Strategic Transport Projects Review (STPR2)
Consultancy Support Services Contract

Island Communities Impact Assessment (ICIA) Report

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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 Island Communities Impact Assessment (ICIA).

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, including the SEA Scoping Report, 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 coronavirus 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. These comprise this Island Communities Impact Assessment (ICIA), a Child Rights and Wellbeing Impact Assessment (CRWIA), an Equality Impact Assessment (EqIA), 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**: shows the impact assessments required for STPR2.

Until this point, ICIA reporting was combined with the CRWIA, EqIA and FSDA as an integrated 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 February 2021 as part of STPR2's Phase 1 reporting stage (see Section **Error! Reference source not found.** below). This summarised the assessment conducted until that point on the EqIA, CRWIA, ICIA and FSDA. Individual assessment reports have been produced for the STPR2 recommendations and are can be found at [Strategic Transport Projects Review 2](#).
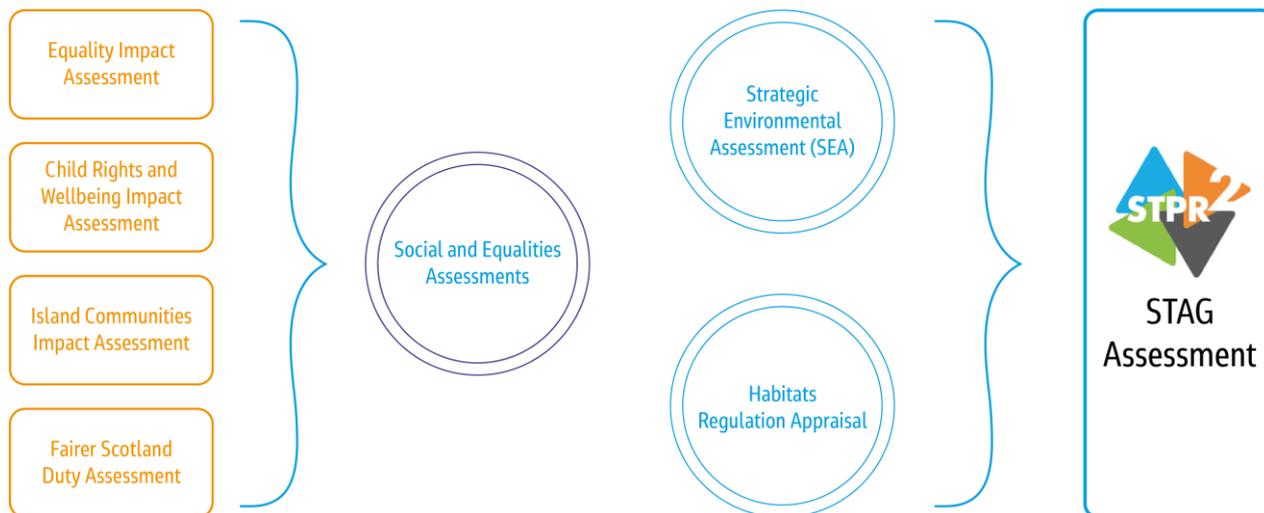
Figure 1: STPR2 Impact Assessments

1.4. Purpose and Structure of ICIA Report

This report identifies potential impacts of STPR2 on island communities and demonstrates TS's compliance with the Islands (Scotland) Act 2018, which it has a legal duty to consider in the delivery of its policies, programmes and projects. Regulation 3 of The Island Communities Impact Assessments (Publication and Review of Decisions) (Scotland) Regulations requires that all ICIA's prepared by a relevant authority are published on a website of the relevant authority. The ICIA will also be shared with consultees for completeness and transparency.

This report also details how the ICIA process has informed the development of STPR2 and provides an analysis of the STPR2 recommendations with regard to impacts on island communities. 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, the ICIA and other impact assessments required for STPR2;
- **Chapter 2** provides detail on the legislative context for the ICIA;
- **Chapter 3** provides a summary of the equalities baseline;
- **Chapter 4** describes the approach to stakeholder engagement;
- **Chapter 5** describes the approach to assessment;
- **Chapter 6** summarises the assessment findings; and
- **Chapter 7** summarises findings and high level recommendations.

2. Legislation, Policy and Guidance

2.1.   Islands (Scotland) Act 2018

The Islands (Scotland) Act was passed by the Scottish Parliament in 2018 and is only one of a handful of place-based pieces of legislation to focus specifically on islands in the world. The measures it contains, like the Island Communities Impact Assessment, are designed to meaningfully improve outcomes for island communities.

As a Relevant Authority under Sections 7 and 8 of the Act, Transport Scotland has a legal duty to carry out an Island Community Impact Assessment (ICIA) when creating new plans and policies that are likely to have an effect on an island community which is significantly different from its effect on other communities (including other island communities) in Scotland.

An ICIA must:

1 Describe the likely significantly different effect of the policy, strategy, or service (as the case may be), and
2 Assess the extent to which the authority considers that the policy, strategy or service (as the case may be) can be developed or delivered in such a manner as to improve or mitigate, for island communities, the outcomes resulting from it.

The Islands (Scotland) Act 2018 introduced a number of measures to underpin the Scottish Government's objective of ensuring that there is a sustained focus across government and the public sector to meet the needs of island communities now and in the future with the aim of improving outcomes for islands communities. One of the provisions introduced, in Part 2, Section 1 of the Act, was a duty on Scottish Ministers to prepare a National Islands Plan (the Plan).

2.2.   The National Islands Plan 2019

In December 2019, Scottish Ministers published the first ever National Islands Plan which was created with the input of many islanders and those with a strong interest in Scotland's islands (Scottish Government, 2019). The Plan sets a direction of travel for the Scottish Government and provides a framework for action in order to meaningfully improve outcomes for island communities. As required by Part 2, Section 3 of the Act, it includes proposals for improving outcomes for island communities, through:

- increasing population levels
- improving and promoting sustainable economic development
- improving and promoting environmental wellbeing
- improving and promoting health and wellbeing
- improving and promoting community empowerment
- improving transport services
- improving digital connectivity
- reducing fuel poverty
- ensuring effective management of the Scottish Crown Estate
- enhancing biosecurity

As required by Part 3, Section 2 of the Act the Plan sets out 13 Strategic Objectives, and

associated key actions, in relation to achieving the proposals set out above and improving the quality of life for island communities. These objectives are as follows:

1 Population Levels: To address population decline and ensure a healthy, balanced population profile
2 Sustainable Economic Development: To improve and promote sustainable economic development
3 Transport: To improve transport services
4 Housing: To improve housing
5 Fuel Poverty: To reduce levels of fuel poverty
6 Digital Connectivity: To improve digital connectivity
7 Health, Social Care and Well-being: To improve and promote health, social care and wellbeing
8 Environmental Wellbeing and Biosecurity: To improve and promote environmental wellbeing and deal with biosecurity
9 Climate Change and Energy: To contribute to climate change mitigation and adaptation and promote clean, affordable and secure energy
10 Empowered Island Communities: To empower diverse communities and different places
11 Arts, Cultural and Language: To support arts, culture and language
12 Education: To promote and improve education for all throughout life
13 Implementation: To support effective implementation of the National Islands Plan

Fairness is a key value that underpins the National Islands Plan and reflects the Scottish Government's commitment to equality and human rights. The Plan recognises that every member of society has a right to live with dignity and to enjoy high quality public services wherever they live. This commitment is also included as a National Outcome within Scotland's National Performance Framework.

2.3.   Island Communities Impact Assessments: Guidance and Toolkit

In October 2020, the Scottish Government issued guidance on ICIA (Scottish Government, Dec 2020b) under Section 11 of the Islands (Scotland) Act 2018 and relating to the duty imposed by Section 7 of the Act. The guidance shows how to assess and take into account the impacts policies, strategies or services might have on island communities in Scotland.

3. Baseline Summary

3.1. Introduction

Island Communities in Scotland have the potential to be affected broadly by many of the interventions within STPR2, therefore the scope of this ICIA focuses on high-level, national and island trends to identify key areas of focus for the assessment.

A key limitation of the ICIA is therefore its inability to address more localised area-specific, outcomes for the majority of the STPR2 interventions. The interventions are in various stages of development, and while a few have design details, many are still at a high level and would require further detail working with partner organisations. This has influenced one of the key recommendations set out in Chapter 7, which is the likely need for further impact assessment once these interventions are at detailed design stage.

For the purpose of the STPR2, Scotland has been split into 11 regional groupings. Of these, four of the regions contain populated islands. This chapter of the ICIA Report identifies the impacted islands and summarises the evidence baseline which has been used. The baseline included data that is available about the current situation in the islands and highlights any differences between islands.

3.2. Island Communities - Population

The Islands (Scotland) Act 2018[1] defines an island community as a community of two or more people, all of whom live permanently on the island with a common interest in the identity of that island.

There are almost 100 populated islands within Scotland. At the time of the 2011 Census, the total island population was 103,700 which is just 2% of the population of Scotland. The population of the islands increased by 4% between 2001 and 2011, more than reversing the 3 per cent decrease recorded between the 1991 and 2001 Census.

Population decline is a real threat to the sustainability of many, although not all, of Scotland's island communities. Over the last 10 years, almost twice as many islands have lost populations as have gained. Future population projections suggest that islands are at further risk of depopulation with Orkney projected to lose 1.63 per cent of its population by 2043, Shetland projected to lose 6.1 per cent of its population by 2041 and Comhairle nan Eilean Siar 15.98 per cent (National Records of Scotland, 2020). Through depopulation and the aging of the current island population, many islands are projected to see significant decreases in the numbers of children and working-age people.

It is important to note that the findings of the National Islands Plan Survey – Final Report (Scottish Government, Jul 2021b) show that the older and younger age groups have distinct experiences of island life, and a young person's views can contrast with those of an older person living in the same island group. This is especially true of perceptions of opportunities for population growth and economic development, about which younger respondents are more positive.

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[1]   Islands (Scotland) Act 2018, Section 2(1) defines an island as a naturally formed area of land that is "(a) surrounded on all sides by the sea (ignoring artificial structures such as bridges), and (b) above water at high tide."

None of the 20% most deprived areas according to the Scottish Index of Multiple Deprivation (Scottish Government, Jan 2020) are located in islands; however, deprivation is experienced differently between people living in rural and urban parts of the country. Evidence suggests that people living in rural areas experience deprivation differently from those living in towns and cities. Particular issues in rural areas include:

- higher consumption of fuel for heating and transport;
- less accessible key services including healthcare, childcare and broadband; and,
- limited opportunities to earn adequate income compared to urban areas.

3.3. Employment, Income and Wealth

In the 2011 Census, the proportion of island residents aged 16 to 74 who were in employment increased from 63 per cent in 2001 to 67 per cent in 2011. Island residents were more likely to be self-employed (13 per cent) or part-time employees (16 per cent) than in Scotland as a whole (7 per cent and 13 per cent respectively). Island residents were also more likely to be working in 'Agriculture, forestry and fishing' (7 per cent), 'Construction' (11 per cent) and 'Skilled trades occupations' (21 per cent) compared Scotland (2 per cent, 8 per cent and 13 per cent respectively).

Across Scotland, tourism accounts for 1 in 12 jobs, while rural and island communities, particularly areas such as Argyll and Bute, rely more heavily on tourism than some of Scotland's other regions. The proportion of island residents working in the 'Services' sector increased from 70 per cent in 2001 to 74 per cent in 2011.

Nearly a tenth (9 per cent) of employed islanders worked 60 hours or more per week, compared with 5 per cent in Scotland. This may in part reflect the higher proportion of people on the islands who were self-employed.

However, in 2020, the average gross annual pay for the local authority areas that contain islands are significantly lower than the average for Scotland (£30,097) (ONS, 2021). The average across the local authority areas is £27,002, which is a difference of just over 10%.

Typically, the minimum cost of living in remote rural Scotland ranges between 10 per cent and 40 per cent more than the equivalent in urban Britain (Highlands and Islands, 2021). The three principal sources of this premium are:

- the higher prices that households must pay for food, clothes and household goods;
- higher household fuel bills, influenced by climate and fuel sources; and,
- the longer distances that people have to routinely travel, particularly to work.

These higher living costs threaten the sustainability of local communities by making it harder for people from a range of backgrounds and ages to live there at an acceptable standard.

3.4. Education and Skills

Good quality education is a key driver for socio-economic development, not only on islands. Families will often make decisions about where to live based on the presence of good schools. Having a thriving and successful school in an island community contributes to its community in multiple ways, from adding teachers and school workers to the island population to using schools as a hub of community extracurricular activities.

Young people are likely to migrate to mainland communities for further education opportunities. However, in the 2011 Census, over a quarter (27 per cent) of island residents

held a degree level qualification, which is similar to the corresponding proportions in Scotland as a whole.

3.5. Health and Health Inequality

The National Islands Plan Survey – Final Report (Scottish Government, Jul 2021b) highlighted concerns from islanders about perceived centralisation of healthcare services; both in terms of access to certain services being moved to the mainland or the population centres of larger islands. Local access to services was also an important issue for many women who reported having to travel long distances for appointments. In island communities, there is a desire to have as much care as possible provided locally, although women did recognise the need to ensure that services were safe and sustainable.

3.6. Transport Accessibility and Connectivity

Transport (air, road, ferry, bus and other shared transport, active travel and mainland rail services) is of great importance to island communities and is a key factor in the ability of individual residents to, for example, access services and enjoy fundamental human rights.

Respondents to the National Islands Plan Survey (Scottish Government, Jul 2021b) have stressed that island communities face many different transport challenges when carrying out their daily lives compared to those living in less rural areas of the mainland and urban areas.

Currently, the cost of transport on islands is much higher, relative to income, than in the rest of Scotland. Public transport services in rural areas often involve long journeys, sparse bus timetables and expensive tickets, in comparison to urban areas. In addition, integrated ticketing is not always available, meaning that multiple tickets are required, further adding to price and complexity. Owning a car is therefore seen as a solution; however, for low-income families, car ownership may be pushing them into poverty due to maintenance costs and higher fuel prices (SRUC, 2014).

In 2011, the proportion of island households with at least one car or van available was 79 per cent, compared with just over two-thirds (69 per cent) nationally.

Compared with Scotland as a whole, and excluding people who worked or studied mainly at or from home, higher proportions of islanders travelled to their work or place of study in 2011 by car or motorcycle (64 per cent in the islands and 57 per cent in Scotland) or by 'Other methods of transport' such as ferry (3 per cent in the islands and 1 per cent in Scotland). Of those people aged 16 to 74 who travelled to work, island residents tended to work closer to home than people in Scotland as a whole: 24 per cent travelled less than 2km and 39 per cent less than 5km to their workplace, compared with 15 per cent and 36 per cent respectively in Scotland.

3.7. Variation across Island Communities compared to Scotland

This ICIA is also required to assess whether the policy strategy or service is likely to have an effect in an island community which is significantly different from its effect on other communities (including other island communities). The table below therefore sets out a profile, with relevant indicators, for each of the local authority areas that has island communities in order to provide a high-level comparison. The orange arrows (↓) denote where the indicator is lower in the local authority area than Scotland, while the blue arrows (↑) denote where the indicator is higher.

	Argyll & Bute	Highland	Na h-Eileanan Siar	North Ayrshire	Orkney Islands	Shetland Islands	Scotland
Population							
Population (June 2020)	85,430	235,430	26,500	134,250	22,400	22,870	5,466,000
Population Growth (2019-2020)	-0.5% ↓	-0.2% ↓	-0.8% ↓	-0.4% ↓	+0.6% ↑	-0.2% ↓	0.0%
Net Migration (per 100,000) (2019-2020)	-0.8 ↓	1.7 ↓	-1.5 ↓	1.1 ↓	7.5 ↑	-1.4 ↓	3.1
Youth Population (16-24) (2020)	8,121 (9.5%) ↓	20,937 (8.9%) ↓	2,087 (7.9%) ↓	13,130 (9.8%) ↓	1,793 (8%) ↓	2,068 (9%) ↓	566,882 (10.4%)
Older Working Age Population (45-64) (2020)	25,648 (30%) ↑	69,194 (29.4%) ↑	8,016 (30.3%) ↑	39,262 (29.3%) ↑	6,661 (29.7%) ↑	6,483 (28.4%) ↑	1,494,950 (27.4%)
Female Life Expectancy (2018-2020)	81.6 ↑	81.9 ↑	83 ↑	80.1 ↓	83.5 ↑	83.2 ↑	81
Male Life Expectancy (2018-2020)	78 ↑	77.5 ↑	78.6 ↑	75.3 ↓	80.1 ↑	80.6 ↑	76.8
Gross Annual Pay (2020)	£26,217 ↓	£27,474 ↓	£26,156 ↓	£28,534 ↓	£25,764 ↓	£27,871 ↓	£30,097

	Argyll & Bute	Highland	Na h-Eileanan Siar	North Ayrshire	Orkney Islands	Shetland Islands	Scotland
Transport							
Active Travel to School (Percentage of primary and secondary school children) (2018/2019)	37.38% ↓	46.58% ↑	20.51% ↓	52.41% ↑	31.82 ↓	49.23% ↑	49.23%
Active Travel to Work (Percentage of adults) (2018/2019)	24.9% ↑	18.4% ↑	14% ↓	9.7% ↓	25% ↑	12.6% ↓	14.6%
Road Traffic Accident Casualties (per 100,000) (2017-2019)	72.93 ↑	77.84 ↑	104.6 ↑	65.79 ↑	70.96 ↑	80.67 ↑	59.34
Cars registered (per 1,000 aged +17) (2020)	593 ↑	609 ↑	597 ↑	610 ↑	613 ↑	634 ↑	563
Local authority ferry services - passengers carried by ferry (2019)	141,000	598,000	N/A	N/A	336,000	777,000	1,852,000

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.

Part 2 s16 of the Islands Act 2018 states that The Scottish Ministers must consult island communities before making a material change to any policy, strategy or service which, in the Scottish Ministers' opinion, is likely to have an effect on an island community which is significantly different from its effect on other communities (including other island communities) in Scotland.

The STPR2 consultation process has sought the views of island local authorities and relevant 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 ICIA 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 ICIA were raised at these workshops. In addition to this, a National Equality Workshop was held in September 2019 with equalities groups and organisations including island communities.

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 which included the Scottish Islands Federation.

An ICIA specific workshop was also held with representatives of island communities, organisations and local authorities as well as the Scottish Government Islands Team on the 26th March 2021 prior to the preliminary appraisal process to consult on the detailed approach to the ICIA. An ICIA specific workshop was also held with representatives from Orkney Islands Council on the 27th April 2021 at request from the Council.

5. Approach to the Assessment

5.1. Assessment Overview

The ICIA 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 ICIA process aligns with describes STAG's four-stage assessment process.

Table 5-1 Stages of Assessment

STAG STAGE	ICIA 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 EqIA 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 EqIA topics and objectives / assessment questions to guide the assessment, aligning with STAG criteria and ICIA 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 EqIA topics and objectives and underlying assessment guide questions.
Detailed Appraisal	The assessment utilises a 7-point scoring system for ICIA 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. STPR2 ICIA topic and objective

The social and equality related impact assessment work has been carried out using a set of 'Equality' topics and objectives with assessment guidance questions (see Appendix B). These were developed 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 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. The key Equality topic and objective set out below has been used for the ICIA:

- **Island Communities** - Increase the economic prosperity of and address the unique challenges faced by island communities.

However, it recognised that all of the equality topics and objectives will have relevance to island communities and as such the guide questions and criteria set out in Appendix B have also been considered in the assessment of island community impacts.

5.1. Matrix Approach

The ICIA process has used a matrix-based approach, with a qualitative scoring system to identify likely significant effects on the Island Communities objective. 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 criteria considered.

The key relevant findings and recommendations are recorded in summary form in Chapter 6 of this report, with the assessment score for the ICIA included in the appraisal summary tables (ASTs) of interventions and packaging of options for preliminary and detailed appraisal.

Table 5-2 ICIA Scoring System

SCORE	DESCRIPTIONS	SYMBOL
Significant Positive Effect	The proposed option has the potential to significantly support the economic prosperity of and/or address the unique challenges faced by island communities.	++
Minor Positive Effect	The proposed option has the potential to support the economic prosperity of and/or address the unique challenges faced by island communities, but not significantly.	+
Neutral Effect	The proposed option is related to, but does not have any effect in improving the economic prosperity of and/or address the unique challenges faced by island communities	0
Minor Negative Effect	The proposed option may impede or actually reverse the economic prosperity of and/or exacerbate the unique challenges faced by island communities, requiring mitigation.	-
Significant Negative Effect	The proposed option significantly impedes economic prosperity of and/or exacerbates the unique challenges faced by island communities. Mitigation is therefore required.	--
Uncertain Effect	The proposed option has an uncertain relationship to the Islands (Scotland) Act 2018 requirements. 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 island communities or their wellbeing, or the relationship is negligible.	~

In order to align the assessment with the ICIA Guidance and Toolkit (Scottish Government, Dec 2020b) all options receiving a score in the first five categories of Table 5-2 would be further assessed as part of a second stage of scoring. This assessment would be based on the extent to which the proposed option is likely to have an impact which is significantly different from other communities (including other island communities).

Following the matrix assessment, any potentially negative impacts identified were discussed with the project team to consider reasonable alternatives, effective mitigation and enhancement recommendations. Greater detail for the associated CRWIA, FSDA and EqIA can be found online in the respective impact assessment reports under Strategic Transport Projects Review 2.

6. Assessment of Impacts

6.1. Introduction

This chapter provides a high level assessment of the island community 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 relating to island communities.

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 island communities 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)

Potential Impacts on island communities:

- Active travel infrastructure and interventions included under this theme could potentially have a positive impact on island communities 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. For those living in island communities who depend on walking, cycling and wheeling and

public transport to make their journeys, 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.

▪ An uptake in 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 island communities will benefit from these connected neighbourhoods will depend on the extent of the uptake in listed interventions, the location and routing of active travel facilities and network, its proximity to required services and the ability for those from island communities to access the network.

▪ The effects of enhanced strategic cycle routes around Scotland, have the potential through improved access to ferry terminals to improve wider access to the islands.

▪ 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 costs of travel to access education or employment. However, the extent to which island communities will benefit from village-town active travel connections will depend on the location of routes, proximity to required services and the ability for those from island communities to access the network.

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)

Potential Impacts on island communities:

▪ 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 island communities.

▪ 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 island communities by HITRANS' HItravel programme promoting active and public transport modes. However, the extent to which island communities 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 would provide potential benefits for children and other protected characteristic groups on island communities in regard to improved, safer and less costly access to education and active travel improvements in the community. However, the extent to which island communities will benefit will depend on the location and routing of active travel networks, the number of interventions adopted and the ability for those from island communities to access active travel networks and facilities.

▪ Improving access to bikes for all could improve opportunities to access key services for a wide range of groups. This potential benefits for island communities in regard to more affordable access to bikes (with knock-on improvements in regard to access to essential services and recreation). However, the extent to which island communities will benefit from bike provision will depend on the extent of the provision on islands, the location of the bike libraries and bike storage facilities, 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.

▪ 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 for island communities.

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 DRT and MaaS (20)
- Improved public transport passenger interchange facilities (21)
- Framework for delivery of mobility hubs (22)
- National integrated public transport ticketing (23)

Potential Impacts on island communities:

- New mass transit, metro, integrated ticketing and bus priority options will not directly or indirectly impact island communities. However, there could be a minor positive impact for those from island communities visiting the mainland for services through improved accessibility to key services in urban areas.
- The rail enhancement options on the Edinburgh/Glasgow – Perth and Perth-Dundee-Aberdeen lines will not directly or indirectly impact island communities; however, while the Highland Mainline rail enhancement is also not applicable to islands, the Far North, Kyle Line and West Highland may be used by tourists as part of journeys to the Hebrides, Orkney and Shetland Islands or by island communities to access destinations on the mainland and as such some minor positive impacts could be experienced through enhanced accessibility and a reduction in private vehicle use by tourists.
- Aberdeen Rapid Transit would improve both the surface access connectivity and accessibility of Aberdeen Ferry Terminal and Aberdeen Airport with the Aberdeen City Region by public transport. This would be to the benefit of users travelling to/from Orkney and Shetland, and those employed at the port and airport sites. This would be developed through working with Aberdeen Harbour Board and the Aberdeen Airport Authority, in recognition of the importance of efficient surface access to these gateways by a range of travel options. There would be no direct impact on islands; however, Rapid Transit would increase connectivity to/from Aberdeen Ferry Terminal and Aberdeen Airport, providing negligible benefits for users travelling to/from Orkney/Shetland.
- Investment in DRT and Maas could have a significant positive impact on island communities due to the increased bus public transport connectivity on individual islands.
- Improved public transport infrastructure at stations, regional hubs, interchanges and other facilities would provide accessibility benefits for all travellers with new facilities being designed to inclusive design standards. Multi-modal interchanges at ports and airports would help to support better connectivity on islands. Passengers travelling to/from/between islands can sometimes face long wait times before the next onward mode of travel, so enhancements to passenger waiting facilities would benefit island communities. This grouping is therefore expected to have a minor positive impact.

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)

Potential Impacts on island communities:

- Decarbonisation of bus and 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. The installation of charge points at ferry terminals, leading to a much better multi-modal integration would have a positive impact on island communities. The development of renewable energy systems could also lead to the development/installation of infrastructure that can target the natural renewable assets of the Island Communities. In addition, the directly targeted funding for Island Communities will provide positive impacts.

- Further benefits may be realised through the procurement of new ferry vessels and infrastructure which would potentially be designed to increased accessibility standards than currently. This could have a positive impact on island communities, particularly for those with accessibility limitations including older people, disabled people and pregnant women or travellers with pushchairs or young children.

- The investment into decarbonisation of the ferry network would drive island connectivity improvements across the Clyde and Hebrides Ferry Service (CHFS) and North Isles Ferry Service (NIFS) networks leading to a beneficial impact on island communities. This could lead to a reduction in poor air quality, affecting the island communities. As this grouping only deals with the CHFS and NIFS network further assessment is required if there is a significant difference with islands predominately served by local authority or privately run ferries e.g. Shetland and Orkney.

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)

Potential Impacts on island communities:

- Measures to increase safety and resilience on the strategic road network will not directly island communities.
- Increased safety, reliability and resilience of the trunk road network could provide access to and from the ferry connections on both the mainland and islands. The network also provides access to airports which operate lifeline services between the mainland and Scottish islands,
- 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 of the freight stop audit to the islands, the study will provide an evidence base for the planning, management and delivery of freight stop facilities in the future. Adequate provision of quality freight stops could protect freight

routes to the islands and ensure access to goods.

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 island communities:

- Realignment / widening, overtaking opportunities and dualling could improve access to employment, educational, health, and open space and leisure facilities, particularly where trunk roads are located in rural areas connecting to ferry terminals. However, this is likely to result in a negligible impact for island communities 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. Again, detailed assessment work at the local level would be required to identify any specific impacts on groups with protected characteristics.
- 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 would have a significant positive impact in both Low and High scenarios by improving connectivity and accessibility and reducing reliance on the CHFS network.
- 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.
- New harbour infrastructure is likely to have a minor positive impact on island communities. Residents of island communities would benefit from improved connectivity and the grouping would 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.

7. Further considerations

7.1. Recommendations

Detailed ICIAs of individual interventions should be undertaken at detailed design stages where appropriate. The ICIA process should start at early stages to ensure contribution to the development of proposed interventions maximises positive impacts for island communities and minimises any disadvantaged. .Where possible, this should include appropriate engagement with islands 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. 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 surveys can be used to monitor impacts and views on the groups covered by the ICIA in relation to the STPR2 Delivery Plan

In addition, as part of the National Islands Plan there is a strategic objective to support effective implementation of the National Islands Plan which includes a commitment to develop indicators applicable to each Strategic Objective in collaboration with Scottish Government agencies, local authorities, island communities and relevant island socio-economic actors based on the SMART criteria and building on the National Performance Framework and Sustainable Development Goals.

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 ICIA 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.	• 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.	• 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.	• 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………
		• 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.	• 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	• 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.	• 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? • 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………
		• 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. (*This objective provides coverage of island communities impact assessment duties*)	• 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?