Strategic Transport Projects Review (STPR2) Consultancy Support Services Contract

STRATEGIC TRANSPORT PROJECTS REVIEW

PROTECTING OUR CLIMATE AND IMPROVING LIVES

Fairer Scotland Duty Assessment (FSDA) Report

January 2022

Jacobs **AECOM**

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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).

Further information on NTS2 and STPR2 is provided in Strategic Transport Projects Review 2.

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

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

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

As part of their commission, Jacobs and AECOM have undertaken a series of impact assessments on STPR2, which includes this Fairer Scotland Duty Assessment (FSDA).

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 STAG assessment. **Figure 1**: shows the impact assessments required for STPR2. These comprise this Fairer Scotland Duty Assessment (FSDA), an Equality Impact Assessment (EqIA), a Child Rights and Wellbeing Impact Assessment (CRWIA), an Island Communities Impact Assessment (ICIA)). 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.

Until this point, FSDA reporting was combined with the CRWIA, ICIA and EqIA as an integrated 'EqIA' assessment. An EqIA 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 EqIA 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 FSDA, EqIA, CRWIA, and ICIA. Individual assessment reports have been produced for the STPR2 recommendations and can be found at [Strategic Transport Projects Review 2](#).
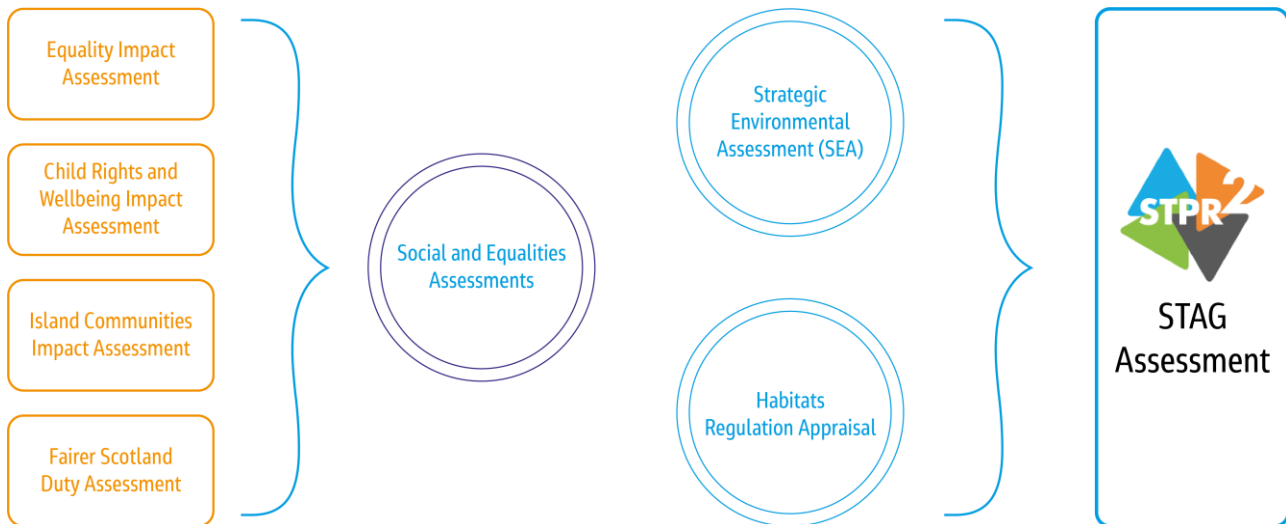
Figure 1: STPR2 Impact Assessments

1.4.   Purpose and Structure of FSDA Report

As a public body, Transport Scotland has a legal duty when creating new plans and policies to pay due regard to the Fairer Scotland Duty, Part 1 of the Equality Act 2010. This report identifies potential impacts of STPR2 on socio-economically disadvantaged groups and demonstrates Transport Scotland's due regard to the Fairer Scotland Duty. The FSDA report will be issued to statutory consultees for completeness and transparency, despite this not being a statutory requirement.

This report also details how the FSDA 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 FSDA and various impact assessments required for STPR2.
- **Chapter 2** provides detail on the legislative context for the FSDA.
- **Chapter 3** presents a baseline summary of the key equalities issues and evidence for socio-economically disadvantaged groups 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 Fairer Scotland Duty

Part 1 of the Equality Act 2010, the 'Fairer Scotland Duty' came into force in April 2018. The duty places a legal responsibility on the relevant authorities to actively consider how they can reduce inequalities of outcome. Transport Scotland, when making decisions of a strategic nature about how to exercise its functions, must have due regard to the desirability of exercising them in a way that is designed to reduce the inequalities of outcome which result from socio-economic disadvantage. This differs from the Public Sector Equality Duty under Section 149 of the Equality Act which considers only reducing inequalities of opportunity. Public bodies must also publish a written assessment under the Fairer Scotland Duty, demonstrating how they have considered inequalities of outcome when making any major strategic decision.

In this context, socio-economic disadvantage means living on a low income compared to others in Scotland, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and service. The Fairer Scotland Duty is intended to reduce the inequalities of outcome, which refers to measurable differences between those who have experienced socio-economic disadvantage and the rest of the population.

Figure 2.1: Socio-Economic Disadvantage and Inequalities of Outcome
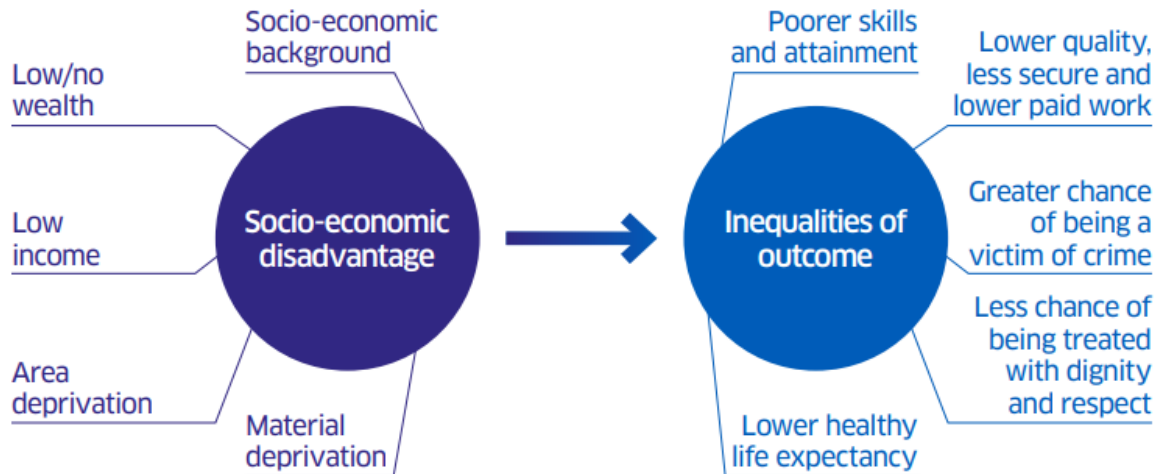
Source: Scottish Government, Oct 2021

Figure 2.1 illustrates aspects that contribute to socio-economic disadvantage including socio-economic background, low (or no) wealth, low income, area deprivation and material deprivation. The inequalities of outcome that can arise as a result include poorer skills and educational attainment, lower quality, less secure and lower paid work, a greater chance of being a victim of crime, less chance of being treated with dignity and respect and lower healthy life expectancy. In seeking to meet the Duty, public bodies such as Transport Scotland are expected to tackle the range of inequalities of outcome they observe in their areas or that are relevant to their core functions.

2.2. The Fairer Scotland Duty - Guidance for Public Bodies, Scottish Government, 2021

The FSDA guidance identifies a need to consider both 'communities of place' and 'communities of interest'. Communities of place refers to people bound together because of where they reside, work, visit or otherwise spend a continuous amount of time, for instance people in some rural, remote and island areas. Communities of interest are groups of people who share an experience, such as those who share a protected characteristic listed in the Equality Act 2010 and are particularly impacted by socio-economic disadvantage.

3. Baseline Summary

3.1. Introduction

The key information which supports the assessment presented in this report has been developed throughout the STPR2 process with a full evidence base prepared as part of the EqIA Scoping report. A summary of the key evidence and assumptions relevant to socio-economically disadvantaged groups is set out below.

- Having a driving license and access to a car is strongly related to income, with driving license possession increasing with net annual household income. In 2019, 50% of adults in households with incomes less than £10,000 held a license, compared with 91% of households with an income greater than £50,000 (Transport Scotland, Sep 2020).
- In 2019, adults in households without access to a car made a higher proportion of public transport or active travel journeys (Transport Scotland, Sep 2020). Bicycle use was highest for adults in households without car access (3%) compared with 1% for those with one car and 1% for those with two or more cars. Adults in households without a car were also more likely to have made a journey by foot (50%) compared with 21% for adults in a household with one car and 13% for those with two or more cars. 24% of adults in households without cars had made a journey by bus the previous day, compared with 5% for those in households with one car and 3% for adults with access to two or more cars.
- A key aspect of the relationship between income inequality and transport is the way in which socio-economic background can affect individuals' abilities to access public transport. Around one million people across Scotland live in 'high risk' zones and are vulnerable to transport poverty (Sustrans, 2016). A high risk of transport poverty is identified as being greatest in regions with (relatively) low income, high car availability and limited access to essential services by public transport. The study identified 20% (1,321) of 6,505 zones as 'high' risk, containing 466,000 dwellings and a population of one million people experiencing transport poverty. The majority of high-risk data zones (that is, nearly 30% of high-risk data zones) were located in accessible rural areas and small towns (28%). Only 20% were located in remote rural areas, 13% in remote small towns/very remote small towns, and 9% in remote/very remote small towns, and 9% in large/other urban areas.
- It is estimated that 19% of Scotland's population (1.03 million people each year) were living in relative poverty after housing costs in 2017-20 (Scottish Government, Mar 2021). Over the same period 17% of the population (910,000 people) were living in poverty before housing costs (Scottish Government, Mar 2021).
- The cost of transport can put significant pressure on household budgets, including the cost of public transport or the costs of needing to run a car. As such, the modes of transport that people use are influenced by their income (Transport Scotland, Sep 2020). **Figure 3.1** shows the percentage of people taking the three most common methods of travel to work by household income, according to the 2019 travel survey. This shows that people from lower income households are more likely to walk or take the bus to work, while driving is more common for people in higher income households.

Figure 3.1 Percentage of people taking the three most common methods of travel to work by household income, 2019
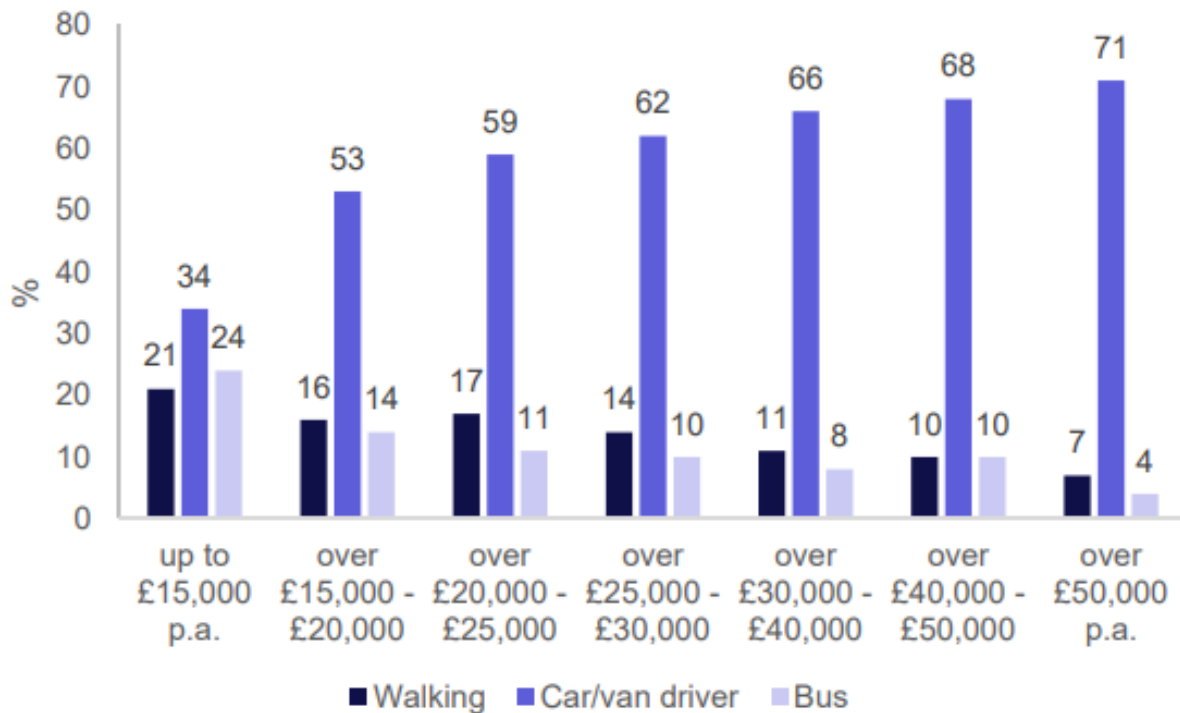
Source: Transport Scotland, Sep 2020

- Research on the impacts of low income found that public transport use was shaped by three key factors: affordability, accessibility, and individual household circumstances. Cost was cited as a key issue for transport use and behaviour with several examples of public transport costs being unmanageable for families and frequently causing anxiety (Poverty Alliance, 2021). Furthermore, if households were unable to afford transport, this resulted in long walks for shopping, isolation from support networks, and reduction on household spending including on food, which for some had resulted in food bank usage. Despite careful budget management, inadequacy of income constrained choices around the use of public transport. Where households had entitlement cards for free travel, this removed cost as a barrier; however, other barriers were still an issue in transport use such as poor availability.
- In Scotland, the average weekly household expenditure on transport and vehicles in 2017-19 was £72.80 which is around 14.3% of total household expenditure (Transport Scotland, May 2021). However, transport costs have been increasing in recent years.
- Between 2010 and 2020, the UK Retail Prices Index rose by 31%, however most of the transport components increased more rapidly than this and therefore rose in real terms (Transport Scotland, May 2021). Although the cost for vehicle maintenance, tax and insurance increased over this period, the cost of purchasing a motor vehicle and the cost of petrol decreased. As a result, motoring expenditure fell in real terms. Over the same period, fares and other travel costs rose, with rail fares increasing by 8% and bus fares increasing by 34% above general inflation. In the last five years, bus fares in Scotland have increased by 9% in real terms, which takes account of inflation (Transport Scotland, May 2021).

- Transport cost increases can disproportionately affect socio-economically disadvantaged groups, contributing to broader societal inequities in opportunity because of the price and availability of transportation choices. Many low-income people may therefore be less able to maintain social relationships or access health appointments, work or training possibilities that could improve their standard of living

3.2. Deprivation

- Living in a deprived area can worsen negative outcomes for individuals and households that are already affected by low income. The most deprived areas face significant challenges, particularly for areas with deep-rooted deprivation.
- According to the Scottish Index of Multiple Deprivation 2020 (Scottish Government, Jan 2020), the most deprived data zones in Scotland are focussed around urban areas and their suburbs, with the highest percentage of deprivation in Glasgow City, North Lanarkshire and South Lanarkshire (41.6% of the most deprived data zones). However, areas of high relative deprivation are also found in rural and island communities, though is likely to be more dispersed. These statistics provide a measure of 'relative deprivation', not affluence. As such, it is important to recognise that not every person in a highly deprived area will consider themselves to be deprived and likewise, that there will be some deprived people living in the least deprived areas. In particular, there are likely to be issues relating to transport for those experiencing poverty in less deprived rural areas.
- Rural residents are likely to have reduced access to employment and essential services. Public transport travel often involves long journeys, sparse timetables and expensive ticketing in comparison with urban areas. Whilst owning a car can provide a solution, car ownership may push low-income families into poverty due to operating and maintenance costs. Reduced access to opportunities for employment, training or education may inhibit deprived households from improving their situation.
- Of those living in the 10% most deprived areas of Scotland, 48% do not have access to a car and are also more likely to walk or catch the bus to travel to work or school (Transport Scotland, Sep 2020).
- People living in deprived areas tend to live in more hazardous environments, with greater proximity to high volumes of fast-moving traffic and high levels of on-street parking and, as such, they have higher levels of exposure to road traffic risk. There is strong relationship between deprivation and pedestrian casualties. In particular, children and young people from deprived areas were found to be involved in traffic injuries, for whom the risk was highest on main roads and on residential roads near shops and leisure services (Christie et al, 2010).
- There is a significant causal relationship between increased motorised transport and increased road casualties and deaths: people from deprived neighbourhoods are more likely to be injured or killed as road users and people in the highest socio-economic groups (SEGs 1 & 2) were found to be substantially less at risk of death as car occupants than people in the lower groups (SEGs 4 & 5) (Lucas et al, 2019).

3.3. Employment

- Transport can act as a key barrier to employment, and most importantly, to better employment (Joseph Rowntree Foundation, 2018). It represents a significant cost particularly to those that carry out low-paid, low-skilled or 'atypical' work that involved irregular shifts or hours (i.e. standard public transport services are not usually provided during anti-social hours and walking/cycling may be unsafe) 'In-work' or working poverty

is of particular concern in tackling poverty (Scottish Government Communities Analysis Division, 2019).

- Research has shown that job seekers from deprived backgrounds are constrained in their job search and find it difficult to attend interviews when they are dependent on inadequate public transport. (Davis et al, 2012). This can prevent people from deprived households from finding or keeping a job.
- In 2019, the Scottish Household Survey found that the majority (68%) of employed adults who did not work from home travelled to work by car or van (Transport Scotland, Sep 2020). This percentage increased with annual net household income, rising to 74% of those with incomes greater than £50,000 per annum. For those without access to a car, public transport, walking or cycling are essential in providing access to employment.

3.4. Health and Health Inequalities

- Transport is a significant contributor to emissions of oxides of nitrogen (NO_x) and particulate matter. In 2018, transport accounted for 54% of NO_x emissions, 16% of particulate matter PM_{10} and 21% of particulate matter $PM_{2.5}$ in Scotland (Transport Scotland, May 2021). Long term exposure to elevated levels of such pollutants may contribute to the development of respiratory disease and reduced life expectancy (Scottish Government, Jul 2021).
- Air pollution disproportionately affects the most vulnerable people in society, including the young, older people, people with existing medical conditions and people living in deprived urban areas. There is also potential for health inequalities widening in deprived urban areas due to emissions being concentrated in the most heavily trafficked roads, which are used more by disadvantaged people as places where they live, work and shop (Lucas et al, 2019). Furthermore, while it is not always the case that those living in the most deprived areas will experience the worst air quality, those who generate the least air pollution often suffers its effects the most (Scottish Government, Jul 2021).
- Climate change impacts can compound poverty and deprivation and, conversely, poverty increases vulnerability to climate impacts. There is also evidence that some adaptation and mitigation measures can deepen inequity. For example, the costs of electric vehicles or low emission charging zones are unaffordable to those on lower incomes who depend on private vehicles. Lower-income groups living in poorer-quality housing in coastal locations are disproportionately affected by coastal flooding, while disadvantaged groups living in deprived urban areas with the least green space are more vulnerable to pluvial flooding (flooding caused by rainfall) and heatwaves (Joseph Rowntree Foundation, 2014).

3.5. Socio-economic disadvantage and protected characteristics groups

Socio-economic disadvantage may be observed in groups of people who share a common experience, known as communities of interest, including those with protected characteristics. The STPR2 Equality Impact Assessment (EqIA) identifies potential impacts on protected characteristic groups. However, it is acknowledged that many of those living with socio-economic disadvantage also have a protected characteristic that make that may exacerbate issues faced by these groups.

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 FSDA, 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 FSDA 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 EqIA 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 EqIA Scoping Report.

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

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

5. Approach to the Assessment

5.1. Introduction

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

Table 5-1 FSDA stages of assessment

STAG STAGE	FSDA INPUT
Initial Appraisal: Case for Change	**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. **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. **Themes and Interventions Assessment** - A high-level compatibility check of the long list of STPR2 Phase 1 themes and interventions against the Equality Topics and Objectives. A commentary has been provided for each theme and intervention listed, highlighting any significant equalities constraints/opportunities.
Preliminary Appraisal	A matrix-based assessment of shortlisted interventions was undertaken using the Equality Topics and Objectives / assessment questions to guide assessment, aligning with STAG criteria and EqIA 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 policy / wording, intervention options, caveats and monitoring controls, based on the Equality Objectives and underlying assessment guide questions.
Detailed Appraisal	Equalities-related components of the STAG assessment with a more detailed assessment of STPR2 packages against aligned STAG and FSDA topics using Equality Objectives and assessment questions as a guide. The assessment utilises a 7-point scoring system for FSDA for each of the STPR2 packages. The commentary justifies the scoring and considers relevant likely significant effects, mitigation, assumptions and uncertainties where relevant.
Post Appraisal: Monitoring and Evaluation	A Post Adoption Statement that takes consultation comments into account will be published following the adoption of the recommendations within the STPR2 Final Report.

5.2. FSDA Topics and Objectives

The social and equality related impact assessment work has been carried out using a set of 'Equality' topics and objectives with assessment guidance questions. These were developed through:

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

The 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 provides describes each of the objectives and associate guidance criteria. The Equality topics and objectives set out below have been used for the FSDA:

- **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.
- **Health and Health Inequality** - Maintain, or provide opportunities to improve, human health for all demographic groups and communities across Scotland and minimize health inequalities.

5.3. Matrix Approach

The FSDA process has used a matrix-based approach, with a qualitative scoring system to identify likely significant effects on the FSDA 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.

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

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

Table 5-2 EqIA Scoring System for Appraisal of Options

SCORE	DESCRIPTIONS	SYMBOL
Significant Positive Effect	The proposed option contributes significantly to the achievement of the FSDA Objective.	++
Minor Positive Effect	The proposed option contributes to the achievement of the FSDA Objective, but not significantly.	+
Neutral Effect	The proposed option is related to, but does not have any effect on the achievement of, the FSDA Objective	0
Minor Negative Effect	The proposed option detracts from the achievement of the FSDA Objective, but not significantly.	-
Significant Negative Effect	The proposed option detracts significantly from the achievement of the FSDA Objective. Mitigation is therefore required.	--
Uncertain Effect	The proposed option has an uncertain relationship to the FSDA 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 FSDA Objective, or the relationship is negligible.	~

6. Assessment of Impacts

6.1. Introduction

This chapter provides a high level assessment of the potential impacts of the STPR2 recommendations on socio-economically disadvantaged groups. 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 socio-economically disadvantaged groups.

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

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

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

The following sections list each of the recommendations, grouped as outlined above. This is followed by an assessment of impacts for each of themes. The assessment takes a best-case scenario approach whilst acknowledging that many of the recommendations are in early stages of development with limited information on geographical location, design elements and operational details. Therefore, the summarised impacts below provide caveats and recommendations as to how any identified impacts for socio-economically disadvantaged 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 socio-economically disadvantaged groups:

- Active travel infrastructure and interventions recommended under this theme could potentially have a positive impact on socio-economically disadvantaged groups with regards to improving access to key services such as education, healthcare, employment,

shopping and recreational activities. Interventions could target many urban and suburban communities across Scotland including deprived communities and have a positive impact on those with no access to a private vehicle and those who could benefit from more affordable travel options.

- Those benefitting from Active Freeways are likely to include deprived communities as the Active Freeways would be partially located to connect outlying neighbourhoods within cities and large urban areas that are often not served by a range of transport options. As well as benefitting these 'communities of place', the grouping would potentially improve access to services for 'communities of interest' including those with lower access to private vehicle use (such as women, young people and low-income households) and others who may benefit from less costly travel options. The cost of travel can act as a barrier for those on low incomes and can constrain access to essential services, employment and opportunities. Interventions which aim to overcome cost barriers could therefore reduce inequalities of outcome for those from socio-economically disadvantaged backgrounds and provide positive impacts.

- Active travel interventions 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 the 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.

- Increased uptake of active travel could reduce health inequalities and improve physical health and mental wellbeing outcomes. It is also likely to lead to air quality improvements if the uptake is matched by a reduction in private vehicle use and traffic congestion. The extent to which improved health outcomes as a result of better air quality will be realised amongst socio-economically disadvantaged groups will depend on the how connected interventions are to deprived areas and areas experiencing existing high levels of air pollution.

- The effectiveness of active travel in reducing inequalities of outcome for socio-economically disadvantaged groups 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, beneficial impacts will depend on the location and routeing of active travel networks and facilities, their proximity to local services and the ability for socio-economically disadvantaged groups to access the active travel network or freeways.

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 socio-economically disadvantaged 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 socio-economically disadvantaged groups.

- 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, and discounted child bus fares to reduce the cost of family travel for poorer households (Paths for All, 2021). Greater knowledge of the transport network and financial incentives/discounts can help people find cheaper alternatives to private car travel resulting in more affordable access to essential services such employment, education, healthcare and leisure facilities. Therefore, behaviour change interventions can provide benefits for those living in deprived areas and other disadvantaged communities, where transport cost-related barriers can prevent people from accessing services. However, the extent to which socio-economically disadvantaged groups 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 is like to benefit socio-economically disadvantaged groups including those without access to a car. Those with lower access to private vehicle use (such as women, young people and low-income households) could also benefit from less costly travel options created through Active Travel to School measures. However, the extent to which this intervention will reduce inequalities of outcome will depend on the implantation of measures within deprived and disadvantaged communities.
- People from lower income households are more likely to use active travel modes to travel to work or make other journeys. Increasing access to bikes for all could help provide an increase in affordable access to key services such as employment, education, healthcare and shopping for those on low incomes, those with lower access to private vehicle use and others who may benefit from less costly travel options. However, the extent to which this intervention will reduce inequalities of outcome will depend on the location of the bike libraries and bike storage facilities (in regard to both the ability for those from deprived and disadvantaged communities to access these, as well as the proximity of cycle networks and required key services), the ease of accessing subsidies and their promotion, and the uptake of social prescribing by healthcare professionals.
- The expansion of 20 mph zones would increase road safety through new infrastructure, a reduction in traffic speed and congestion and the creation of 'School Streets'. This would have a positive impact on 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.
- Deprived communities commonly experience higher levels of traffic and associated local air pollution, road safety risks and physical inactivity with evidence showing that socio-

economic status and deprivation is associated with higher road traffic fatalities. People living in deprived areas are more exposed to road traffic injuries amongst vulnerable groups such as pedestrians, cyclists and motorcyclists and nearly half of the victims in road collisions are also more concentrated in deprived neighbourhoods. 20mph schemes can encourage active travel and reduce traffic emissions and noise. This could help to reduce inequalities of outcome associated with poor physical and mental health and life chances by reducing road danger, traffic emissions and noise and increasing active travel opportunities.

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 socio-economically disadvantaged groups:

- The 2019 Scottish Household Survey (Transport Scotland, Sep 2020) indicated that 48% of the most deprived households do not have access to a car and are more likely to use public transport (especially bus services) to access important services such as education, employment, healthcare and shopping. Improving access to affordable public transport is particularly important for reducing inequalities and enabling opportunities for socio-economically disadvantaged groups.
- New mass transit, metro and rapid transit options are likely to have a positive impact on groups experiencing socio-economic disadvantage who rely on public transport by increasing options for travel to key destinations and services. For example, the North East Region Case for Change report demonstrates that, whilst proportionately the Aberdeen City Region has relatively fewer areas within the 10% most deprived nationally and higher levels of car ownership than other regions, a significant proportion of postcode areas are unable to access a range of destinations across Aberdeen by public transport within a 60 minute journey time. In addition to this impacting on people without access to a car, it also limits those households who only have access to one car – for example families with two working parents.
- The Edinburgh and South East Scotland Case for Change report shows that there is a high dependency on travel by private car in the region. Whilst a large proportion of employment opportunities within the region are located within the City of Edinburgh,

higher housing costs within the City of Edinburgh are forcing those on lower incomes to live further away from employment centres in the region to areas where housing costs are lower but with fewer viable alternatives to travel by private car. The need to improve connectivity and accessibility to higher quality public transport for these areas is a key driver for the development of Edinburgh and South East Mass Transit routes. The option would be designed such that it would be affordable for all users, and comparatively against car ownership costs providing potential positive impacts for socio-economically disadvantaged groups.

- The Glasgow City Region Case for Change report demonstrates the challenge; particularly in the City of Glasgow around deprived areas and the significant number of people who are at a socio-economic disadvantage. The need to improve connectivity and accessibility to higher quality public transport for many of these areas will be a major driver for the development of Clyde Metro. It is anticipated that the Metro will have a positive impact in reducing inequalities in this regard.

- Investment in DRT and Maas could potentially provide a major positive impact in tackling inequality, with improved public transport, bus connectivity supporting reduced social isolation and improved health and wellbeing. Given that that that those living in the 10% most deprived areas are twice as likely to use the bus to travel to work as households in the least deprived three quintiles, the beneficial impacts will be highest for those from the most deprived households. This grouping is therefore expected to have a significant positive impact on socio-economically disadvantaged groups.

- People from lower-income households are more likely to use the bus to travel to work or make other journeys and less likely to have access to a car. Therefore, interventions that improve bus reliability and journey times such as strategic bus priority will potentially improve access to key services for those who are more dependent on bus travel.

- Interventions to reduce the disbenefits associated with public transport interchange could help to improve accessibility to employment, education, healthcare and leisure activities for those who are reliant on public transport to access these services.

- The impact of rail enhancements on socio-economically disadvantaged groups 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. Improvements to the rail network within the Central Belt and on cross-border routes could provide benefits for inclusive accessibility through improved journey times and more capacity for people living in some of the most deprived areas in Scotland, particularly in Glasgow City, North Lanarkshire and West Lothian.

- New stations can improve community accessibility for socio-economically disadvantaged groups, 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 socio-economically disadvantaged groups. However, by encouraging modal shift from private car to rail and freight mode shift from HGVs to rail, the grouping could contribute to improving local air quality. This could result in reduced inequalities of health outcomes caused by poor air quality in areas ranking highest in terms of health deprivation. However, as the air quality improvements are likely to be dispersed over a wider area the benefits on the most deprived areas are likely to be negligible overall.

- People living in deprived areas often have poor transport options, which can reinforce

social exclusion and prevent access to employment, education, healthcare and leisure amenities. Investment in high quality public transport which serves deprived areas could help to reduce socio-economic disadvantage by improving accessibility. However, as cost is a major determinant of travel choice and can present a significant barrier for those in poverty, it should be ensured that interventions are affordable.

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 socio-economically disadvantaged groups:

- Air pollution disproportionately affects people living in deprived urban areas and as such the decarbonisation of bus, rail, ferry services and the transition to zero emission infrastructure could have potential positive impacts on groups who are more vulnerable to the adverse health impacts of transport-related emissions and air pollution. 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 levels of deprivation.

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 socio-economically disadvantaged groups:

- Interventions to increase safety and resilience on the strategic road network would have negligible impacts on socio-economically disadvantaged groups overall. However, there are potential positive benefits that may be experienced at the local level.
- For example, evidence shows that people from deprived neighbourhoods are more likely to be injured or killed as road users. Therefore, improved safety enhancements including road safety cameras and localised speed limit reductions on trunk roads could benefit

those from deprived areas. However, it is acknowledged that wider factors affect road casualty rates and that more detailed assessment work is required to understand the safety benefits associated with individual schemes and how this might impact on people from deprived areas.

- There would also potentially be an improved sense of road safety and security for those walking, cycling and wheeling. This would provide some positive effects for those from deprived areas who are more likely to walk or cycle or are more vulnerable to pedestrian casualties. 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.

- 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 low income groups who are more reliant on bus travel for work journeys.

- 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 socio-economically disadvantaged 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 who are likely to be on low incomes and socio-economically disadvantaged.

- 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 associated with noise and air quality effects. However, further detailed assessment work is required to understand the significance of these impacts at individual scheme level on deprived areas.

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)

Potential Impacts on socio-economically disadvantaged 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. However, the extent to which socio-economically disadvantaged groups with protected will directly benefit from HSR will depend on the location of stations, the affordability of HSR fares and ease of 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 socio-economically disadvantaged 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 deprived areas who are more vulnerable to air pollution. However, the effects from HSR alone are likely to be dispersed and therefore negligible to those living in deprived areas.
- 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, particularly for those on lower incomes who are more reliant on public transport to access employment.
- Improved access to Stranraer would consist of junction improvements, realignment / widening, overtaking opportunities and dualling of the trunk road network. The positive impacts of junction improvements on the trunk road are likely to have an overall negligible effect on socio-economically disadvantaged 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 low income groups and those from deprived areas who are more likely to walk to work. However, more detailed assessment work would need to be undertaken at a local level to determine impact on socio-economically disadvantaged groups.
- Realignment / widening, overtaking opportunities and dualling could improve access to employment, educational, health, and open space and leisure facilities for those from socio-economically disadvantaged groups, particularly where trunk roads are located in rural areas. However, this is likely to result in a negligible impact 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, particularly in deprived areas or existing high levels of air pollution. Detailed assessment work at the local level would be required to identify any specific impacts on socio-economically disadvantaged groups.
- Island communities may experience reduced access to goods and services, and higher living and fuel costs, which can impact on the budgets of low-income households. STPR2 will potentially reduce inequalities of outcome by investing in ferries and ports and therefore enhancing passenger and freight connectivity and ensuring the supply of essential goods to deprived communities in remote areas.
- 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. This enables residents of island communities to have more equitable and fairer access to opportunities and facilities and as such reduce the socio-economic disadvantages that are a consequence of living on islands (and remote communities, in the case of Ardnamurchan/Morvern) compared to the Scottish mainland, or in urban

areas for example. The reconfiguration of ferry services following the installation of Fixed Links may also support other island communities who will not benefit directly from Fixed Links but from increased or improved ferry connectivity.

- However, the extent to which accessibility and connectivity benefits would be shared amongst socio-economically disadvantaged groups within island communities 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 socio-economically disadvantaged groups would depend on the sustainability and inclusivity of the employment opportunities created.

7. Further considerations

7.1.   Recommendations

Detailed FSDAs 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 FSDA process should start at early stages to ensure contribution to the development of proposed interventions maximises the potential to reduce socio-economic disadvantage and address inequalities of outcome, and where possible include appropriate engagement with disadvantaged groups to understand specific requirements.

People from deprived backgrounds often have poor transport options, which can reinforce social exclusion and prevent access to employment, education, healthcare and leisure amenities. Investment in high-quality public transport which serve deprived areas could improve accessibility and reduce socio-economic disadvantage.

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

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 communities of place and communities of interest to understand how to best implement specific interventions.

7.2.   Monitoring and Review

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

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

The above survey scan be used to monitor impacts and views on the groups covered by the FSDA 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 FSDA 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.
Effect	The result of change or changes on specific receptors.
Infrastructure Investment Plan (IIP)	Scottish Government document which sets out why we need to invest, how we invest and what strategic, large scale investments we intent to take forwards within each sector over the next 10 to 20 years.
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
MaaS	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.
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.	• Result in any likely differential or disproportionate effects on persons with protected characteristics as specified in the Equality Act 2010:
		  - Age
		  - Disability
		  - Gender reassignment
		  - Marriage and civil partnership
		  - Pregnancy and maternity
		  - Race
		  - Religion or belief
		  - Sex
		  - Sexual orientation
		• Provide enhanced capacity on the transport system to accommodate areas that will experience a growing population?
		• Support more geographically widespread population growth, particularly in areas of depopulation?
		• Support changing demographics by providing appropriate transport facilities to meet the diverse needs of different communities?
		• Support the removal of barriers to travel and the improvement of access to travel for disabled people?
		• Reduce the likelihood of transport-related road accidents and casualties?

Deprivation	Deliver an accessible and affordable transport system reduces inequalities of outcome resulting from multiple deprivation and	• 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.........
	supports the regeneration of disadvantaged or deprived areas. *(This objective provides coverage of the Fairer Scotland Duty).*	• Support the regeneration of disadvantaged or deprived areas? • Support individuals and households to access basic goods and services? • Help enable access to employment, training and key services in deprived areas? • Increase public transport accessibility, to enable access to employment, training and key services? • Reduce cost related barriers to accessing and use of all transport modes? • Reduce the impacts of climate change on the most vulnerable groups?
Employment	Deliver an effective and integrated transport system that improves access to employment and economic opportunities for all. *(This objective provides coverage of the Fairer Scotland Duty).*	• 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 disproportionally impacts socio-economically disadvantaged groups, including older people. disabled people, women and ethnic minorities? • Enable young people, particularly NEETs, to access employment? • Enable older people and people with physical and mental health conditions and disabilities to stay in employment? • Increase access to employment opportunities for individuals with limited resources, in deprived areas in rural/remote communities?
Income and Wealth	Deliver an effective and integrated transport system which promotes economic opportunity for all.	• 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……….
	(This objective provides coverage of the Fairer Scotland Duty).	• Address structural disadvantages relating to income deprivation that disproportionally impacts socio-economically disadvantaged groups, including disabled people, women and specific ethnic groups?
Education and Skills	Enhance education and training opportunities across Scotland and reduce socio-economic and geographic disparities in educational attainment.	• 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. *(This objective provides coverage of the Fairer Scotland Duty).*	• 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?

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TOPIC	OBJECTIVE	GUIDE QUESTIONS – WILL THE OPTION/ INTERVENTION/ PACKAGE.........
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.	• 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? • 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.	• 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.	• 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?

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		• Will the rights of one group of children in particular be affected, and to what extent? • Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention? • Is the intervention the best way of achieving its aims, taking into account children's rights? • Will the intervention contribute to the implementation of Transport Scotland's corporate parent duties under Section 58 of the Children and Young People (Scotland) Act 2014? • Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people? • Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?
Island Communities	Increase the economic prosperity of and address the unique challenges faced by island communities.	• 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?