health facilities and other transport services which are important to many groups with protected characteristics. Increased equality of opportunity could arise for those with mobility issues (including disabled people and older people) through the increased provision of e-bikes, specialist and adapted cycles for specific groups with mobility issues. However, the extent to which groups with protected characteristics will benefit from increased access to bikes will the depend on the location of initiatives including under this recommendation for example, bike libraries and bike storage facilities (in regard to both community access and proximity of cycle networks and required services), the ease of accessing subsidies and their promotion, and the uptake of social prescribing by healthcare professionals. A trial is currently underway to test delivery models for free bikes in urban and rural locations, across primary and secondary schools ages and trial various procurement models. The pilots seek to include local bike shops and will explore opportunities to maximise benefits for the local supply chain, including recycling bikes and encouraging a circular economy approach.
- The expansion of 20 mph zones could potentially increase road safety through new infrastructure, a reduction in traffic speed and congestion and the creation of 'School Streets'. Evidence shows that the risk of a pedestrian, cyclist or other vulnerable road user being injured by a vehicle at a higher speed that may lead to more severe injury than 20mph (WHO, 2004). This could have a positive impact on those who are more likely to use active travel modes and especially for children who account for 44% of all

pedestrian casualties (Transport Scotland, Jul 2020). In particular children, from deprived areas and certain ethnic groups are more at risk.

- Increased uptake of active travel may improve health outcomes through physical fitness and is also likely to lead to air quality improvements if the uptake is matched by a reduction in private vehicle use and traffic congestion. Further traffic reduction measures outside of schools and behaviour change campaigns would likely lead to further localised air quality improvements. Improved health outcomes as a result of better air quality are of particular benefit to those who are more vulnerable to air pollution, including children, older people disabled people and pregnant women. 20 mph zones could also result in reductions in noise and vibration and potential improvements as a result of traffic travelling at slower speeds and reductions in fuel consumption. This is likely to have positive impacts on those who are more vulnerable to the adverse effects of traffic related noise including children, older people and disabled people.
- An increase in active travel may improve health outcomes through physical fitness and mental wellbeing benefits including combating child and adult obesity.

6.4. Enhancing Access to Affordable Public Transport

Recommendations include:

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

Summary of potential impacts on protected characteristic groups:

- Many protected characteristic groups such as children, younger people, women, ethnic minority groups, disabled people and older people are less likely to own a car and more likely to depend on public transport to make their journeys and access important services such as education, employment, healthcare and shopping. Improving public transport accessibility is particularly important for boosting access to services for women and disabled groups, who are less likely to take trips by private car, and often have to “chain” trips together to meet the demands of their everyday lives.
- New mass transit, metro and rapid transit options are likely to have a positive impact on groups who rely on public transport by increasing options for travel to key destinations. Transit provides fast and accessible public transit. New stations/ stops would be required to be compliant with inclusive design standards and there would be an opportunity with new infrastructure to design-in level access. This would potentially provide greater

access to the public transport network for those who are currently excluded due to accessibility barriers.

- There could be a slight beneficial impact of reduced barriers to bus use for those with reduced mobility, where strategic bus priority schemes increase the likelihood of buses being able to pull in level with the kerb at stops, allowing easier access for those with mobility issues such as disabled people, older people, pregnant women and people travelling with pushchairs/young children.
- Investment in DRT and MaaS could have a positive impact on those with reduced mobility including older people, disabled people, pregnant women and people with small children by improving public transport connectivity and reducing the distance needed to be travelled in order to use a service.
- Improved public transport infrastructure at stations, regional hubs, interchanges and other facilities would provide accessibility benefits for disabled people with new facilities being designed to inclusive design standards. All travellers with protected characteristics would benefit from improved passenger facilities, but there would be a specific major positive impact from fewer barriers to travel for those with reduced mobility. In particular, step-free access at stations will improve transport choices for people who are currently excluded. Improved interchange facilities could decrease the distance between public transport services. Improved facilities may also benefit those with impaired vision or hearing and those with autism.
- The impact of rail enhancements on groups with protected characteristics will vary depending on the location of the enhancements and the extent to which they are complemented by other measures. For example, the development of local corridor enhancements could provide significant benefits for inclusive accessibility and public health along the alignment of the rural lines on the Highland mainline. Enhanced rail corridors can improve community accessibility through increased frequency and/or reduced journey times. This includes for groups with protected characteristics, especially if new stations are located in areas with the greatest need. Rail corridor enhancements can complement and be complemented by other transport interventions as part of an inclusive transport network. As a standalone group of interventions, this grouping would not have a significant impact on protected characteristic groups. However, by encouraging modal shift from private car to rail and freight mode shift from HGVs to rail, interventions could contribute to improving local air quality. Improved health outcomes as a result of better air quality are of particular benefit to those who are more vulnerable to air pollution, including children, older people and disabled people.
- Improving ferry terminals and harbour infrastructure is likely to have a minor positive impact on groups with protected characteristics. Residents of island communities would benefit from improved connectivity and the interventions could improve access to key services such as health facilities, which would benefit older people, disabled people, women (including pregnancy and maternity) and children. Increased capacity and enhancements for freight would improve the transportation of goods to the island which is of particular benefit to those who have more barriers to travel such as affordability or mobility restrictions such as older people and disabled people.

6.5. Decarbonising Transport

Recommendations include:

- Ferry Vessel renewal and replacement and progressive decarbonisation (24)

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

Summary of potential impacts on protected characteristic groups:

- Decarbonisation of bus, rail, ferry travel and the transition to zero emission infrastructure would all have potential positive impacts on groups who are more vulnerable to the adverse health impacts of transport-related emissions and air pollution. This includes children, older people, disabled people and pregnant women. However, the benefits of decarbonisation of transport services are likely to be dispersed and local to key transport routes, station, stops and ferry ports. As such, the extent to which these benefits will be realised will depend on the decarbonised transport interventions being located within areas of the highest levels of air pollution and areas with high proportion of more vulnerable groups.
- Further benefits may be realised through the procurement of new vehicles and infrastructure which would potentially be designed to improved accessibility standards than currently. This would be of benefit to those with accessibility limitations including older people, disabled people and pregnant women or traveller with pushchairs or young children.

6.6. Increasing Safety and Resilience on the Strategic Transport Network

Recommendations include:

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

Summary of potential impacts on protected characteristic groups:

- Measures to increase safety and resilience on the strategic road network would have negligible impacts on protected characteristic groups overall. However, there are potential positive benefits that may be experienced locally.
- Increased safety and reliability of the trunk road network could also potentially improve reliability of public transport using the trunk road network. Furthermore, the installation of roadside ITS infrastructure could improve public transport journey times and reliability, and accessibility to travel information. This would potentially provide minor positive impacts for a wide range of protected characteristic groups who are more reliant on public transport services such as older people, children, young people, women and people from certain ethnic minority groups.
- Where the trunk road passes through a community, it often creates severance issues, particularly for vulnerable groups who may not have the confidence or ability to cross the

trunk road to access local amenities. Evidence demonstrates that addressing severance issues around timing and attitudinal barriers, such as improved lighting to enhance real and perceived safety during the evening, and around omission barriers, such as wider pavements to address mobility barriers, would provide safe and accessible environments for walking, wheeling, and cycling journeys. This in turn would improve access to services such as employment, education, health facilities and other transport services which are important to groups with protected characteristics such as children, women, disabled people and older people. The infrastructure installed to address trunk road severance would also be designed to incorporate adapted cycles and as such address further mobility issues experienced by these groups.

- The positive impacts of road safety cameras and localised speed limit reductions on trunk roads are likely to have an overall negligible effect across equality groups. There would potentially be an improved sense of road safety and security for those walking, cycling and wheeling. This would provide some positive effects for protected characteristic groups who are more likely to walk or cycle or are more vulnerable to fear of road danger, including children, young people, women and older people. However, the extent to which positive effects could be realised would depend on the location of the safety cameras and speed limit reductions along with complementary measures implemented to improve safety for these groups.
- The improvement of welfare facilities for hauliers will be developed under an evidenced action plan for freight stops to be planned, managed, and delivered in the future. Although there is no direct benefit to the wider community, the development of safer and more inclusive facilities at lorry parking and rest stops could have a positive impact for those employed in the freight industry. In particular, women and other drivers with protected characteristics who are significantly underrepresented in the road haulage industry and could have greater security concerns and needs for certain specific welfare facilities.
- Whilst recommendations under this theme are not expected to have a notable impact on mode shift overall, a focus on adapting the existing network is not anticipated to increase traffic volumes or associated emissions and noise levels with no likely impact on the health outcomes for some groups including children, older people, pregnant women, and disabled people who are more vulnerable to noise and air quality effects. However, further detailed assessment work is required to understand the significance of these impacts at individual scheme and local level.

6.7. Strengthening Strategic Connections

Recommendations include:

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

Summary of potential impacts on protected characteristic groups:

- Cross border high speed rail (HSR) could increase travel choice, improved connectivity and potential for improved safety on the transport network particularly those who are



more reliant on public transport including older people, children, young people, women and people from certain ethnic minority groups. However, the extent to which groups with protected characteristics will directly benefit from HSR will depend on the location of stations, the affordability of HSR fares and ability for certain groups to access the HSR network.

HSR also provides indirect benefits, for example, rail freight, regional and local passenger services will be able to utilise the additional capacity freed up on the existing network by moving long distance passenger services to the new HSR lines. This could create benefits for protected characteristic groups using local services to access employment, education, healthcare and shopping locally.

- By encouraging modal shift from private car to rail, HSR could contribute to improving air quality. Improved health outcomes as a result of better air quality are of particular benefit to those who are more vulnerable to air pollution, including children, older people, disabled people and pregnant women.
- New or upgraded HSR stations and rolling stock would be designed in line with current design standards and be fully accessible, therefore enabling people with mobility limitations (including disabled people, older people, pregnant people, and people travelling with young children) to travel by rail.
- Enhancing major stations through major station masterplans would provide a range of benefits that could potentially result in positive impacts for travellers with protected characteristics including increased accessibility and interchange to active travel and other public transport modes. Additionally, increased capacity for freight and passenger service at stations will help to improve journey times and provide better service performance.
- Improved access to Ports at Cairnryan and Stranraer would consist of junction improvements, realignment / widening, overtaking opportunities and dualling on the A75 and A77. The positive impacts of junction improvements on the trunk road associate are likely to have an overall negligible effect across equality groups. There could potentially be an improved sense of road safety and security for those walking, wheeling and cycling. This could provide some positive effects for protected characteristic groups who are more likely to walk or cycle or are more vulnerable to fear of road danger, including children, young people, women and older people which would need to be determined through more detailed assessment at a local level.
- Realignment / widening, overtaking opportunities and dualling could improve access to employment, educational, health, and open space and leisure facilities for those in protected characteristic groups, particularly where trunk roads are located in rural areas. However, this is likely to result in a negligible impact for groups with protected characteristics overall. Furthermore, these options could also potentially result in indirect adverse health outcomes for some protected groups as a result of worsened air quality due to an increase in motorised vehicles, for example children, older people, pregnant people, and disabled people are more vulnerable to the adverse health effects of traffic pollution. Detailed assessment work at the local level would be required to identify any specific impacts on groups with protected characteristics.
- Increased sustainable access to Grangemouth Investment Zone would consist of Improved active travel and bus connections to Grangemouth from neighbouring towns and stations, along with enhanced freight interventions. This has the potential to increase access to employment opportunities for those particularly those who are more reliant on public transport including young people, women and people from certain ethnic minority groups. These groups are also more likely to be over-represented in unemployment



figures or under-represented in employment in certain industries. Therefore, this intervention could potentially have a positive impact on these groups by removing transport barriers to existing and new employment in the Grangemouth area.

- The implementation of fixed links between islands and the mainland will increase connectivity and access to services as well as potentially supporting job growth on the islands. These are benefits that can be shared by groups with protected characteristics. However, the extent to which accessibility and connectivity benefits would be shared amongst those with protected characteristics would depend on the provision, availability and affordability of public transport services using the fixed links. Furthermore, the extent to which job growth on the islands would support those from protected characteristics groups would depend on the sustainability and inclusivity of the employment opportunities created. Overall, there would be a minor positive impact in terms of increased connectivity.
- However, the installation of fixed links could lead to an increase in motorised traffic, in turn leading to higher localised traffic-related emissions in some areas. This could potentially have a negative impact on those who are more vulnerable to the adverse health effects of transport-related emissions including children, older people, disabled people and pregnant women.

7. Further considerations

7.1. Recommendations for enhancing equality of opportunity

Detailed EqIAs of individual interventions should be undertaken at detailed design stages. This should incorporate baseline information on the demographics of local residents, existing and potential users of the project and other relevant groups where appropriate. The EqIA process should start at early stages to ensure contribution to the development of proposed interventions maximises positive equality outcomes and where possible include appropriate engagement with protected characteristic groups to understand specific requirements.

Evidence shows that affordability is a key barrier for many groups to accessing transport. Interventions should be developed with affordability considerations for those from protected characteristic groups. This includes payment methods and associated costs of travel (for example, costs of maintaining bikes).

Active travel infrastructure can help to increase confidence and therefore use of active travel to access a wide range of facilities. Many disabled people rely on cycling as mode of transport but require the appropriate infrastructure to use adapted bikes etc. Active travel interventions should therefore use inclusive design standards for cycling

Many of the interventions have been based around evidence base, this work should be expanded to ensure that the needs of the who will most benefit are understood. Where possible this should include primary research or consultation with protected characteristic groups to understand how to best implement specific interventions.

7.2. Monitoring

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

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

The above surveys can be used to monitor impacts and views on the groups covered by the social and equality impact assessments in relation to the STPR2 Delivery Plan.

8. Next Steps

8.1. Public and stakeholder consultation

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

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

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

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

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

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

8.2. How to comment

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

Comments can be provided via the following:

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

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

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Appendix A – Glossary

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



GLOSSARY

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





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





GLOSSARY



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




Appendix B - Equality Topics, Objectives and Guidance Questions

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




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

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

TOPIC	OBJECTIVE	GUIDE QUESTIONS – WILL THE OPTION/ INTERVENTION/ PACKAGE.....
and Connectivity 	meet identified population and economic needs and minimise barriers to travel for all people, in particular those facing socio-economic disadvantage.	<ul style="list-style-type: none"> • Support all individuals and households, including protected characteristics, in accessing basic goods and services? • Provide affordable access to public services and key amenities for all? • Reduce cost related barriers to accessing and use of all transport modes? • Support access to active travel and public transport particularly amongst children and young people? • Support access to transport, particularly public transport, in rural and remote areas, including island communities? • Improve connectivity between rural and urban areas and key services? • Improve accessibility to open spaces and the outdoor environment, in particular for those facing socio-economic disadvantage? • Support the regeneration of disadvantaged or deprived areas?
Safety and Security 	Improve the safety, security and health of people by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.	<ul style="list-style-type: none"> • Develop safe and convenient transport networks, including safe pedestrian and cycle access links, to help improve overall access? • Reduce the likelihood of transport-related road accidents and casualties, particularly for children and young people in deprived areas?
Children and Young People 	Safeguard the rights of children and allow young people to reach their full potential.	<ul style="list-style-type: none"> • How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law? • Have children and young people been consulted on the intervention? • What impact will or might the intervention have on the rights of children and young people? • Will the rights of one group of children in particular be affected, and to what extent? • Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?



TOPIC	OBJECTIVE	GUIDE QUESTIONS – WILL THE OPTION/ INTERVENTION/ PACKAGE.....
		<ul style="list-style-type: none"> • Is the intervention the best way of achieving its aims, taking into account children’s rights? • Will the intervention contribute to the implementation of Transport Scotland’s corporate parent duties under Section 58 of the Children and Young People (Scotland) Act 2014? • Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people? • Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?
Island Communities 	Increase the economic prosperity of and address the unique challenges faced by island communities.	<ul style="list-style-type: none"> • Protect and increase the economic prosperity of island communities? • Effectively address the unique transport challenges faced by island communities? • Effectively address the unique economic challenges faced by island communities? • Effectively address the unique social challenges faced by island communities? • Protect and enhance quality of life for island residents?



