The New Regional Transport Strategy for Strathclyde

Draft RTS

Equalities Duties Report

(incorporating the assessments for Public Sector Equality Duty, Islands Community Impact Assessment, Fairer Scotland Duty & Child Rights and Wellbeing Duty)

On behalf of the
Strathclyde Partnership for Transport

SPT

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1 Introduction

1.1 Background

The New Regional Transport Strategy

1.1.1 Stantec has been commissioned by Strathclyde Partnership for Transport (SPT), the Regional Transport Partnership (RTP) for the west of Scotland, to support the preparation of the new Regional Transport Strategy for Strathclyde ('the RTS'). The RTS will set out a new long-term vision for transport across the region for the next 10-15 years. It is intended that the RTS will underpin a more sustainable economy, enable a healthier and more inclusive society, and reduce the impact of transport on the environment.

1.1.2 This Equalities Duties Report has been prepared to accompany the draft RTS for public and stakeholder consultation. The draft RTS has been produced by SPT working collaboratively with Stantec. The draft RTS is the product of an iterative process building on previous key stages in the iteration of Strategy development and equalities considerations:

- Scoping: an Equalities Impact Assessment Scoping document was prepared in January 2019 (Peter Brett Associates, 2019)[1] to outline the proposed scope and approach to undertaking an assessment of impacts on the four equalities duties. The document was published on SPT's website and issued to equalities stakeholder groups for comment on the scope and approach to the equalities process.

- Case for Change: an Equalities Report was published alongside the RTS Case for Change document in April 2021 (Stantec, 2021) and set out the findings of consideration of equalities issues in the Case for Change and an initial assessment of equalities issues for the developing RTS vision and objectives and emerging long-list of options.

1.1.3 These stages have involved integrated working between the transport planning, equalities and environmental project teams to develop, review and refine the Strategy. At each stage SPT sought input and views from stakeholders on the type and level of change needed on the transport system in the west of Scotland.

1.1.4 Equalities duties have been considered and assessed at each stage with equalities assessments reports published at the Scoping and Case for Change stages. This document provides a report of the findings of the assessment of all of the four relevant equalities duties for the draft RTS (see below) and is accompanied by four duty-specific assessment reports which contain more detailed findings of the respective equalities assessments of the 'delivery package' of the proposed RTS.

1.1.5 An Environmental Report, which sets out the findings of the Strategic Environmental Assessment (SEA) of the draft Strategy, is published separately and alongside this Equalities Duties report and the draft RTS for consultation.

Assessment of Equalities Impacts

The Process

1.1.6 The need to recognise the different ways people interface with, experience and benefit from the transport network is a key part of transport planning. The trend towards a greater focus on inclusion is well articulated by the National Transport Strategy 2 (Transport Scotland, 2020),

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[1] In January 2020 Peter Brett Associates LLP was formally integrated into Stantec UK Ltd

which targets reducing inequalities as one of the four central priorities which now underpin national transport policy.

1.1.7   An impact assessment process has therefore been undertaken to consider and implement the requirements of relevant 'equalities duties' throughout and identify likely equalities impacts arising from RTS preparation[2]. The equalities duties have been applied as part of the development of the emerging RTS to allow assessment findings to influence the content of the RTS on an iterative basis.

Relevant Equalities Duties

1.1.8   The objectives of the impact assessment process are to integrate the consideration of relevant equalities issues and impacts into the development of the RTS from the outset and, in doing so, to demonstrate compliance with relevant equalities duties. Applicable statutory duties include:

- Public Sector Equality Duty - Section 149 of the Equality Act 2010 and Regulation 5 of the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012; and

- Island Communities Impact Assessment - Section 8 of the Islands (Scotland) Act 2018.

1.1.9   Whilst not specifically applicable to SPT, the following duties are of indirect relevance as they apply to constituent local authorities and relate to the purpose of the RTS and have been incorporated into this assessment:

- Fairer Scotland Duty - Section 1 of the Equalities Act 2010; and

- Child Rights and Wellbeing Impact Assessment - Children and Young People (Scotland) Act 2014.

1.1.10   Relevant equalities duties have been used as tools to inform and embed key equalities issues within the emerging RTS from the outset. Acting together with the SEA being carried out for the emerging RTS, this integrated approach allows the environmental, social, and economic implications of all strategy components to be tested at the earliest opportunity and for any uncertainties or issues identified during impact assessment processes to be addressed during RTS preparation.

1.2   Purpose and Objectives

1.2.1   This report has been prepared by Stantec to assess the extent to which the draft RTS addresses relevant equalities considerations. This forms part of the process of discharging relevant statutory equalities duties in the preparation of the new RTS.

1.2.2   The objectives of this report are to:

i.   Explain the approach which has been taken to consideration of equalities duties through the evolution of the RTS including the development of an Equalities Framework to support the assessment;

ii.   Present a summary of the draft RTS including a brief commentary on the coverage of key equalities issues identified within the draft RTS report;

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[2] In this report the term 'equalities impacts' has been used generically to refer to the consideration of impacts from the RTS on the requirements of each of the four duties considered (Public Sector Equality Duty, Island Communities Impact Assessment, Fairer Scotland Duty and Child Rights and Wellbeing Duty). The term Equalities Impact Assessment (EqIA) is used specifically in reference to the impacts on the Public Sector Equality Duty

iii. Set out the findings of the assessment of the impacts of the draft RTS on implementation of the four duties. This includes testing the compatibility of the proposed RTS Vision and Objectives with the duty requirements and the assessment of the impacts of the RTS Policies using the Equalities Framework; and,

iv. Comment on changes which were incorporated into the emerging RTS to improve the coverage of equalities issues and to enhance the ability of the document to tackle such issues; and in doing so contribute to the on-going implementation of applicable equalities duties.

1.3   Report Structure

1.3.1   This report is structured as follows:

- **Section 2 – Approach to Equalities Duties Assessment:** provides an overview of how applicable statutory equalities duties have been addressed in the development of the RTS and the appraisal of its key elements.

- **Section 3 – Assessment Findings:** summarises the equalities evidence base which has informed the consideration of equalities in appraising the draft RTS, sets out the findings of the compatibility appraisal of the RTS Vision and Objectives and presents the findings of the assessment of RTS Policies.

- **Section 4 – Taking the Strategy Forward**: comments on the way in which the equalities process has informed the development of the RTS and sets out proposals for mitigation and monitoring of future implementation stages of the Strategy.

- **Section 5 – Next Steps:** outlines the next steps leading to the finalisation of the new RTS.

1.3.2   The report is supported by the findings of the detailed assessments undertaken for the four equalities duties which are provided as stand-alone supporting documents. These are:

- Public Sector Equality Duty Assessment Report;

- Island Communities Impact Assessment Duty Assessment Report;

- Fairer Scotland Duty Assessment Report; and

- Child Rights and Wellbeing Duty Assessment Report.

1.3.3   Each of these duties reports presents further information on the relevant equalities evidence base, the findings of the assessment of the detailed policies (the key Strategy implementation elements) within the RTS and an overall summary of the relevant duty assessment.

2 Approach to Equalities Duties Assessment

2.1 Introduction

2.1.1 This section provides a context for the equalities duties assessment and reporting. An overview of the structure and content of the draft RTS is presented in Section 2.2 to set out the context for the consideration and assessment of equalities. Feedback from consultation relevant to the equalities assessment is discussed in Section 2.3. The staged approach to the equalities assessment of the draft RTS is described in Section 2.4 and the framework which has been developed to provide a structured approach to assessment is set out in Section 2.5 including the key guiding criteria which have informed the assessment.

2.2 The Draft Regional Transport Strategy

Development of the RTS

2.2.1 The draft RTS has been prepared following a staged process of transport planning drawing on extensive baseline analysis, engagement and consultation. The key stages of the process are described below.

- The context for the RTS was established through a review of key policy drivers, the spatial context for the Strategy and relevant travel behaviours and demand. This work followed initial identification of a detailed baseline of relevant transport, land use, socio-economic and environmental data, much of which was presented in early deliverables for the Strategy development (Stantec, 2019).

- Early engagement with stakeholders and public surveys were undertaken by SPT in 2019 which identified a substantial amount of the evidence base used for the RTS and provided for public and community involvement in shaping the strategy in response to equalities issues.

- Problems analysis was then undertaken, drawing on detailed analysis of the SPT region's transport characteristics and trends (Stantec, 2021). The analysis of issues, problems and opportunities was then reported in the Case for Change document. A long list of options which help address the transport problems and issues was then generated and captured in the Case for Change.

- Public and stakeholder consultation was undertaken on the Case for Change document in 2021 (see Section 2.3). The feedback from this exercise was reviewed and taken into account in the subsequent work on the RTS and its associated environmental and equalities assessments.

- Appraisal of the options generated at the Case for Change stage following a method based on the Scottish Transport Appraisal Guidance (STAG) to determine those options which best meet the RTS Objectives, the RTS Targets and the STAG criteria.

- A set of detailed RTS policies was developed setting out how the RTS aims to tackle the identified transport problems. The policies are intended to set a framework for action to drive change as the Strategy is implemented. The policies are linked with the options that underpin each relevant policy theme.

2.2.2 At each stage the environmental and equalities assessment teams have been involved in the analysis and review of data, the appraisal of key components of the Strategy and the assembly of the document. The RTS baseline data sets include information of relevance to the equalities assessments and key information has been used to inform the evidence base used to underpin the equalities impact assessment.

RTS Components

2.2.3   The draft RTS is a multi-layered document which draws on the findings of the key stages of development set out above. The initial chapters of the document set out an introduction, vision, background and overview for the Strategy including a summary of the transport context and key transport issues which were presented in detail in the Case for Change report.

2.2.4   The RTS **Vision** describes the role of a higher quality and more sustainable and equitable transport system as an important facilitator of a more economically successful, greener, healthier, fairer and inclusive region. The Visions states:

> *The west of Scotland will be an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all.*

2.2.5   The RTS Priorities and Targets are explained in chapter 6 of the document. The Priorities and Targets which are intended to drive forward the change required to respond to the wider policy context and challenges to achieve a more sustainable, equitable and healthier transport system for all.

2.2.6   To implement the RTS Vision, three thematic **Priorities** are identified to describe the wider environmental, societal and economic goals for the region relevant to the RTS:

- *a healthier environment*, supported by a transport system that helps our region become a low carbon place with healthier natural and built environments for the benefit of all;

- *inclusive economic growt*h, underpinned by a transport system that supports regional economic development and growth with better opportunities and fairer outcomes for all; and

- *improved quality of life*, supported by a transport system that helps everyone to have better health and wellbeing and lead active, fulfilling lives.

2.2.7   At the same time, the report proposes three **Targets** to provide a focus on three strategic challenges for the transport strategy around emissions, modal shift and reducing unnecessary car usage. These are:

- T1: By 2030, car kilometres in the region will be reduced by at least 20%.

- T2: By 2030, transport emissions will be reduced by at least 56% from the 1990 national baseline.

- T3: By 2030, at least 45% of all passenger journeys will be made by means other than private car as the main mode.

2.2.8   The RTS Objectives then focus on what the RTS more specifically needs to accomplish to achieve the proposed targets and the Vision. Five objectives were developed in response to the specific 'Key Issues' and will help deliver the Vision, Priorities and Targets. The objectives, are set out in Table **2.1**.

Table 2.1 RTS Objectives

Key Issue	Objective
Access for All	1. To improve accessibility, affordability, availability and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs.
Transport Emissions	2. To reduce carbon emissions and other harmful pollutants from transport in the region.

Key Issue	Objective
Active Living	3. To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys.
Public Transport Quality and Integration	4. To make public transport a desirable and convenient travel choice for everyone.
Regional Connectivity	5. To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.

2.2.9   The draft RTS then presents a series of policies structured under ten policy themes in chapter 7. The policies are presented as principles for investment and action to help achieve the RTS objectives and targets and realise the RTS Priorities and Vision. The policies, which will be used to guide detailed decision making and investment as the Strategy is implemented, have also been mapped against the themes of the National Transport Strategy (NTS2).

2.2.10   The development of options which will support RTS delivery followed identification of the key issues and RTS objectives. The RTS options comprised all of the policies, actions and investments that were considered to have potential to help to tackle the specific problems identified in the Case for Change analysis and which could support achievement of the RTS Objectives and Targets and realise the Vision. A total of 121 options in 29 categories were identified in a long list of interventions and these are set out in Appendix A for reference. The options development and appraisal work was undertaken in parallel with development of the RTS and informed subsequent development of RTS policies. Whilst the options are not presented in the draft RTS document they are referred to in this equalities reporting since equalities assessment was undertaken as an integrated part of the (STAG based) options appraisal and has therefore contributed to the sifting of options which were subsequently linked to polices.

2.2.11   The draft RTS policies developed from analysis of the transport problems (and with reference to the options appraisal process) are set out in chapter 7 of the Strategy document. The policies are structured within a series of ten key policy themes with a narrative provided on the over-arching context and intention of each theme and further description of the individual policies within each theme. The policies are intended to form principles for investment and action in order to achieve the RTS objectives and targets and which will guide detailed decision making on specific transport plans and projects as the RTS is implemented.

2.2.12   A schedule of the policies and related options is provided in Appendix A of this report for reference. This schedule provides further details to those set out in the assessment tables in Section 3 and in the supporting duties assessments reports.

2.2.13   The final section of the RTS (chapter 8) sets out how the Strategy is intended to be delivered by SPT including through the development of an RTS Delivery Plan and proposals for future monitoring and evaluation of the implementation of the RTS are presented in chapter 9.

Equalities Coverage in the Draft RTS

2.2.14   A key aspect of meeting the various equalities duties is to ensure that equalities issues are captured and incorporated within the development of the plan-making process and clearly evidenced in the Strategy reporting. During the development of the draft RTS, the equalities assessment team therefore reviewed and provided input to the developing RTS outputs to ensure that equalities issues were appropriately covered and to inform strategy development which avoided adverse impacts on equalities. This focused particularly on the content of the Case for Change document and the draft RTS.

Case for Change

2.2.15   The coverage assessment of equalities issues for the Case for Change was reported in detail in the Case for Change Equalities Assessment Report (Stantec, 2021). A summary of the coverage of equalities issues in the Case for Change is set out in Table **2.2**.

Table 2.2 Equalities Issues Identified in Case for Change Key Issues Reporting

Key Issue	Equalities Issues Identified
Transport Emissions	▪ **Air quality:** disproportionate exposure to harmful emissions in materially deprived communities.
Access for All	▪ Travel behaviour: gendered responsibilities mean women are more likely to undertake more and shorter journeys. ▪ Car access: disproportionate ownership by gender, disability, age, geographic location, and income. ▪ Public transport affordability: intersection of varying abilities to pay and reliance on the network. ▪ Travel Accessibility: difficulties in accessing services by age and disability, compounded by uneven provision of services and urban design choices. ▪ Safety and security: disproportionate perceived security and crime rates by gender, race, age, disability, and sexual orientation. ▪ Access to services: greater reach of private transport causes inequalities of access to employment, education, and health between households/individuals with access to a car and those are dependent upon public transport. ▪ Ferry dependence: island communities are dependent on ferry access which creates additional cost, time, and journey alignment issues.
Regional Connectivity	▪ **Ferry capacity:** island residents' views on ferry services are discussed but no specific equalities issues or disproportionate impacts are referenced.
Active Living	▪ Road safety: disproportionate number of active road users involved in traffic accidents and fatalities. ▪ Physical activity: disproportionately low levels of exercise by gender, disability, age, race, and income. ▪ Accessibility: pavement parking and the design of active travel infrastructure can exclude disabled users. ▪ Bike access: disproportionate ownership by income and geographic location.
Public transport Quality and Integration	▪ Affordability barriers: high price of fares referenced, but no explicit reference to disproportionate impacts. ▪ Rural accessibility: inter-changing disproportionately an issue for remote communities.

2.2.16   The analysis at that stage demonstrated that key equalities issues identified through the application of relevant equalities duties were appropriately reflected within the Case for Change report, with no major omissions identified. The inclusion of 'Access for All' as one of the five principal themes of the RTS ensured that equalities issues were prominent in the analysis of issues and transport planning process.

Draft RTS

2.2.17   The draft RTS sets out a comprehensive review and summary of transport issues in the SPT region. The document's coverage and the structure of the RTS strategic framework has a very strong emphasis on themes which align closely with equalities issues.

2.2.18   This is evident from the wording of the Vision which references inclusiveness of the transport system and in the three Strategy Priorities which directly address equalities-relevant themes of health/heathy environment, inclusive economic opportunity and improved quality of life. The narrative explaining the context for the Priorities (in chapter 6 of the draft Strategy) makes clear and frequent connections between the requirements to reduce emissions, tackle economic opportunity and improve quality of life with inequalities and disadvantage both socio-economically, in terms of health and wellbeing outcomes and more generally through lack of opportunity and discrimination for some groups of people. The role of transport in addressing

these issues and related problems of depopulation and rural disadvantage is clearly integrated into the discussion.

2.2.19 The strategic framework of the draft RTS is also carefully aligned with recent priority policy frameworks at the national level in Scotland including NTS2 and the Climate Change Plan update. The RTS targets respond specifically to what have been identified as three strategic challenges to encourage uptake of sustainable transport, to reduce emissions from transport and to achieve modal shift from private vehicle use to active travel and public transport. Whilst equalities references are not explicitly presented in these targets, focusing the RTS on achieving these outcomes will have inherent benefits for all equalities groups across the frameworks of the four duties considered.

2.2.20 The five objectives in the draft RTS respond to corresponding key issues which describe the specific transport problems in the region that the RTS seeks to tackle. These issues are:

- Access for all

- Transport emissions

- Active living

- Public transport quality and integration

- Regional connectivity

2.2.21 These key issues and objectives encompass all of the themes identified in the Strategy's vision, priorities and targets and provide a clear framework for how the RTS will be implemented to tackle these issues. The wording of the objectives makes several clear and explicit reference to equalities issues through references to the needs of all groups. The objectives which address 'access for all' (objective 1), 'active living' (objective 3) and 'public transport quality and integration' (objective 4) have direct relevance to equalities by focusing the required outcomes on the needs of groups who are hindered by disability, age, socio-economic disadvantage, peripherality or other forms of direct or indirect discrimination.

2.2.22 Consideration of the compatibility of the RTS strategic framework and the policies identified in the Strategy is developed and assessed further in the equalities assessments which are presented in Section 3 of this report.

2.3 Responding to Consultation

2.3.1 An extensive public and stakeholder consultation exercise was undertaken in 2021 on the draft Case for Change document, which was supported with equalities and SEA reports. A number of comments were received to the survey issued with consultation which are relevant to the consideration of equalities in developing the draft RTS.

2.3.2 The key comments, and the way in which these have been taken into account are summarised in Table **2.3**.

2.3.3 The consultation comments captured in the table reflect the diversity of equalities issues in the SPT region and their inherent links with the development of accessible, reliable and safe public transport systems and services.

Table 2.3 Key Consultee Feedback on Equalities Issues

Consultee	Key Issue Raised	Response and Implications for RTS / Equalities
Dowanhill, Hyndland & Kelvinside Community Council	▪ Women and older people need to feel safe on public transport, bus stops and stations especially at night. ▪ Good lighting is important as well as transport employees made visible on journeys.	▪ Measures to improve safety for people using public transport have been developed and assessed in the options long list and draft RTS policies. ▪ *Relevant equalities duties*: PSED, ICIA & CRW.
University of Strathclyde	▪ It will be particularly useful for the strategy to address how physically accessible different forms of public transport are/will be for disabled people. ▪ It's worth considering how affordable and accessible public transport is for our students from areas of multiple deprivation. ▪ It would be useful for issues of discrimination and harassment based on protected characteristics to be recognised and addressed in the more detailed strategy. ▪ Access to services is an important aspect for our University community across our assets in city and region and we would be keen to keep working with SPT at the next stage of the process. ▪ Would expect the next stage of provide some more tangible outcomes with regards to promoting equality and addressing barriers that we could comment on. ▪ Key areas that we would probably want to look more closely at during the next stage, in terms of how they might impact our students and staff would be affordability, accessibility and safety and security.	▪ Key issues of accessibility, affordability and safety are addressed in several of the main groups of options developed and appraised and included in the draft RTS policies. ▪ This equalities duties report considers equalities impacts in more detail than at the Case for Change stage and reports the findings of the assessments including for issues of discrimination and harassment (in relation to the PSED). ▪ *Relevant equalities duties*: PSED, FSD & CRW.
Argyll & Bute Council	▪ Reliability and resilience of lifeline services is critical as communities are often completely reliant on these to access key services, education and employment opportunities. ▪ Lifeline transport services /networks must be reliable, high quality, affordable, flexible and futureproofed in order to meet the needs of our communities and enable growth in key employment sectors (tourism, food and drink, agriculture, aquaculture, forestry and renewable energy).	▪ The extensive areas of the SPT region with rural accessibility issues has been captured within the problems analysis, options development and draft RTS policies. ▪ *Relevant equalities duties*: PSED, ICIA, FSD & CRW.
East Dunbartonshire Council	▪ Reducing inequalities by providing high quality access for all is identified as a Transport Planning Objective within the East Dunbartonshire Local Transport Strategy 2020-2025 (Objective 2). This was included due to the recorded differences in travel behaviours across demographic groups and barriers identified to the Council from different groups during consultation. In the main, these issues were not unique to East Dunbartonshire so it is welcome that access for all also been identified as a key issue for the region to ensure work	▪ Noted. Accessibility forms a key element in many of the groups of options developed for the RTS and included in the draft RTS policies. ▪ *Relevant equalities duties*: PSED, FSD, ICIA & CRW.

Consultee	Key Issue Raised	Response and Implications for RTS / Equalities
	from a variety of partners can continue to remove barriers for travel and improve access to opportunities for all groups.	
Glasgow City Council	▪ The emerging Glasgow Transport Strategy has the topic of transport & equalities as one of the 4 outcomes. This is a key issue for Glasgow, and unequal access to transport including barriers that inhibit certain populations from certain modes was raised by the public and stakeholders in our Public Conversation on Glasgow's Transport Future in 2020. These barriers can be physical as well as economic and social. ▪ Whilst comprehensive, there seems to be limited discussion on each of the populations with protected characteristics, and discussion of the extent to which this is particularly relevant in some parts of the region as well as the differential impacts transport can have on these populations.	▪ Noted. Accessibility barriers for all groups have been considered in the review and development of options for public transport and included in the draft RTS policies ▪ A more detailed evidence base on protected characteristics is presented in the Public Sector Equalities Duty Assessment Report for the draft RTS which accompanies this main Equalities Duties Report. ▪ *Relevant equalities duties*: PSED.
Strategic Advisory Group (SAG)	▪ One of the lasting dangers of the pandemic is that its long term health and economic impacts may further exacerbate inequality. The picture painted in the Case for Change of the already poor accessibility to public transport in many deprived areas across the region is stark, and this situation may worsen if the outcome of reduced public transport demand is the reduction of service levels even further. ▪ The SAG would therefore encourage the greatest possible focus on reducing socio-economic inequality in the final RTS.	▪ Noted. The effects of the pandemic have been acknowledged in the RTS evidence base. A number of options and draft RTS policies focus on enhanced accessibility to meet improved socio-economic outcomes. ▪ *Relevant equalities duties*: PSED, ICIA FSD & CRW.
University of Glasgow	▪ As an organisation, we are committed to decreasing transport emissions, to support active lifestyles and promote equality. We welcome the focus on 'Regional Connectivity' and 'Public Transport and Integration'.	▪ Noted. ▪ *Relevant equalities duties*: PSED, FSD.
Public respondents	▪ Wheelchair access on the ferry services is an issue. ▪ Financial inequalities must be addressed. ▪ Would like to see a focus on mental health and how transport can be improved for those with mental health conditions. ▪ Important to ensure that the transport system is safe and secure for all.	▪ The issues highlighted have been considered in the review and development of options and in the draft RTS policies ▪ *Relevant equalities duties*: PSED, ICIA, FSD & CRW.

2.4 Key Stages of the Equalities Assessment

2.4.1 The approach to the consideration of equalities issues, and the key requirements of the four relevant duties, has involved:

- liaison between the transport planning, environmental assessment and equalities assessment teams through the preparation and appraisal of the draft RTS building on the work completed at the Case for Change stage;

- assessment of the RTS Vision, Priorities and Targets through consideration of the compatibility of these with the equalities assessment framework (the findings of the compatibility assessment are presented in Section 3.3);

- assessment of the draft RTS Objectives through consideration of their compatibility with the equalities assessment framework, to update the initial assessment undertaken on the draft objectives at the Case for Change stage (the findings of the assessment of the objectives are presented in Section 3.3);

- assessment of the long list of options which were originally developed and consulted on for the Case for Change to inform the STAG appraisal (see Section 2.2) and which have informed and been linked with the draft RTS policies (the findings of the options assessments are presented in Section 3.4); and

- assessment of the subsequent groups of transport policies in the draft RTS which were developed to address the identified transport problems and opportunities in the SPT region.

2.4.2 The assessment of equalities issues has been undertaken in an integrated manner and concurrently with the appraisal of other impacts of the draft RTS. This has allowed for full consideration of equalities issues in the preparation of the strategic framework, the options appraisal and in policy development and refinement.

2.4.3 The framework that has been used to guide a consistent approach to equalities assessment at each stage is presented in Section 2.5. It has been applied as follows:

- the framing questions were used at a strategic level to inform the compatibility assessments of the RTS Vision, Priorities, Targets and Objectives which are presented as a qualitative narrative (see Section 3.3);

- the transport options were appraised with reference to the framing questions and following a STAG based seven-point scale of impact criteria to assign an indication of significance of the predicted impact alongside the impact commentaries (see Section 3.4); and

- for the RTS policies, the framework was used to allow for consistent 'scoring' and recording of predicted equalities impacts. A summary of the findings of this assessment is presented in Section 3.5 which is supported by more detailed assessment matrices presented in each of the duty specific assessment reports.

2.4.4 The assessment scoring criteria used in the assessments of the Strategy policies are presented in the relevant duty specific assessment reports. In considering the potential equalities impacts of each policy theme, cognisance was taken of the wording of the individual policies and relevant supporting narratives identified in the draft RTS. The appraisals were therefore based on the implications of successful and full future implementation of the 'intent' of the policies, rather than just on the immediate activity needed to progress the policy outcomes desired. This approach helped to reduce uncertainty in the approach and to present a 'full' (and worst/best case) assessment of the likely outcomes of the measures resulting from policy implementation.

2.5 Equalities Assessment Framework

2.5.1 An initial impact assessment methodology was published by SPT for consultation in January 2019 in the EqIA Scoping Document. This set out an assessment framework which comprised of seven holistic Equalities Objectives and associated guide questions. Since the EqIA Scoping Document was consulted on, the Scottish Government and its partners have provided further guidance to public bodies working to implement the equalities duties. This has led to a refinement of previous impact assessment methodologies.

2.5.2 The original equalities assessment framework has therefore been revised and updated. This section outlines the requirements of each of the four equalities duties and details the criteria which have been used to iteratively assess all substantive components of the emerging RTS at each of the key stages described in Section 2.4. Some minor updates to the criteria from those presented in the Case for Change Equalities Duties Report have been incorporated.

Public Sector Equality Duty

2.5.3 Section 149 of the Equality Act 2010 sets out a 'Public Sector Equality Duty' (PSED). This requires public authorities to have due regard to the need to eliminate discrimination, harassment, victimisation, advance equality of opportunity, and foster good relations between those with a protected characteristic and those without. The duty covers the following protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The public sector equality duty also covers marriage and civil partnerships, with regard to eliminating unlawful discrimination in employment[3].

2.5.4 The Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 require listed authorities to undertake an impact assessment in relation to the needs outlined in section 149(1) of the Act and take account of the results of the assessment in development of the policy. The approach to the assessment has been informed by reference to the Scottish Government's general guidance on the PSED (Scottish Government, 2016) and relevant guidance on application of the duty in Scotland (Equality and Human Rights Commission, 2016).

2.5.5 The following guide questions have been designed to allow for consideration of relevant issues when testing the implementation of the RTS against the needs of the PSED's general equality duty. They provide a transparent framework to assess the extent to which emerging RTS components eliminate discrimination, promote equality of opportunity (including the removal of physical and cultural barriers to accessing and benefiting from the transport system) and foster good relations.

Assessment Framework: Public Sector Equality Duty

Will the emerging RTS and its associated delivery mechanisms…

- *Result in any likely different or disproportionate effects on persons with protected characteristics as specified in the Equality Act 2010, namely age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation?*

- *Result in any unintended consequences for protected characteristics groups?*

- *Promote public realm and design choices that provide a safe, secure, and accessible environment for all?*

- *Promote social cohesion and integration between people with different protected characteristics and different demographic groups?*

- *Support all individuals and households in accessing basic goods and services?*

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[3] The group for 'marriage and civil partnerships' is not included in this report since the Duty for this group in relation to eliminating unlawful discrimination in employment is not relevant to the development of an RTS

> **Assessment Framework: Public Sector Equality Duty**
>
> - *Improve access to employment and economic opportunities for all?*
> - *Provide affordable access to social and cultural activities for all?*
> - *Improve access to public services and key amenities for all?*
> - *Support changing demographics by providing appropriate transport facilities to meet the diverse needs of different communities?*
> - *Promote better health outcomes by facilitating active travel?*
> - *Reduce the likelihood of transport-related road accidents and casualties?*
> - *Support the removal of barriers to travel and the improvement of access to travel for disabled people?*
> - *Improve disabled people's ability to make seamless door to door journeys?*
> - *Advance the SPT equalities outcomes.[4]?*

2.5.6   The framing questions have been applied in relation to the three key aims of the Duty

- Eliminating discrimination, harassment and victimisation;

- Advancing equality of opportunity; and

- Fostering good relations.

2.5.7   The second of these aims involves:

- Removing or minimising disadvantages affecting people due to their protected characteristics;

- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people; and

- Encouraging people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low.

Island Communities Duty

2.5.8   The Islands (Scotland) Act 2018 provides a legal basis for greater decision making at a local level within Scottish Islands and seeks to increase economic prosperity for island communities. This is to be achieved through 'island proofing' legislation, policy, and strategic decisions by taking account of the special circumstances of island communities and ensuring no disadvantage to people living and working on islands (as defined by Section 1 of the Act).

2.5.9   Section 7 of the Act sets out a specific duty for relevant public bodies (including Regional Transport Partnerships) to "have regard to island communities" in carrying out their functions. A related duty in Section 8 of the Act requires relevant public bodies to undertake an island communities impact assessment "in relation to a policy, strategy, or service which, in the authority's 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 the area in which the authority exercises its functions".

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[4] See Section 3.2

2.5.10 The approach to undertaking the assessment has been undertaken with regard to the Scottish Government's guidance and toolkit prepared on ICIAs (Scottish Government, 2020). The following criteria have been applied to testing the performance of the emerging RTS in relation to implementing the duties under the Act.

Assessment Framework: Island Communities Duty

Will the emerging RTS and its associated delivery mechanisms…

- *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?*

- *Impact on the islands' infrastructure or natural environment and biodiversity?*

- *Effectively address the unique health challenges faced by the islands' communities?*

- *Protect and enhance quality of life for island residents?*

2.5.11 Consideration has been given to the thematic questions in the ICIA guidance around:

- Demographics – including current demographic structure, challenges faced in areas with greater proportion of older people and impacts on these challenges including encouraging young people to leave;

- Economy – potential for impacts on key industries, on island infrastructure and natural environment, on communications networks, on small businesses and their supply chains and taking account of the costs of travel particularly for people on low incomes; and

- Social – the often dispersed nature of island deprivation, impacts on the cost of living, changes affecting people in fuel poverty, consideration of part time and self-employed nature of much of the islands' workforce and issues with availability of childcare provision.

2.5.12 The framing questions have also been applied taking account of key aspects in Section 8 of the Act around the potential for differential impacts and on consideration of improving and mitigating outcomes.

Fairer Scotland Duty

2.5.13 The Fairer Scotland Duty (FSD) places a legal responsibility on certain public bodies in Scotland to actively consider how they can reduce inequalities of outcome caused by socio-economic disadvantage when making strategic decisions. This differs from the Public Sector Equality Duty which considers only reducing inequalities of opportunity. The Duty seeks to tackle socio-economic disadvantage and reduce the inequalities associated with being disadvantaged. It is closely related to issues of poverty which may affect outcomes across health, housing, education and training and employment prospects.

2.5.14 The FSD identifies a need to consider both 'communities of place' and 'communities of interest' in terms of people who share an experience and are particularly impacted by socio-economic disadvantage (Scottish Government, 2021a). Demographic groups who share one or more of the protected characteristics listed in Section 4 of the Equality Act 2010 can be considered 'communities of interest', meaning there is a direct link between the Fairer Scotland Duty and the Public Sector Equality Duty.

2.5.15 The following criteria have been applied to testing the performance of the emerging RTS in relation to implementing the FSD. This provides a transparent framework to assess the extent to which emerging RTS components reduce inequalities of outcome resulting from low income, low wealth and multiple deprivation.

Assessment Framework: Fairer Scotland Duty

Will the emerging RTS and its associated delivery mechanisms…

- *Reduce cost related barriers to accessing and use of all transport modes?*

- *Low income: help to reduce levels of absolute and relative income poverty?*

- *Low wealth: help to reduce inequality in the distribution of household wealth?*

- *Material deprivation: support individuals and households to access basic goods and services?*

- *Area deprivation: help to reduce level of multiple deprivation affecting communities?*

- *Reduce physical and informational barriers to accessing and using all transport modes?*

- *Reduce unequal access to employment opportunities, social and cultural activities, and public services and amenities for all?*

- *Socio-economic background: address structural inequalities resulting from differences in social class?*

- *Support the regeneration of disadvantaged or deprived areas?*

- *Facilitate and encourage use of public transport, active travel, and physical recreation, in particular for those facing socio-economic disadvantage?*

- *Support economic development through facilitating the growth of Scotland's key economic sectors?*

- *Support increased provision of higher skilled and higher value employment, particularly for those facing socio-economic disadvantage?*

- *Support the provision of adequate transport infrastructure, services, and facilities to meet identified population and economic needs, in particular those facing socio-economic disadvantage?*

- *Contribute to the achievement of the Duty's aims and desired outcomes?*

2.5.16 The framing questions have been applied in relation to the two key parts of the Duty:

- Socio-economic disadvantage (influenced by income, wealth, material and area deprivation and socio-economic background); and

- Inequality of outcome (including education, skills, employment, health and wellbeing, living standards and poverty.

Child Rights and Wellbeing Duties

2.5.17 The Children and Young People (Scotland) Act 2014 requires public bodies to consider whether existing and emerging legislation, policy and guidance have an impact on children and young people and to assess what further action is required to ensure compliance with the United Nations Convention on the Rights of the Child (UNCRC). There are four general principles of the UNCRC: apply rights without discrimination (Article 2); best interests of the child to be a

principal consideration (Article 3); right to life, survival and development (Article 6); right to express a view and have that view taken into account (Article 12).

2.5.18 The following criteria have been applied to test and confirm the implementation of relevant Scottish Ministers' duties under the Children and Young People (Scotland) Act 2014 and the UNCRC in the emerging RTS. They have been formulated with reference to the approach recommended within the Scottish Government's Child Rights and Wellbeing (CRW) Impact Assessment Guidance (Scottish Government, 2021b).

Assessment Framework: Child Rights and Wellbeing Duties

- *How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?*

- *Have children and young people been consulted on the intervention?*

- *What impact might the intervention have on the rights of children and young people?*

- *Will the rights of one group of children in particular be affected, and to what extent?*

- *Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?*

- *Is the intervention the best way of achieving its aims, taking into account children's rights?*

- *Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?*

- *Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?*

- *How will the RTS support or otherwise affect the implementation of relevant UNCRC Articles?*

- *The overall question to be answered in relation to the UNCRC is: to what extent does the policy help progress the realisation of children's rights, and safeguard support and promote the wellbeing of children and young people?*

2.5.19 The framing questions have been applied in relation to the UNCRC articles and taking account of the Scottish Government's wellbeing indicators developed for the Getting it Right for Every Child (GIRFEC) approach to children's services provision in Scotland. These are: safe, healthy, achieving nurtured, active, respected, responsible & included.

3 Assessment Findings

3.1 Introduction

3.1.1 This chapter presents the main findings of the assessment of equalities issues in the principal components of the draft RTS. Section 3.2 sets out a summary of the key equalities issues which have formed the evidence base for the assessment of each duty. More detailed evidence bases are presented in each of the four duty-specific reports accompanying this report.

3.1.2 The assessment of equalities impacts is summarised for the RTS Vision, Priorities, Targets and Objectives in Section 3.3. The findings of the assessment of the long list of options is set out in Section 3.4. A summary of the equalities assessment findings of the draft RTS policies is presented in Section 3.5. Finally, an overview of how equalities issues have informed the development of the draft RTS is set out in Section 3.6.

3.2 Key Equalities Issues

Equalities Outcomes for the West of Scotland

3.2.1 This section sets out a summary of the updated evidence base on equalities issues relevant to the development of transport strategies which was originally presented in the Equalities Impact Assessment Scoping Document. The evidence is set out here to align specifically with the process of reviewing and assessing the draft RTS.

3.2.2 As an organisation, SPT has considered how equality and diversity has been integrated with its functions to help eliminate discrimination and other unlawful conduct; to advance equality of opportunity; and to foster good relations (Strathclyde Partnership for Transport, 2021). The need to tackle poverty and inequality is recognised as a pillar in transport planning and in the RTS process and due regard to the Equality Duty is at the core of strategy development.

3.2.3 Four key issues pertinent to tackling the most significant inequalities were identified through the Access for All theme in the RTS Case for Change and SPT's review of evidence in support of its equality mainstreaming and Equality Outcome setting. These are:

- Accessibility of public transport;

- Affordability of public transport;

- Availability of public transport; and

- Safety and security while using the public transport network.

3.2.4 From these SPT has established a set of Equality Outcomes which have provided an important context for consideration of equalities issues in the RTS. These are:

- Disabled people have improved access to SPT facilities and services;

- People have improved access to our best value fares;

- Our passengers' differing needs are better reflected in how we plan and deliver SPT transport services; and

- Younger people, older people, women, disabled people, LGBTQ people, and black and ethnic minority people feel safe when using SPT services.

3.2.5 The SPT Equality Outcomes and the key issues underpinning them have been integrated within the range of transport options developed and appraised as part of the process of RTS compilation (see Section 3.4). Relevant themes and evidence which have contributed to formulation of the outcomes are captured in this section and in the supporting duties assessment reports.

Equalities Evidence Base

3.2.6 The EqIA Scoping Document identified an evidence-based suite of key equalities issues which should be addressed in the emerging RTS (Peter Brett Associates, 2019). Having regard to all consultation responses and policy developments in the interim, including the publication of the NTS2 (Transport Scotland, 2020) with a strong equality focus, an updated suite of key equalities issues for the RTS is summarised below.

3.2.7 **Table 3.1** sets out a summary of key evidence base issues and findings which inform the consideration of equalities issues and potential impacts in the draft RTS and its equalities assessment. The table structures the summary for each of the four separate equalities duties, but it is recognised there are considerable overlaps in the evidence between them. The detailed evidence bases on which this summary is based are presented in each of the four equalities duties assessment reports which accompany this document.

Table 3.1 Summary of Equalities Evidence Base

Duty	Key Evidence
Public Sector Equality Duty (PSED)	People in protected characteristics groups typically face a range of issues in accessing and using transport which may affect the extent to which they experience discrimination and disadvantage. Key points from the evidence base are summarised here. ▪ Age: access to transport can act as a significant barrier to some groups, particularly for elderly people, which acts to disadvantage them in terms of reaching essential facilities such as social services and healthcare. Some older people are also disadvantaged through lack of access to, or skills and confidence to use, transport information in digital formats. ▪ Disability: disabled people are less likely to live in households with access to a car and more likely to travel by bus. They experience a range of difficulties in accessing and using public transport which vary significantly by the groups affected and include difficulties with journey planning. ▪ Gender reassignment: Transgender people are likely to have lower incomes and therefore, are at a higher risk of transport poverty. They may have concerns about using public transport or public transport facilities due to fear of harassment or discrimination. ▪ Pregnancy and maternity: pregnant women and people travelling on public transport with pushchairs and children may experience difficulties in accessing and using services and may have safety concerns about travelling at certain times of day or night. ▪ Race: people in minority ethnic groups typically take fewer walking and cycling trips than other groups and are often more reliant on public transport, but potentially at greater risk of disadvantage where services are reduced or become more expensive. Some groups are also more likely to experience hate crimes and discrimination creating a social barrier to transport. ▪ Religion or belief: Discrimination, assault or harassment on the basis of religious identity may affect people of certain religious groups more than others, and this may affect their choice to use public transport and public transport facilities. ▪ Sex: women are less likely to drive, are typically more dependent on public transport than men (for a diversity of journey purposes), and are more likely to be subject to harassment or assault, or the fear of these occurring. ▪ Sexual orientation: People in this group may be concerned about being able to access public transport and public transport facilities, especially at night when these may be poorly lit, for fear of harassment or discrimination.

Duty	Key Evidence
Islands Communities Impact Assessment (ICIA) Duty	There are clear overlaps between the requirements of this duty and the issues considered under the other three Duties in relation to characteristics and issues considered for the island community (including demographics, social and economic). Other points from the evidence base which have been used to inform the assessment are summarised here. ▪ Island rurality can exacerbate inequality already experienced by groups with the protected characteristics defined under the Equalities Act. Issues which impact on all islanders such as access to transport may be acutely felt by people in these groups more than others. ▪ Transport is a fundamental issue for island communities and a key factor in the ability of islanders to access services and employment with ferry services in particular providing lifeline connections essential to social and economic prosperity of most island communities. ▪ Poor transport links to, from, and between islands, can disadvantage island communities relative to one another and to similar mainland communities. ▪ Island communities face many different transport challenges in their day-to-day lives compared to those living in less rural areas on the mainland. These include a lack of transport services, long journey times, the need for interchange / overnight stays, and the high cost of transport to and from the islands. ▪ The cost of transport within island communities, particularly associated with ferries is a significant factor. The cost of transport on islands is much higher relative to income than in the rest of Scotland and it contributes to an overall higher cost of living relative to other locations.
Fairer Scotland Duty (FSD)	The requirements of this duty link with those of the PSED since communities of interest considered under the FSD cover those groups with protected characteristics considered under the Equalities Act. Key issues from the evidence include: ▪ Transport has an underpinning role in tackling poverty, socio-economic and health inequalities. ▪ The evidence indicates clear links between access to, and affordability of, public transport and household income with poorer areas more dependent on bus services but typically less well served. ▪ Transport poverty occurs where a lack of affordable travel options restricts access to employment and services with relatively higher transport costs for people living in areas of high multiple deprivation compounding socio-economic disadvantage and outcomes. ▪ Public transport costs (and cost increases of fares) can be significant for those on low incomes and particularly for people in rural areas who travel longer distances and face higher costs. People in low income households are often excluded from maintaining social connections or accessing employment and training opportunities due to the affordability and availability of transport. ▪ In rural areas, current levels of public transport provision and connectivity can act as barriers giving rise to a range of socio-economic impacts. There are particular challenges following the COVID-19 pandemic on declining public transport use in some locations. ▪ In some locations, particularly rural areas, a lack of suitable transport alternatives or barriers to using available services results in forced car ownership imposing a cost which disproportionately affects lower income households. ▪ People in groups with protected characteristics (communities of interest) such as elderly or disabled people are also likely to experience inequalities of outcome through the relatively high costs of transport in relation to socio-economic disadvantage.
Child Rights and Wellbeing (CRW) Equality Duty	There are clear overlaps between the requirements of this duty and the issues considered under part of the protected characteristic for 'age' under the PSED. Other points from the evidence base which have been used to inform the Duty assessment are summarised here.

Duty	Key Evidence
	- Key factors affecting the ability of children to access transport are their socio-economic background, geographical location and the accessibility and safety of the public transport available. - The ability to access safe, convenient and cost-effective transport has an impact on the ability of children and young people to access education, public services and economic opportunities, particularly for low income households. - Children and young people in rural areas and island communities are typically more dependent on public transport, particularly for accessing education and training, than other age groups. The availability of public transport in rural areas and island communities is a significant challenge for young people. - The cost of transport can act as a barrier to accessing employment and education. Young people can be particularly affected by the cost of travelling to college or work, especially if they have to travel some distance or are only earning the lower minimum wage for young people. - Younger people may have a more local focus than the population as a whole suggesting young people from deprived areas may only look for jobs and training in their local area or where easily accessible by public transport. - Children and young people are more vulnerable than other age groups to the adverse effects on health of traffic related noise and air pollution. Safety is also a key issue for children with child pedestrian casualties in Scotland in 2019 accounting for 44% of all pedestrian casualties.

3.2.8 The evidence base presented above and in the supporting equalities duties assessment reports focuses on the literature and key research findings linking transport and equalities issues. These typically intersect with a range of demographic, socio-economic and health aspects and a more broad based summary of the baseline data for these issues is presented within the draft RTS document (and preceding reports at the Case for Change stage) rather than in the equalities assessment reporting.

3.3 Compatibility Assessment of RTS Vision, Priorities, Targets and Objectives

Vision, Priorities and Targets

3.3.1 Building on a contextual introduction to the SPT region, the draft RTS sets out a proposed holistic Vision and accompanying Priorities and Targets to underpin the new RTS (see Section 2.2). A visual summary of the compatibility of the proposed RTS Vision, Priorities and Targets with the equalities assessment framework is presented in **Table 3.2**, with a commentary provided below. The table incorporates an updated version of RTS Vision, Priorities and Targets compared with the wording adopted in the previous equalities review at the Case for Change stage.

Table 3.2: Compatibility of RTS Vision, Priorities and Targets with Equalities Framework

Vision, Priorities and Targets		Public Sector Equality	Island Community	Fairer Scotland	Child Rights and Wellbeing
RTS Vision *The west of Scotland will be an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all*		++	++	++	++
Priorities	A Healthier Environment	+	+	+	+
	Inclusive Economic Growth	+	+	+	+

Vision, Priorities and Targets		Public Sector Equality	Island Community	Fairer Scotland	Child Rights and Wellbeing
	Improved Quality of Life	+	+	+	+
Targets	T1: By 2030, car kilometres in the region will be reduced by at least 20%	~	~	~	~
	T2: By 2030, transport emissions will be reduced by at least 56% from the 1990 national baseline	+	+	+	+
	T3: By 2030, at least 45% of all passenger journeys will be made by means other than the private car as the main mode	+	+	+	+

Key

Clear reference / compatibility	++	Incompatible	-
Implicit compatibility	+	No clear relationship	~

3.3.2   The high-level nature of many of these elements precludes the identification of a clear relationship with the requirements of each duty. However, no element is incompatible with these requirements which suggests that the equalities issues would be appropriately represented by the specific interventions that the framework supports.

3.3.3   As an overarching statement, the proposed RTS Vision provides sufficient coverage of the requirements of each duty as defined within the equalities assessment framework. In particular, the inclusion of "shaped by the needs of all" provides an explicit hook to develop policies and proposals within the new RTS that address the needs of people with protected characteristics and disadvantaged groups.

3.3.4   When read together, the appraisal indicates that the suite of proposed RTS Priorities are compatible with and provide sufficient coverage of the objectives defined in the original equalities assessment framework and criteria defined in relation to each applicable equalities duty, with no major gaps or tensions identified.

3.3.5   The targets proposed are related and all share a common goal – a reduction in road emissions will be in large part driven by a reduction in car kilometres, which requires modal shift. Whilst there are implicit equalities impacts related to these targets (equalities groups are disproportionately reliant on public transport and/or face affordability barriers to the private car), the targets themselves do not explore relationships with societal inequalities. However the development of more detailed wording around the targets since their original form in the Case for Change has more clearly articulated their intent and it is considered that targets T2 and T3 are sufficiently clear to infer beneficial compatibility with all of the equalities duties, for example through improved health outcomes and implied modal shift from private vehicles to more accessible and equitable public transport modes.

Objectives

3.3.6   A set of five RTS objectives were developed at the Case for Change stage of Strategy development in response to the five principal 'key issues' generated from the analysis of transport issues (see Section 2.2). The objectives focus on what the RTS specifically needs to accomplish to achieve the proposed targets and the Vision..

3.3.7   An initial appraisal of the compatibility of the objectives with the equalities assessment framework was undertaken and reported at the Case for Change stage. This identified that each of the options was at least implicitly compatible with the equalities duties considered. The links to equalities issues are more evident in those objectives which relate to a key issue with a greater focus on equalities issues. It is clear that Access for All has been drafted specifically to focus on equalities. Integrating equalities issues into all objectives will ensure that equalities considerations will not be missed if options are being developed to solely meet any of the other four.

3.3.8   Following this feedback and as part of the development of the draft RTS, the wording of the Strategy objectives has been developed including to more explicitly encompass equalities aspects.

3.3.9   An assessment of the compatibility of the updated RTS Objectives with the four equalities duties is set out in **Table 3.3**. The table presents a more detailed narrative on the compatibility of each objective with the equalities duties than was presented at the Case for Change stage.

3.3.10   This review has identified slightly different levels of compatibility of the objectives with some of the duty frameworks reflecting development of the evidence base which supports clearer beneficial linkages between the purposes of the objectives (eg. for active travel and public transport) and the outcomes for the groups concerned in relation to each duty. The assessment confirms that the objectives are generally supportive of, and compatible with, the purposes of the equalities duties with none of the objectives being identifies as incompatible.

3.3.11   As a strategic framework the objectives are considered to provide a broad and supportive overview of the outcomes the draft RTS seeks to achieve in a manner which is fully inclusive of all groups.

Table 3.3 Compatibility of RTS Objectives with Equalities Assessment Framework

Objective	Public Sector Equality	Island Community	Fairer Scotland	Child Rights & Wellbeing	Commentary
Strategy Objective 1: To improve accessibility, affordability, availability and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs. *Key Issue: Access for All*	++	++	++	++	This objective is directly focused on equalities outcomes through enhancement of access, affordability and availability (for all groups) to a range of key destinations for facilities and services. The objective is therefore considered to be clearly compatible with each of the duty assessment frameworks being considered as all protected characteristics groups would potentially benefit including those with socio-economic disadvantage, elderly and young people and people living on the islands.
Strategy Objective 2: To reduce carbon emissions and other harmful pollutants from transport in the region. *Key issue: Transport Emissions*	+	+	+	+	The objective has implicit compatibility with all the assessment frameworks because reduced emissions would contribute to improved air quality and health outcomes. These changes would be particularly beneficial for children and young people and to some communities with socio-economic disadvantage which typically experience poorer air quality. Where decarbonisation resulted in upgrading of vehicle fleets then beneficial impacts through enhanced accessibility would also be predicted (PSED).
Strategy Objective 3: To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys. *Key Issue: Active Living*	+	~	+	+	This objective responds to the Active Living issue and is considered to be implicitly compatible with the duty frameworks for PSED, FSD and CRWIA. Improved facilities and opportunities for active travel would benefit a range of people in protected characteristics groups helping to advance their equality of opportunities including communities with socio-economic disadvantage who would benefit from improved low cost travel options and similarly for children and young people who can easily take part in active travel and benefit from improved health outcomes from increased physical activity.

Objective	Public Sector Equality	Island Community	Fairer Scotland	Child Rights & Wellbeing	Commentary
Strategy Objective 4: To make public transport a desirable and convenient travel choice for everyone. *Key Issue: Public Transport Quality & Integration*	+	+	+	+	The objective seeks to enhance public transport for all people which has been assessed to be at least implicitly compatible with each of the four duty assessment frameworks. Better public transport, particularly bus services would have clear beneficial impacts for people with protected characteristics, communities experiencing socio-economic disadvantaged (through enhanced options to access employment) and for people living and visiting the islands. Children and young people would also benefit from improved opportunities to access education and other services, particularly in rural areas where services are often limited and fragmented.
Strategy Objective 5: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight. *Key Issue: Regional Connectivity*	~	+	++	~	The regional connectivity objective is mainly focused on achieving enhanced outcomes for economic development and is therefore clearly compatible with the FSD framework since it would potentially facilitate reduced inequalities of outcomes caused by socio-economic disadvantage. Similar benefits would be predicted to some extent on islands hence the objective has been appraised as implicitly compatible with the ICIA duty framework.

Key

Clear reference / compatibility	++		Incompatible	X
Implicit compatibility	+		No clear relationship	~

3.4 Assessment of Options

Overview

3.4.1 At the Case for Change stage an initial assessment of a long list of options comprising potential policies, actions and investments was undertaken. At that stage, the options included were wide-ranging, not spatially defined and set out in high level terms. The options represented the full suite of candidate options identified for further appraisal and potential inclusion in the emerging RTS.

3.4.2 It was clear that the range of options had potential wide-ranging relationships with equalities issues such that, depending on how each option is further developed and implemented, they could help to tackle or otherwise may act to perpetuate existing inequalities. An initial 'target area mapping' exercise was undertaken at the Case for Change stage to align each option with one of seven broad target areas where the option would have the potential to relate to key equalities issues (e.g. to facilitate action to reduce existing inequalities or to perpetuate or exacerbate inequalities). The target areas were: affordability; sustainable travel; air quality; accessibility; economic development; rural and islands integration; and safety and security.

3.4.3 The review identified good coverage of the target areas across the options which would offer the potential to help tackle all key inequalities issues. This mapping work was then taken into account as the options were developed and specified in more detail then subject to appraisal including consideration of potential impacts against each of the four equalities duties.

Options Appraisal

3.4.4 The findings of the equalities appraisal of the options is presented in Table **3.4**. The table groups the individual options which were considered (as part of the STAG appraisal) into a series of 29 themes or categories. It includes a commentary on the predicted implications of the options for equalities in each group and the predicted assessment score for each duty framework. These findings are set out in the colour coded boxes and use a similar system to present the findings as that for the options compatibility work presented in Section 3.3[5].

3.4.5 The assessment of the equalities impacts of the options was collated alongside environmental assessment findings and used to inform the overall appraisal for each option in the transport planning process. This work strand will be used to inform the development of specific packages of measures during the implementation stages of the RTS (see Section 4). Feedback and recommendations for mitigation identified from the equalities assessment of the options will be taken into account in the development and specification of future transport package specification and delivery and has been collated in Section 4.2. The findings of the equalities assessment of options has also informed the subsequent equalities assessment of the draft RTS policies which takes account of the transport options considered to be relevant to each policy theme (see Section 3.5).

3.4.6 The findings of the individual options appraisals are recorded in the detailed STAG Appraisal Summary Tables in a Transport Options Appraisal Report (Stantec UK, 2022) which has been made available alongside the draft RTS. A schedule of the options which have been assessed is included in Appendix A of this equalities assessment report.

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[5] STAG adopts a seven point scale and this was followed to provide equalities assessment inputs to the preliminary options appraisal on a basis consistent with the transport appraisal. The findings are presented in this report are consistent with the scoring scales used for the other elements of the RTS

Table 3.4 Equalities Appraisal of Transport Options

Option Group	Public Sector Equality	Island Community	Fairer Scotland	Child Rights & Wellbeing	Assessment Commentary
1: Decarbonisation of road transport vehicles ***Options***: 36, 39, 40, 41, 42, 43, 44, 47, 75	+	+	+	+	▪ Some beneficial outcomes from a transition to newer low emissions vehicles (with improved accessibility for disabled people) and where increased EV fleet penetration results in improvements to air quality in urban areas contributing to improved health outcomes and improved accessibility and mobility for all ▪ Island communities may also benefit where enhanced EV facilities provide new opportunities for local businesses ▪ Some measures might contribute to beneficial outcomes for communities with socio-economic disadvantage through improvements in bus fleets and community transport which could enhance service reliability
2: Decarbonisation of other modes ***Options***: 7, N1, N2	+	+	+	+	▪ Some beneficial outcomes where people in protected groups benefit from a transition to newer low emissions vehicles (with improved accessibility for disabled people) and from improvements to air quality contributing to improved health outcomes and improved accessibility and mobility for all ▪ Island communities may also benefit where decarbonised ferry services results in improved quality of vessels and service ▪ Some measures might contribute to beneficial outcomes for communities with socio-economic disadvantage through improvements in rail and ferry fleets which could enhance service reliability
3: Freight and logistics ***Options***: 72, 73, 74, 76, 77, 78, 79	+	+	+	0	▪ Minor benefits where implementation resulted in corresponding improvements to active travel infrastructure or reductions in freight traffic movements which would particularly benefit people using wheeling forms of mobility, communities exposed to high levels of traffic (and road safety issues) and for children and young people ▪ Potential benefits for some islands' economies and small business including where port development supported businesses which depend on efficient movement of goods on/off the islands ▪ Some measures might contribute to beneficial outcomes for communities with socio-economic disadvantage through creation of local jobs associated with freight management and distribution
4: Demand management pricing and supply ***Options***: 49, 50	+	0	+	++	▪ Some beneficial outcomes where people in protected groups (including children and young people) benefit from enhanced public transport services (particularly by bus) and where measures result in improvements to road safety and to air quality in urban areas contributing to improved health outcomes and improved accessibility and mobility ▪ Island communities are unlikely to be significantly affected

Option Group	Public Sector Equality	Island Community	Fairer Scotland	Child Rights & Wellbeing	Assessment Commentary
					▪ Some contribution to beneficial outcomes for communities with socio-economic disadvantage through improvements in bus services which could enhance service reliability in some areas
5: Demand management behaviour change ***Options***: 28, 29	++	++	+	++	▪ The options performs well in relation to a range of equalities issues for most protected groups including people with disabilities, elderly people, and those groups at greater risk of harassment or discrimination ▪ Some measures would contribute to beneficial outcomes for communities with socio-economic disadvantage, and island communities ▪ Changes to travel behaviour for journeys to/from schools would benefit children and young people from improved opportunities to travel independently and support active lifestyles
6: Integration with planning policy and land use measures ***Options***: 65, 66, 67, 68, 69, 70	++	+	++	++	▪ The options perform well in relation to equalities issues for most protected groups including people with disabilities, elderly people, and those groups at greater risk of harassment or discrimination by facilitating ready access to local facilities through active travel and public transport ▪ Island / rural communities would benefit from implementation of measures to improve accessibility to local services and levels of lower car dependency ▪ Measures would contribute to beneficial outcomes for communities with socio-economic disadvantage by increasing travel options (and lowering costs and car dependency) to access employment locations and services ▪ Children and young people would benefit from improved opportunities to travel independently/safely and active lifestyles
7: LEZ and AQMA ***Options:*** 45, 46	+	0	+	+	▪ Some beneficial outcomes where people in protected groups benefit from improvements to local air quality in urban areas contributing to improved health outcomes and improved accessibility and mobility for all in LEZ areas ▪ Island communities unlikely to be significantly affected ▪ Some measures might contribute to beneficial outcomes for communities with socio-economic disadvantage through improvements in health related outcomes
8: Affordability of public transport ***Options***: 110, 111, 112, 113, 114, 115, 116	++	++	++	++	▪ The options perform well through advancing equality of opportunity for protected groups including people with disabilities, elderly people, women and people in minority groups by making public transport more affordable, flexible and integrated ▪ Island communities would benefit from reduced public transport fares and integrated ticketing particularly for multi-mode journeys ▪ The measures would contribute to beneficial outcomes for communities with socio-economic disadvantage through more affordable and integrated public transport that supports improved access to employment locations / opportunities

Option Group	Public Sector Equality	Island Community	Fairer Scotland	Child Rights & Wellbeing	Assessment Commentary
					▪ Young people would also benefit from improved affordability and modal integration that would enhance opportunities to access jobs, services and facilities
9: Accessibility of public transport ***Options**: 1, 2, 3, 4, 5, 6, 7, 107*	++	++	+	++	▪ The options perform well in relation to a range of equalities issues particularly for protected groups including people with disabilities, elderly people, children and people travelling with children ▪ Island communities would also benefit from some of the options, particularly among more elderly people ▪ Some measures would benefit communities with socio-economic disadvantage through better planned and delivered public transport
10: Availability of public transport ***Options**: 8, 10, 11, 12, 30, 63, 85*	++	++	++	++	▪ The options would benefit a range of equalities issues particularly for protected groups including people with disabilities, elderly people, children and people travelling with children through enhanced and better integrated public transport ▪ Island communities would benefit from the options provided these were implemented effectively across all parts of the region ▪ Most measures would contribute to beneficial outcomes for communities with socio-economic disadvantage through improved and integrated transport services
11: Attractiveness of public transport ***Options**: 83, 84, 86, 88, 89, 109*	++	++	++	++	▪ The options perform well in relation to a range of equalities issues particularly through advancing equality of opportunity for protected groups including people with disabilities, elderly people, women and people in protected minority groups ▪ Island communities would benefit from some options where public transport improvements were implemented across all areas ▪ The measures would contribute to beneficial outcomes for communities with socio-economic disadvantage through better, more reliable and safer public transport that more people would feel comfortable in using more regularly ▪ Children and young people would benefit from measures to improve service levels including safety and security which would promote independent and safe travel
12. Public transport ticketing and information, including MaaS ***Options**: 64, 90, 117, 118*	+	+	+	+	▪ The options may support equality of opportunity for protected groups including people with disabilities, elderly people, women and people in protected minority groups through improved ticketing and information ▪ Island communities would benefit from integrated ticketing particularly for multi-mode journeys and potentially from MaaS (dependent on implementation form) ▪ The measures would contribute to beneficial outcomes for communities with socio-economic disadvantage through more affordable and integrated public transport that may support improved access to employment opportunities ▪ Young people (outwith existing concessionary schemes) may benefit from improved information and ticketing / ZoneCards

Option Group	Public Sector Equality	Island Community	Fairer Scotland	Child Rights & Wellbeing	Assessment Commentary
13. Bus governance needs ***Options**: 56*	+	+	+	+	▪ The option performs well for protected groups including people with disabilities, elderly people, children/people travelling with children through improved access to services, networks and facilities by public transport ▪ Island communities and children/young people would also benefit ▪ The measure would contribute to beneficial outcomes for communities with socio-economic disadvantage through better planned and delivered public transport providing enhanced accessibility to locations of potential employment
14. Demand responsive transport, community transport & total transport ***Options**: 9, 37, 38, 51, 57, 60*	++	++	++	++	▪ Significant benefits predicted for a range of equalities issues particularly for protected groups including people with disabilities, elderly people, pregnant women and people requiring regular healthcare access through improved access to, and provision of community transport and DRT services ▪ Island communities would also benefit, particularly when making journeys to the mainland to access regional facilities ▪ Most measures would also contribute to beneficial outcomes for people with socio-economic disadvantage through general improvements to public transport
15. Public transport safety and security ***Options:** 15, 80, 81, 82*	++	+	+	+	▪ The options perform well in relation to a range of equalities issues particularly through advancing equality of opportunity for protected groups including people with disabilities, elderly people, women and people in protected minority groups who are more vulnerable to (and/or fearful of) discrimination and harassment ▪ Island communities would similarly benefit where public transport safety and security improvements were implemented across all areas ▪ The measures would contribute to beneficial outcomes for communities with socio-economic disadvantage through better, more reliable and safer public transport that more people would feel comfortable in using more regularly ▪ Children and young people would benefit from measures to improve service levels including safety and security which would promote independent and safe travel
16. Active travel network ***Options**: 13, 14, 15, 16, 17, 18, 19, N3, N4*	++	++	+	+	▪ The options perform well in relation to a range of equalities issues for protected groups including people with disabilities who are able to make use of enhanced and safer active travel networks and facilities for walking and wheeling ▪ Island communities would also benefit from implementation of the proposed measures to improve accessibility to services and other forms of public transport ▪ Measures which improve active travel infrastructure would contribute to beneficial outcomes for communities with socio-economic disadvantage by increasing travel options to access employment locations and services ▪ Children/young people would benefit from improved opportunities to travel independently, safely and support active lifestyles

Option Group	Public Sector Equality	Island Community	Fairer Scotland	Child Rights & Wellbeing	Assessment Commentary
17. Active travel information and promotion *Options: 21, 26*	+	+	+	+	▪ Predicted equalities impacts would be similar to those for Option 16 above (although not significant)
18. Bike sharing and ownership *Options: 22, 23, 24, 25*	+	+	+	+	▪ Predicted equalities impacts would be similar to those for Option 16 above (although not significant)
19. Road safety *Options: 99, 105*	+	+	+	+	▪ The options might have minor benefits in advancing equality of opportunity for some protected groups (particularly elderly people and people with some disabilities) who would benefit from improvements to road safety ▪ Island communities would be predicted to be affected similarly ▪ The measures may contribute to beneficial outcomes for some communities with socio-economic disadvantage through lower traffic speeds and road safety ▪ Children and young people would benefit from measures to improve road safety
20. Placemaking *Options: 20*	+	0	0	+	▪ Minor beneficial equalities impacts would be predicted for some groups from improved walking and cycling facilities in built areas
21. Shared mobility *Options: 61, 106, 108*	+	++	+	0	▪ The options would benefit some people with disabilities and elderly people who may have difficulty making journeys and do not have access to suitably adjusted private transport ▪ Island communities would benefit from the options, particularly people among the protected groups listed above and those without access to a car ▪ The measures would have beneficial outcomes for communities with socio-economic disadvantage through potential to access employment opportunities which are inaccessible by other modes ▪ The measures would be unlikely to significantly affect children and young people other than where they were accompanying adults
22. Interchange and hubs *Options: 58, 59, 62, 87*	+	+	+	+	▪ The options would support reduced disadvantage for some people particularly for protected groups including people with disabilities, elderly people, children and people travelling with children by enhancing access to key community facilities ▪ Island communities would also benefit both within island locations and in public transport connections to the mainland (including for businesses and visitors) ▪ The measures would contribute to beneficial outcomes for communities with socio-economic disadvantage through better integrated and delivered public (and active) transport enhancing access to employment locations and opportunities ▪ Children and young people would benefit from enhanced service integration to access educational, leisure and other facilities and increased use of active travel

Option Group	Public Sector Equality	Island Community	Fairer Scotland	Child Rights & Wellbeing	Assessment Commentary
23. Bus priority ***Options**: 31, 32, 33, 34*	+	0	+	+	▪ The options perform well in relation to a range of equalities issues particularly for protected groups including people with disabilities, elderly people, children and people travelling with children through improved priority for public transport ▪ Island communities are not predicted to be significantly affected ▪ Some measures would contribute to beneficial outcomes for communities with socio-economic disadvantage through better public transport providing enhanced accessibility to locations of potential employment
24. Ferry ***Options**: 52, 54, 55*	+	++	++	+	▪ The options perform well in relation to a range of equalities issues in reducing disadvantage particularly for protected groups including people with disabilities, elderly people, children and people travelling with children through improved choices and opportunities to access services and facilities by public transport ▪ These improvements would be particularly beneficial for those living in and visiting island communities and peninsular communities to provide greater access to employment, key services and other opportunities ▪ Some measures would contribute to beneficial outcomes for communities with socio-economic disadvantage through better planned and delivered public transport providing enhanced accessibility to locations of potential employment ▪ Children and young people would have increased opportunities to access services on the mainland and travel safely/independently
25. Metro-MaaS Transit-Subway ***Options**: 71*	+	0	++	+	▪ The option may have some beneficial outcomes for a range of equalities groups where people in protected groups (including children and young people) benefit from enhanced public transport through improved accessibility and mobility ▪ Island communities are unlikely to be significantly affected ▪ Enhanced public transport service levels offered by the system would also bring benefits to those with socio-economic disadvantage where it improved access to deprived communities
26. Rail and high speed rail ***Options**: 92, 94, 95, 96, 97*	+	0	+	+	▪ The options perform well in advancing equality of opportunity for protected groups who are able to make use of rail services through improved access to services and facilities and enhanced rail transport networks, frequencies and reliability ▪ Island communities would not directly benefit except where journeys to the mainland made use of onward rail connections ▪ The measures would contribute to beneficial outcomes for some communities with socio-economic disadvantage through improved public transport options, service levels and connections providing enhanced accessibility to employment ▪ Children and young people may benefit from measures to improve service levels which would promote their independent and safe use of public transport

Option Group	Public Sector Equality	Island Community	Fairer Scotland	Child Rights & Wellbeing	Assessment Commentary
27. Road ***Options***: *100, 103, 104*	?	0	0	?	- The options are not predicted to have significant equalities benefits for protected groups. Measures which increased traffic would have adverse outcomes for some groups through delays to public transport and amenity effects - Island communities would be predicted to be affected similarly, although road capacity enhancements would be unlikely at scale - The measures may contribute to beneficial outcomes for some communities with socio-economic disadvantage through providing enhanced infrastructure and better managed traffic systems to address areas with poor accessibility - Children and young people would not be predicted to be significantly affected although there is some potential for adverse effects where options resulted in road traffic increases
28. Park and ride ***Options***: *35, 98*	0	0	+	0	- Bus and rail park and ride may have some minor beneficial impacts for some equalities groups but they are not predicted to be significant - Island communities and children are unlikely to be significantly affected - Minor benefits may occur in some locations for people with socio-economic disadvantage where access to public transport services were enhanced
29. Adaptation and resilience ***Options***: *53, 93, 102, N5*	+	++	+	+	- The measures to enhance resilience of infrastructure used by public transport would have benefits for all equalities groups using services through the potential to reduce service delays and cancellations from extreme weather events by providing more certainty of experience - Island communities would be predicted to significantly benefit from more resilient ferry services and infrastructure - Similarly benefits for deprived communities associated with reduced disruption in making journeys by public transport to employment opportunities are predicted

Key

Major / Moderate beneficial effect	++		Major / Moderate adverse effect	--
Minor beneficial effect	✓		Minor adverse effect	-
Neutral / negligible effect	0		Uncertain effect	?

3.5   Assessment of Policies

Introduction

3.5.1   The findings of the equalities assessment of the draft RTS policies and their linked options are set out in this section. The findings of the assessment of equalities impacts for the 10 draft RTS policy themes is presented in **Table 3.5**. The table sets out the predicted overall effects of the policies across each of the four duties considered to inform an appraisal at a policy theme specific level using the policy themes as a means of grouping and structuring the appraisal. The findings draw from more detailed assessments of each policy theme (and the duty-specific evidence bases) which are presented in each of the four accompanying duty-specific assessment reports.

3.5.2   Further discussion of the findings specific to each individual equalities duty is then set out in the text following the table to provide a duty-specific summary narrative on the predicted equalities implications of the draft RTS as a whole by consideration of the combined effects of the policies in the Strategy. This includes specific consideration of the statutory needs of the general equalities duty for the Public Sector Equalities Duty (PSED).

Equalities Impacts of Policies

3.5.3   The assessment of the predicted equalities impacts of the suite of policies in the draft RTS is presented in **Table 3.5**. These findings draw from a duty-specific analysis of each policy theme to provide a collated understanding of the likely impacts of each group of policies and taking account of the supporting options which have been identified by SPT for each theme as set out in Appendix A (and the findings of the assessment of the options as summarised in Section 3.4).

3.5.4   The assessment has identified clear synergies between the policies and the objectives of each equalities duty framework. The findings of the assessment indicate potentially significant beneficial equalities impacts are predicted in relation to at least one of the duties for the following groups of policies:

- policy theme 1 (accessing and using transport);

- policy theme 3 (enabling walking wheeling and cycling);

- policy theme 4 (enhancing quality and integration of public transport); and

- policy theme 10 (connecting places).

3.5.5   Each of these groups of policies would involve the implementation of measures which clearly support one or more of the duties and all four of these policy themes were predicted to have significant beneficial impacts in relation to the Fairer Scotland Duty due to their potential to address problems associated with socio-economic disadvantage. These policy themes are also targeted specifically at aspects of public transport accessibility, quality and connections and at enhanced active travel. They contain a series of policies and supporting measures which, if implemented fully, are considered to have potential to materially address equalities issues which relate to transport, mobility and access for key equalities groups.

3.5.6   The remaining six policy themes are also assessed as having beneficial impacts on a range of equalities duties, albeit less significantly than the measures described above. The policies with predicted beneficial impacts across all of the four duties are:

- policy theme 2 (reducing the need to travel and managing the demand for car travel);

- policy theme 5 (improving road safety); and

- policy theme 6 (decarbonising vehicles and improving air quality).

3.5.7　These policy themes scored positively due to their contribution either directly or indirectly to the equalities duties by potentially creating improved conditions for active travel, safer travel and healthier environments.

3.5.8　The remaining three policy themes were assessed as having fewer potentially beneficial impacts on equalities outcomes, and were considered to be generally neutral in relation to the equalities duties. Nevertheless, the policies which support resilience to climate change (policy theme 8) and enhancing natural and built environments (policy 9) were considered to have a number of beneficial impacts in relation particularly to the Public Sector Equality Duty and the Islands Communities Impact Assessment.

3.5.9　At this stage no significant adverse impacts of the policies have been predicted in relation to the equalities duties. In some cases the analysis shows that there was some uncertainty about the equalities impacts of policy themes on some aspects of the duty frameworks. Further information would be required to understand equalities impacts in these cases and it is recommended that as more detailed implementation of the RTS is rolled out (e.g. through the proposed RTS Delivery Plan) that equalities issues continue to be considered on an iterative basis as policy design and delivery is progressed in more detail (see Section 3.6).

3.5.10　It is also considered that many of the policy themes would be mutually reinforcing when implemented together as a strategy. The potential for cumulative beneficial equalities impacts when the RTS is delivered is therefore significant, depending on the extent of spatial delivery of the future interventions and their level of ambition in addressing the policy objectives.

Table 3.5 Appraisal of RTS Policies.[6]

Policy Theme & Policies	Public Sector Equality	Island Community	Fairer Scotland	Child Rights & Wellbeing	Commentary
Policy Theme 1: **Accessing and using Transport**. *P.A1*: *Accessible transport* *P.A2*: *Affordable transport* *P.A3*: *Availability of transport* *P.A4*: *Safety and security of public transport*	++	++	++	+	This group of policies is well targeted to all of the equalities duties and the implementation of these policies, would have significant beneficial effects on each of the duties' requirements. Policies P.A1 and P.A4 set out intentions which would strongly support the objectives of the **PSED** and **CRWIA** frameworks through enhanced public transport accessibility and safety for all ages and protected characteristics including for example addressing harassment and discrimination on public transport services. By promoting affordability of public transport for all groups, Policy P.A2 has beneficial effects for all of the duties and in particular supports people experiencing socio-economic disadvantage and hence the objectives of the **FSD** and **ICIA** frameworks. The aims of Policy P.A3 are also supportive of these duties and by enhancing the coverage and reliability of transport in all areas (including islands), the implementation of this policy would have significant beneficial effects on all the duties being considered.
Policy Theme 2: **Reducing the Need to Travel and Managing Demand for Car Travel** *P.R1*: *Integration of transport and land use* *P.R2*: *20-minute neighbourhoods* *P.R3*: *Flexible working and remote access to services* *P.R4*: *Road space reallocation* *P.R5*: *Car demand management – parking* *P.R6*: *Car demand management – pricing* *P.R7*: *Behavioural change*	+	+	+	+	These polices are targeted at reducing the need to travel, particularly by car, and through the implementation of demand management measures and land use change to better integrate with transport. Depending on how policies were delivered there may be some beneficial equalities effects for example where accessing employment, services and facilities became easier through use of public transport and active travel. It is assumed that people with disabilities who are reliant on continued access by car would be supported. Policies P.R1 and P.R2 have significant potential in the medium to long term to enhance access to destinations for people who do not have access to private vehicles and create healthier and safer conditions for making local journeys. There are clear synergies here with the frameworks for the **FSD** and **CRWIA** and some potential for people with protected characteristics to benefit under the **PSED** where they are able to use active modes.

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[6] The table lists the policy 'group' and title wording of the associated policies. The more lengthy narratives underpinning each policy title and information on the linked options which underpin future implementation of the policies are set out in full in Appendix A

Policy Theme & Policies	Public Sector Equality	Island Community	Fairer Scotland	Child Rights & Wellbeing	Commentary
P.R8: Shared transport and shared journeys					Users of bus-based public transport would potentially benefit from implementation of policies P.R3, P.R4 and P.R5 which would create the conditions for improved bus services and reliability which would have beneficial effects on people with socio-economic disadvantage (**FSD**), some people with disability and other protected characteristics (**PSED)**, young people and communities in rural and island areas (**ICIA**) (although policies would need to be carefully implemented in rural areas where car dependency currently is typically high). Changes in behaviour and attitudes to sharing transport also offers potential for beneficial equalities effects, particularly for groups that would benefit from avoiding the need to own a car (reducing inequalities of outcome from socio-economic disadvantage (**FSD and ICIA** for example)). Shared transport may assist some people with protected characteristics who have more limited transport options and have difficulty accessing public transport even where it is available (**PSED**).
Policy Theme 3: **Enabling Walking, Wheeling and Cycling** *P.AT1: Regional active travel network* *P.AT2: Accelerated delivery of walking, wheeling and cycling infrastructure and facilities* *P.AT3: Access to bikes* *P.AT4: Integration of walking, wheeling and cycling with other sustainable transport modes* *P.AT5: Integration of micromobility and walking, wheeling and cycling*	+	+	++	+	Dependent on the scale and speed of implementation these policies offer the potential for a step change in the quality, availability and accessibility of facilities for walking, wheeling and cycling. There would be clear equalities benefits from these policies where some currently disadvantaged groups are unable to access or use active travel as a regular means of healthy and affordable transport. Policies P.AT1 and P.AT2 set out the context for improved active travel infrastructure with predicted equalities benefits for infrastructure users including those currently prevented or discouraged from these modes due to lack of accessibility (**PSED and ICIA**) and from inadequacy of the facilities (**FSD, ICIA and CRW**). Improved access to, and affordability of bike access for socio-economically disadvantaged groups through policy P.AT3 would also benefit some communities (**FSD and CRW** for example). Policies P.AT4 and P.AT5 to enhance wider integration of walking, wheeling and cycling with other modes of public transport would also have beneficial equalities effects for some protected characteristics groups (e.g. wheelchair users wishing to interchange with bus/train/subway (**PSED**)) and would enhance opportunities for people with socio-economic disadvantage to make integrated journeys which could improve access to jobs and other services (**FSD and ICIA**).

Policy Theme & Policies	Public Sector Equality	Island Community	Fairer Scotland	Child Rights & Wellbeing	Commentary
Policy Theme 4: **Enhancing Quality and Integration of Public Transport** *P.PT1: Integrated public transport system* *P.PT2: Ticketing and information* *P.PT3: Mobility as a service* *P.PT4:Bus quality and integration* *P.PT5: Rail quality and integration* *P.PT6: Ferry quality and integration* *P.PT7: Subway quality and integration* *P.PT8: Clyde Metro* *P.PT9: Community Transport, Demand Responsive Transport, Taxis and last mile connections* *P.PT10: Park and ride* *P.PT11: Sustainable mobility hubs*	++	++	++	+	This group of policies sets the framework for significantly improved quality and integration of public transport across all key modes of bus, rail, subway and ferry and with future development of a Clyde Metro. These changes, together with complementary measures on ticketing, community transport and enhanced transport interchange offer significant potential benefits from an equalities perspective. Policies P.PT1, P.PT2 and P.PT4 to P.PT7 set out a clear basis for enhanced public transport provision and integration which would benefit a range of users including those with protected characteristics (**PSED**) and communities with socio-economic disadvantage (**FSD, ICIA and CRW**). People with particular access and mobility difficulties would also benefit from implementation of policies P.PT3, P.PT9 and P.PT11 which cater for enhancing transport for all users (**PSED**). Development of new transit systems such as the Clyde Metro (P.PT8) and park and ride (P.PT10) offer further opportunities to enhance public transport access in key corridors (and associated economic benefits) provided they are well integrated and designed for access by all users (**PSED, FSD**).
Policy Theme 5: **Improving Road Safety** *P.RS1: Road safety and vulnerable road users* *P.RS2: Safe speeds* *P.RS3: Regional road network safety measures*	+	+	+	+	These policies to improve road safety and reduce accidents have potential for beneficial equalities impacts across all the duty frameworks in their own right and particularly when measures are implemented in combination with improvements to active travel and public transport. Policies P.RS1, P.RS2 and P.RS3 provide a framework for interventions which would benefit vulnerable users in particular with clear positive outcomes for people affected by socio-economic disadvantage, disability and younger people (**PSED, FSD and CRW**). Where measures were implemented equitably on the islands similar beneficial outcomes would be predicted for these communities (**ICIA**).
Policy Theme 6: **Decarbonising Vehicles and Improving Air Quality** *P.GF1: Road transport vehicle decarbonisation*	+	+	+	+	Decarbonisation of the transport system offers the potential for some significant equalities impacts under each of the four duties. Beneficial outcomes would also be expected from improved air quality associated with the policies' implementation.

Policy Theme & Policies	Public Sector Equality	Island Community	Fairer Scotland	Child Rights & Wellbeing	Commentary
P.GF2: Rail decarbonisation *P.GF3: Subway decarbonisation* *P.GF4: Ferry decarbonisation* *P.GF5: Aviation decarbonisation* *P.GF6: Clyde Metro* *P.AQ1: Low emission zones* *P.AQ2: Air Quality Management Areas*					Policies P.GF1 to P.GF6 are predicted to have beneficial impacts on people with protected characteristics and communities with socio-economic disadvantage (including island communities) through associated upgrading of infrastructure and public transport vehicle fleets (**PSED, FSD and ICIA**). Young people and children would also benefit from implementation of these policies and measures under P.AQ1 and P.AQ2 to enhance air quality through improved health and wellbeing (**CRW**).
Policy Theme 7: Moving Goods Sustainably *P.MG1: Strategic freight transport* *P.MG2: Urban freight and last mile deliveries* *P.MG3: Freight hubs and facilities*	0	+	0	0	Policies for sustainable movement of goods including decarbonisation of freight transport in the region offer some indirect potential for beneficial equalities impacts although the assessment has identified that for most of the duties being considered, impacts would be minor. Policies P.MG1 to P.MG3 are predicted to have minor beneficial impacts for some aspects of island community life and economy (**ICIA**) where spin-offs from freight modernisation and logistics generated opportunities on the islands.
Policy Theme 8: Increasing Resilience and Adapting to Climate Change *P.RA1: Climate change adaptation* *P.RA2: Resilience* *P.RA3: Flood risk management and mitigation*	+	+	+	0	Implementation of measures to respond to climate change and enhance adaptation of transport and resilience of infrastructure would have minor beneficial equalities impacts primarily through avoidance of disruption to transport services and their reliability in future. Enhanced resilience of ferry services would have beneficial impacts on island communities and the policy theme is considered to be supportive of the **ICIA** framework. Similar beneficial impacts would be predicted for people with protected characteristics (**PSED**) who may be particularly reliant on dependable transport services to meet their needs. More resilient infrastructure would also benefit some aspects of the economy with potential for enhanced opportunity for some groups with socio-economic disadvantage (**FSD**).
Policy Theme 9: Protecting and Enhancing Natural and Built Environments *P.EV1: Biodiversity and green infrastructure* *P.EV2: Green networks*	+	+	0	+	These policies, where implemented at scale, offer the potential to enhance environments and active travel links for all which would benefit groups covered by all of the equalities duties frameworks. Policies P.EV1 to P.EV3 are collectively assessed as having minor beneficial impacts on three of the equalities duties (**PSED, ICIA and CRW**) through creation of attractive, well designed, healthy spaces which would complement other

Policy Theme & Policies	Public Sector Equality	Island Community	Fairer Scotland	Child Rights & Wellbeing	Commentary
P.EV3: Built environment and high-quality places					Strategy measures to encourage active travel and achieve beneficial outcomes for people in protected groups, on the islands and in areas of socio-economic disadvantage.
Policy Theme 10: Connecting Places *P.CP1: International connectivity* *P.CP2: Inter-regional connectivity* *P.CP3: Intra-regional connectivity* *P.CP4: Town centre connectivity and 20-minute neighbourhoods* *P.CP5: Island, rural and remote area connectivity* *P.CP6: Regional hospitals and tertiary education* *P.CP7: Housing development*	+	++	++	+	This suite of policies would enhance transport connections throughout the region and with more distant regions providing opportunities to generate new employment and access to employment for people in the region. Policies P.CP1 to P.CP5 are predicted to have the potential for significant beneficial equalities impacts for people with socio-economic disadvantage and island communities (**FSD and ICIA**) through improved employment accessibility and opportunities for local and regional business growth. Policies P.CP4, P.CP6 and P.CP7 would benefit people with protected characteristics and younger people through enhanced access to local and regional community, health and education facilities (**PSED and CRW**).

Key

Major beneficial effect *The policy contributes significantly to the requirements of the duty*	++	**Major adverse effect** *The policy significantly adversely affects the requirements of the duty*	--
Minor beneficial effect *The policy contributes to the requirements of the duty*	+	**Minor adverse effect** *The policy adversely affects the requirements of the duty*	-
Neutral / negligible effect *The policy has no material impact on the requirements of the duty*	0	**Uncertain effect** *The policy has an uncertain relationship to the duty or insufficient information is available to enable a clear assessment to be made*	?

Summary of Equalities Impacts by Duty

Public Sector Equality Duty

3.5.11   The draft RTS policies are predicted to align closely with the objectives of this equalities duty, particularly in relation to the need to advance equality of opportunity for protected characteristics groups. Potentially significant beneficial equalities impacts have been predicted for two of the overall groups of policies (see Table 3.5). These are policy theme 1 (accessing and using transport) and theme 4 (enhancing quality and integration of public transport) where a range of beneficial impacts on protected characteristics groups would be expected from implementation of the policies and/or where the individual policies are specifically targeted at (or make reference to) equalities groups.

3.5.12   A further seven policy themes have been assessed as having minor beneficial equalities impacts overall with only one theme (policy theme 7) assessed as being neutral. No significant adverse policy impacts on the PSED were identified.

3.5.13   Significant beneficial impacts have also been predicted for some of the key assessment criteria within the policy themes.[7] Specific policies in the draft RTS which are particularly considered to have potential for significant beneficial impacts on the framework for this equalities duty are listed below. The relevant numbered options are listed and described in the schedule of policies presented in Appendix A.

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[7] Further details of the assessment findings and significant predicted equalities impacts are set out in the accompanying PSED Duty Specific Assessment Report. These present the predicted impacts against a range of key criteria considered for each policy theme, as well as for the 'overall' predicted impact of each theme.

PSED – Key Supporting Policies	
Policy Theme	**Policies & Options**
1 – Accessing and using transport	▪ P.A1: Accessibility of sustainable transport ▪ P.A4: Safety and security of public transport ▪ Options: 1, 6, 15, 19, 39, 80, 81, 82, 107, 108
2 – Reducing the need to travel and managing demand for car travel	▪ P.R1: Integration of transport and land use ▪ P.R2: 20-minute neighbourhoods ▪ Options: 66, 68, 69
3 – Enabling walking, wheeling and cycling	▪ P.AT1: Regional active travel network ▪ P.AT2: Accelerated delivery of walking, wheeling and cycling infrastructure and facilities ▪ P.AT4: Integration of walking, wheeling and cycling with other sustainable transport modes ▪ P.AT5: Integration of micromobility and walking, wheeling and cycling ▪ Options: 17, 18, 26, 62, 106
4 – Enhancing quality and integration of public transport	▪ P.PT1: Integrated public transport system ▪ P.PT2: Ticketing and information ▪ P.PT4: Bus quality and integration ▪ P.PT5: Rail quality and integration ▪ P.PT6: Ferry quality and integration ▪ P.PT7: Subway quality and integration ▪ P.PT9: Integration of public transport with community transport, demand responsive transport and last mile connections ▪ Options: 4, 31, 32, 33, 34, 38, 51, 52, 53, 54, 55, 56, 57, 62, 64, 84, 87, 88, 89, 90, 92, 94, 95, 96, 107, 109, 117, 118
5 – Improving road safety	▪ P.RS1: Road safety and vulnerable road users ▪ P.RS2: Safe speeds ▪ Options: 20, 99, 105
6 – Decarbonising vehicles and improving air quality	▪ P.GF1: Road transport vehicle decarbonisation ▪ P.GF2: Rail decarbonisation ▪ P.GF3: Subway decarbonisation ▪ P.GF4: Ferry decarbonisation ▪ P.GF5: Aviation decarbonisation ▪ Options: 29, 36, 39, 41, 42, 43, 44, 47, 48, 52, 53, 75, N1, N2
9 – Protecting and enhancing natural and built environments	▪ P.EV2: Green networks ▪ P.EV3: Built environment and high-quality places ▪ Options: 20, N4

3.5.14 Overall the policy component of the draft RTS is considered to be strongly aligned with the objectives of the PSED. The implementing measures of the Strategy (as evidenced through the transport options linked to each policy) have clear potential to materially address transport, mobility and accessibility issues which the evidence base indicates are currently contributing to aspects of discrimination and disadvantage for people with protected characteristics under the Equality Act.

3.5.15 With effective and sustained interventions based on the policy framework in the draft RTS it is predicted that Strategy implementation would materially support advancing equality of opportunity and meeting the needs of people with protected characteristics in the SPT region over the next 10-15 years. It is also clearly consistent with SPT's equalities objectives.

3.5.16 The specific duties of the PSED on public authorities in Scotland requires that the three key needs of the Duty are considered for the draft RTS with respect to each of the protected characteristics of people who may be affected. These needs relate to elimination of unlawful discrimination, harassment and victimisation, advancing equality of opportunity and fostering good relations between people who share a protected characteristic and those who do not (see Section 2.5). A specific assessment of the impact of applying the proposed RTS policies against

the needs of the general equality duty has therefore been undertaken to support the more general equalities impact assessment reported above.

3.5.17 The findings of this assessment of the needs of the Duty are presented in the supporting duty-specific assessment document for the PSED and a summary is presented in **Table 3.6** below.

3.5.18 The strategic nature of the RTS and its broad and relatively high-level focus at this stage generally precludes the identification of specific impacts on persons with individual protected characteristics. However, taken as a whole, the draft RTS provides a positive framework to, within the context of its role in active and public transport, eliminate discrimination, harassment and victimisation, advance equality of opportunity and foster good relations between people with or within individual protected characteristics.

3.5.19 In taking forward the RTS and particularly the most effective policies relevant to the PSED, it will be important that implementing measures such as detailed policies and specific interventions take full account of the diverse accessibility and mobility needs of people in each protected characteristic group so that opportunities to upgrade transport systems, vehicles, passenger facilities and public spaces are designed for all users and maximise all beneficial equalities outcomes.

Table 3.6 Summary of Impact of the RTS on Needs of the General Equalities Duty

Equality Duty Need	Impact	Key Findings
Eliminate discrimination, harassment and victimisation	+	▪ Implementation of the RTS policies is predicted to bring beneficial impacts through tackling discrimination by providing the framework for an inclusive, accessible, affordable and high quality pubic transport system. ▪ This will facilitate positive outcomes for many equalities groups who experience discrimination directly or indirectly in how they access and engage with transport infrastructure and services in the region. ▪ Overall the Strategy is considered to support the PSED need to eliminate discrimination, harassment and victimisation within the context of active travel and public transport.
Advance equality of opportunity	++	▪ Many of the RTS policies are predicted to have beneficial impacts through advancing equality of opportunity by providing an inclusive, accessible, affordable and high quality pubic transport system and substantially upgraded active travel infrastructure. ▪ This will facilitate positive outcomes by enhancing access to key destinations and improved physical transport accessibility supporting improved opportunities for all groups. ▪ The Strategy is considered to strongly support the need to advance equality of opportunity within the context of the role that active travel and public transport can play in benefiting the lived experience of various protected characteristics groups.
Foster good relations between different groups	+	▪ Effective implementation of the RTS policies is predicted to support the purpose of this need by creating an enhanced transport system and public transport services in the region. ▪ These improvements would contribute, at least indirectly, to the duty need by reducing the potential for conflict between people with protected characteristics and other groups for example through delivering enhanced capacity on public transport services to accommodate the needs of all groups. ▪ Overall the Strategy is considered to support the PSED need to foster good relations between different groups within the context of active travel and public transport.

Island Communities Assessment Duty

3.5.20 The draft RTS policies are predicted to perform strongly in relation to the objectives of the equalities duty relating to island communities. Potentially significant beneficial equalities impacts have been predicted for three of the overall policy themes (see Table 3.5). These are policy theme 1 (accessing and using transport), theme 4 (enhancing quality and integration of public transport) and theme 10 (connecting places). A range of beneficial impacts on island communities, demographics and economies would be expected from implementation of the policies and/or where the individual policies are specifically targeted at (or make reference to) the unique needs of the islands.

3.5.21 The other seven policy themes have been assessed as having minor beneficial island equalities impacts overall. No significant adverse policy impacts on the ICIA framework have been identified and the policies in the draft RTS are not predicted to disadvantage islands compared with other areas, provided they are implemented fairly.

3.5.22 Significant beneficial impacts have also been predicted for some of the key assessment criteria within the policy themes[8]. Specific policies in the draft RTS which are particularly considered to have potential for significant beneficial impacts on the objectives of this equalities duty are listed below. The relevant numbered options are listed and described in the schedule of policies presented in Appendix A.

ICIA – Key Supporting Policies	
Policy Theme	**Policies & Options**
Policy Theme 1 – Accessing and using transport	▪ P.A2: Affordability of sustainable transport ▪ P.A3: Availability and coverage of sustainable transport ▪ Options: 9, 10, 11, 12, 25, 37, 38, 51, 57, 94, 100, 111, 112, 113, 114, 115, 117, 118
Policy Theme 4 – Enhancing quality and integration of public transport	▪ P.PT1: Integrated public transport system ▪ P.PT2: Ticketing and information ▪ P.PT4: Bus quality and integration ▪ P.PT5: Rail quality and integration ▪ P.PT6: Ferry quality and integration ▪ Options: 4, 31, 32, 33, 34, 552, 53, 54, 55, 56, 64, 84, 87, 88, 89, 90, 92, 94, 95, 96, 117, 118
Policy Theme 9 – Protecting and enhancing natural and built environments	▪ P.EV1: Biodiversity and green infrastructure ▪ P.EV2: Green networks ▪ P.EV3: Built environment and high-quality places ▪ Options: 20, N4
Policy Theme 10 – Connecting places	▪ P.CP2: Inter-regional connectivity ▪ P.CP3: Intra-regional connectivity ▪ P.CP4: Town centre connectivity and 20-minute neighbourhoods ▪ P.CP5: Island, rural and remote area connectivity ▪ Options: This policy theme was influenced and developed by relevant Indicative Regional Spatial Strategies (IRSS) ensuring consistency with needs and development plans across the region.

3.5.23 Overall the policy component of the draft RTS is considered to be well aligned with the objectives of the ICIA. The implementing measures of the Strategy, as indicated by the linked options with each policy, have clear potential to materially address transport service, transport infrastructure and accessibility issues which the evidence base indicates are currently contributing to relative

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[8] Further details of the assessment findings and significant predicted equalities impacts are set out in the accompanying ICIA Duty Specific Assessment Report. These present the predicted impacts against a range of key criteria considered for each policy theme, as well as for the 'overall' predicted impact of each theme.

disadvantage for people living and working in the key island communities in the SPT region (Arran and Great Cumbrae).

3.5.24 With effective and sustained interventions based on the policy framework in the draft RTS it is predicted that Strategy implementation would materially support the objective of the ICIA process to have regard to island communities and to address differential impacts on the islands in the SPT region over the next 10-15 years. It is also clearly consistent with SPT's equalities objectives.

3.5.25 The specific requirements of the ICIA framework requires consideration to be taken of the potential for policies to have differential impacts on islands communities, and to consider the extent to which outcomes would be improved or mitigated for the islands. A specific assessment of the impact of applying the proposed draft RTS policies against these requirements has therefore been undertaken and is presented in the supporting duty-specific assessment document for the ICIA. This assessment has identified that the implementation of the policies within the RTS would support beneficial outcomes for the islands with no adverse differential impacts predicted provided that implementing measures such as detailed policies and specific interventions take full account of island challenges and circumstances.

3.5.26 The strategic nature of the RTS and its broad and relatively high-level focus at this stage generally precludes the identification of specific impacts on island communities, infrastructure and economies. However, taken as a whole the draft RTS is considered to provide a positive framework to help mitigate existing social and economic problems where active travel and public transport has a contributing role.

3.5.27 In taking forward the RTS, and particularly the most effective policies relevant to the islands, it will be important that implementing measures such as detailed policies and specific interventions take full account of the specific island characteristics and problems so that opportunities to upgrade transport systems, vehicles (particularly ferries), passenger facilities and other infrastructure are designed to maximise beneficial equalities outcomes and continue to improve outcomes for island communities, businesses and visitors. Continued testing and 'island-proofing' of RTS implementation measures will be important in ensuring beneficial outcomes are realised for the islands.

Fairer Scotland Duty

3.5.28 The draft RTS policies are predicted to perform strongly in relation to the objectives of the Fairer Scotland Duty. Potentially significant beneficial equalities impacts have been predicted for four of the overall ten policy themes (see Table 3.5). These are policy theme 1 (accessing and using transport), theme 3 (enabling walking, wheeling and cycling), theme 4 (enhancing quality and integration of public transport) and theme 10 (connecting places). A further four policy themes (policy themes 2, 5, 6 and 8) have been assessed as having minor beneficial equalities impacts overall with two other themes (policy themes 7 and 9) assessed as being neutral. No significant adverse policy impacts on the FSD have been identified at this stage.

3.5.29 A range of beneficial impacts on key drivers of socio-economic disadvantage and inequalities of outcome (including income, deprivation, education and skills, employment and health/wellbeing) would be expected from implementation of the policies and/or where the individual policies are specifically targeted at (or make reference to) socio-economic and deprivation issues. Key policies which target affordability and availability of transport infrastructure and services have clear beneficial implications in addressing disadvantage for affected localities (communities of place) and for people with protected characteristics who also typically experience socio-economic disadvantage (communities of interest).

3.5.30 Significant beneficial impacts have also been predicted for some of the key assessment criteria within the policy themes[9]. Specific policies in the draft RTS which are particularly considered to have potential for significant beneficial impacts on the objectives of this equalities duty are listed below. The relevant numbered options are listed and described in the schedule of policies presented in Appendix A.

FSD – Key Supporting Policies	
Policy Theme	**Policies & Options**
Policy Theme 1 – Accessing and using transport	▪ P.A2: Affordability of sustainable transport ▪ P.A3: Availability and coverage of sustainable transport ▪ Options: 9, 10, 11, 12, 24, 25, 37, 38, 51, 57, 94, 100, 111, 112, 113, 114, 115, 117, 118
Policy Theme 3 – Enabling walking, wheeling and cycling	▪ P.AT1: Regional active travel network ▪ P.AT2: Accelerated delivery of walking, wheeling and cycling infrastructure and facilities ▪ P.AT3: Access to bikes ▪ P.AT4: Integration of walking, wheeling and cycling with other sustainable transport modes ▪ P.AT5: Integration of micromobility and walking, wheeling and cycling ▪ Options: 17, 18, 22, 23, 24, 25, 26, 62, 106, N5
Policy Theme 4 – Enhancing quality and integration of public transport	▪ P.PT1: Integrated public transport system ▪ P.PT2: Ticketing and information ▪ P.PT4: Bus quality and integration ▪ P.PT5: Rail quality and integration ▪ P.PT6: Ferry quality and integration ▪ P.PT7: Subway quality and integration ▪ P.PT8: Clyde Metro ▪ P.PT10: Park and ride ▪ Options: 4, 31, 32, 33, 34, 52, 53, 54, 55, 56, 62, 64, 84, 87, 88, 89, 90, 92, 94, 95, 96, 98, 109, 117, 118
Policy Theme 9 – Protecting and enhancing natural and built environments	▪ P.EV2: Green networks ▪ P.EV3: Built environment and high-quality places ▪ Options: 20, N4
Policy Theme 10 – Connecting places	▪ P.CP1: International connectivity ▪ P.CP2: Inter-regional connectivity ▪ P.CP3: Intra-regional connectivity ▪ P.CP4: Town centre connectivity and 20-minute neighbourhoods ▪ P.CP5: Island, rural and remote area connectivity ▪ Options: This policy theme was influenced and developed by relevant Indicative Regional Spatial Strategies (IRSS) ensuring consistency with needs and development plans across the region.

3.5.31 Overall the policy and options component of the draft RTS is considered to be clearly aligned with the objectives of the duty. The implementing measures of relevant parts of the RTS have clear potential to materially address transport accessibility, affordability and level/coverage of public transport service issues which the evidence base indicates are currently contributing to socio-economic disadvantage and its associated inequalities of outcome, including for people with protected characteristics under the Equality Act.

3.5.32 With effective, targeted and sustained interventions based on key parts of the policy framework in the draft RTS it is predicted that RTS implementation would materially support wider policies for poverty alleviation and reducing inequalities of outcome associated with socio-economic

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[9] Further details of the assessment findings and significant predicted equalities impacts are set out in the accompanying FSD Duty Specific Assessment Report. These present the predicted impacts against a range of key criteria considered for each policy theme, as well as for the 'overall' predicted impact of each theme.

disadvantage in the SPT region over the next 10-15 years. It is also clearly consistent with SPT's equalities objectives.

3.5.33   In taking forward the RTS, and particularly the most effective policies relevant to the FSD, it will be important that implementing measures such as detailed policies and specific interventions take full account of the key drivers of deprivation in affected communities (of place and interest). This will help to ensure that opportunities to promote enhanced and affordable public transport services, better active travel facilities and other key relevant measures are suitably designed to target key groups and to maximise all beneficial socio-economic impacts. Continued testing of the compatibility of RTS implementation measures with wider poverty policies and programmes will be important in ensuring beneficial outcomes are realised.

Child Rights and Wellbeing Duty

3.5.34   The draft RTS policies are predicted to support the objectives of this equalities duty. Overall none of the policy themes was predicted to have significant beneficial equalities impacts for children and young people (see Table 3.5). However a range of beneficial impacts on children and young people would be expected from implementation of several the individual policies and/or where the individual policies and supporting options are specifically targeted at (or make reference to) these groups. Eight of the policy themes have been assessed as having minor beneficial equalities impacts with two themes (policy themes 7 and 8) assessed as being neutral. No significant adverse policy impacts on the CRW framework have been identified.

3.5.35   Significant beneficial impacts have also been predicted for some of the key assessment criteria within the policy themes.[10]. Specific policies in the draft RTS which are particularly considered to have potential for some significant beneficial impacts on the objectives of this equalities duty are listed below. The relevant numbered options are listed and described in the schedule of policies presented in Appendix A.

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[10] Further details of the assessment findings and significant predicted equalities impacts are set out in the accompanying CRW Duty Specific Assessment Report. These present the predicted impacts against a range of key criteria considered for each policy theme, as well as for the 'overall' predicted impact of each theme.

CRW – Key Supporting Policies	
Policy Theme	**Policies & Options**
Policy Theme 1 – Accessing and using transport	▪ P.A1: Accessibility of sustainable transport ▪ P.A4: Safety and security of public transport ▪ Options: 1, 6, 15, 19, 39, 80, 81, 82, 107, 108
Policy Theme 3 – Enabling walking, wheeling and cycling	▪ P.AT1: Regional active travel network ▪ P.AT2: Accelerated delivery of walking, wheeling and cycling infrastructure and facilities ▪ P.AT3: Access to bikes ▪ Options: 17, 18, 22, 23, 24, 25, N5
Policy Theme 4 – Enhancing quality and integration of public transport	▪ P.PT1: Integrated public transport system ▪ P.PT2: Ticketing and information ▪ P.PT4: Bus quality and integration ▪ P.PT5: Rail quality and integration ▪ P.PT6: Ferry quality and integration ▪ P.PT7: Subway quality and integration ▪ Options: 4, 31, 32, 33, 34, 52, 53, 54, 55, 56, 64, 84, 87, 88, 89, 90, 92, 94, 95, 96, 109, 117, 118
Policy Theme 10 – Connecting places	▪ P.CP4: Town centre connectivity and 20-minute neighbourhoods ▪ P.CP6: Regional hospitals and tertiary education ▪ P.CP7: Housing development ▪ Options: This policy theme was influenced and developed by relevant Indicative Regional Spatial Strategies (IRSS) ensuring consistency with needs and development plans across the region.

3.5.36 Overall the policy component of the draft RTS is considered to be compatible with the objectives of the CRW framework. The implementing measures of the RTS have clear potential to address transport, accessibility and active travel issues in particular which the evidence base indicates are currently contributing to aspects of disadvantage for children and young people in relation to the core articles of the UNCRC and to their health and wellbeing in general.

3.5.37 With effective and sustained interventions based on the policy framework (and linked options) in the draft RTS it is predicted that RTS implementation could support advancing equality of opportunity and meeting the needs of children and young people including those with protected characteristics and experiencing socio-economic disadvantage in the SPT region over the next 10-15 years. It is also clearly consistent with SPT's equalities objectives.

3.5.38 In taking forward the RTS, and particularly the most effective policies relevant to this equalities group, it will be important that implementing measures such as detailed policies and specific interventions take full account of the diverse needs of children and young people that opportunities to upgrade transport systems, vehicles, passenger facilities, active travel links and public spaces are designed to maximise all beneficial equalities outcomes. Policies and interventions should be developed consistently with other relevant frameworks for child protection and poverty alleviation including the Local Child Poverty Action Reports prepared by annually by local authorities and regional health boards.

Implications of the Duties Assessment for the Draft RTS

3.5.39 The assessment of potential impacts on equalities of the draft RTS in relation to the four duties considered in this report has identified a predominantly supportive and beneficial relationship. The substantive components of the RTS as set out in its policies present significant opportunities to make beneficial contributions to the issues and challenges for equalities groups within the context of accessibility, mobility and the role of active travel and public transport. The equalities process has contributed in an iterative way through development of each stage of the Strategy and by regular testing of the plan's components and input to formulation of options and policies.

3.5.40   The final equalities assessment of the policies in the draft RTS (as set out in the accompanying duty-specific assessment reports) confirms that no further revision of the policy wording is currently required. Measures to help ensure the future implementation of these policies continues to support beneficial equalities outcomes are set out in Section 4 of this report, together with an indicative framework for monitoring.

3.5.41   The RTS vision for the region's transport system relates directly to creating an inclusive and accessible transport system contributing to a more equitable society. A commitment to advancing equality of opportunities across protected characteristics is embedded in the narrative and strategic framework of the RTS, referenced directly in its strategy objectives. The draft RTS also establishes a positive framework through the policies which will allow interventions to be designed around targeting existing inequalities experienced by persons related to each of the protected characteristics on the transport network and in society more widely.

4   Taking the Strategy Forward

4.1   Introduction

4.1.1   This section presents an overview of how the consideration of equalities including the assessment of potential equalities impacts has informed the development of the draft RTS and its key components (in Section 4.2). Consideration of equalities issues will be important in the next stages of RTS development and Section 4.3 sets out developing proposals to ensure equalities issues are taken into account as more specific delivery of the Strategy is implemented, including potential indicators to monitor the effectiveness of future delivery.

4.2   How the Equalities Assessment has informed the RTS

4.2.1   The consideration of equalities issues has been undertaken at each key stage of the development of the RTS from initial identification of key transport problems and opportunities, through the articulation and analyses of these in the Case for Change and as the context of the draft RTS has evolved in response to options appraisals and formulation of policies. Stakeholder consultation and engagement at the key stages of the RTS preparation has also included equalities groups and this report has evidenced relevant inputs from these groups and its incorporation into the equalities duties consideration process. This iterative approach has allowed for any identified uncertainties and opportunities to improve the clarity of the emerging RTS to be incorporated at each stage.

4.2.2   Through the objective review and appraisal of equalities coverage and potential impacts and feedback of findings from the equalities assessments to the transport planning team and SPT, the RTS has been shaped at each stage and the resultant draft RTS has a very strong equalities theme throughout, from the vision, priorities and objectives to the identified policies and supporting options. This is evidenced from the findings of the assessment of the draft RTS components in Section 3.5 (particularly the policies) which are predominantly of a beneficial nature in relation to the objectives of the four equalities duties. Refinements to the draft RTS targets and objectives between the Case for Change stage and the current draft version of the Strategy have particularly benefited from clearer articulation / explanation and with development of the language of the objectives to more explicitly capture equalities references where appropriate.

4.2.3   The integration of the consideration of issues relating to the four equalities duties has therefore helped to shape the content and key themes in the draft RTS. It is considered that the draft RTS is consistent and compliant with the aims and requirements of the duties and that the policies of the RTS provide clear beneficial impacts and reinforcement of positive outcomes for people affected by equalities issues around discrimination and disadvantage of all types.

4.2.4   No further specific amendments to the wording of the policies is proposed for the RTS however all feedback from stakeholders during the forthcoming consultation on the draft RTS (see Section 5) will be taken into account in its finalisation.

4.3   Mitigation and Monitoring

4.3.1   The equalities evidence base and framework which has been developed to underpin the duties assessments for the draft RTS also provides a robust tool to support the implementation of the RTS following its adoption. The next stage of RTS delivery would involve the preparation and agreement of an RTS Delivery Plan with SPT's partner agencies and the equalities framework should be used to continue to ensure that detailed policies and implementation measures take account of the requirements of the respective duties. SPT will continue to monitor the plans, programmes and projects which develop through RTS implementation and determine at which points equalities assessment and further intervention is necessary to ensure legislative duties and best practice are followed.

4.3.2   Equalities assessment of the draft Strategy options and policies to date has identified a number of recommendations, in the form of mitigation proposals, which will be taken into account as the RTS is developed and implemented into more specific policies and measures. Key mitigation to be incorporated in this process and inform the RTS Delivery Plan is set out in **Table 4.1** with an indication of the relevant equalities duty framework(s) in each case.

Table 4.1 Mitigation Proposals

Mitigation Measures	PSED	ICIA	FSD	CRW
General Measures				
▪ Success of all measures and their contribution to improved equalities outcomes for many groups would depend on the scale of implementation of the measures and cross-service integration including for policy-based measures which require pan-regional adoption in order to be fully effective.	✓	✓	✓	✓
▪ Success of new measures and their contribution to improved equalities outcomes for many groups would depend on sustained delivery of the interventions to increase service reliability and users' confidence in planning and making journeys involving public / ferry transport	✓	✓	✓	✓
Active Travel, Cycling and Related Measures				
▪ Active travel facilities would need to be designed to relevant standards so they could be accessed by all.	✓	✓	✓	✓
▪ Electric bike support measures may require financial / subsidy support to make bikes accessible to a wider range of groups.	✓	✓	✓	✗
Public Transport, Travel Planning, Ticketing and Related Measures				
▪ Journey planning information needs to be delivered in formats accessible to people with some disabilities who may experience difficulties in accessing information digitally.	✓	✓	✓	✓
▪ The needs of relevant protected groups in delivery of real time passenger information would need to be accommodated.	✓	✓	✓	✓
▪ Upgrades to ticket systems would need to consider the requirements of some users in relation to digital access to ticketing information/registration and physical aspects of smart ticketing systems in stations and on public transport.	✓	✓	✓	✗
▪ New buses (vehicles) and bus infrastructure / facilities such as bus stops and park and ride sites would need to be designed to relevant standards so they could be accessed by all.	✓	✓	✗	✓
▪ New ferry vessels and upgraded port infrastructure / facilities (including passenger information systems) would need to be designed to relevant standards so they could be accessed by all	✓	✓	✗	✓
▪ A range of equalities issues need to be considered in taking forward MaaS schemes equitably	✓	✓	✓	✗
Decarbonisation, Emissions Reductions and Related Measures				
▪ Where new (low emissions) public and community transport vehicles are introduced these would need to be designed to relevant standards so they could be accessed by all users.	✓	✓	✗	✓
▪ Implementation of Low Emissions Zones (LEV) and related emissions management proposals may offer opportunities for further car restraint measures to enhance access for people walking, wheeling and cycling and using public transport.	✓	✗	✗	✓
Road Infrastructure and Capacity Enhancement Measures				
▪ Options to address local road capacity constraints should be delivered together with complementary measures to ensure overall increases in road traffic are not encouraged	✓	✗	✓	✓
▪ New road connections should be designed to support enhanced accessibility to communities currently poorly served by public transport and incorporate dedicated public transport space/facilities (e.g. active travel and bus only lanes)	✓	✓	✓	✓

Other Measures				
▪ Affordability of fares for new transport systems such as the Clyde Metro may be an issue for some groups therefore pricing of trips would need to be integrated with other public transport fares.	✓	✗	✓	✗
▪ Land use change is a long term process so measures would need to be introduced rapidly and at scale to achieve realisable benefits in the medium term.	✓	✓	✗	✗
▪ Proposals for freight deliveries (and inter-modal transfer) to islands and peninsula locations would need to integrate with port and ferry service operations/timings.	✗	✓	✓	✗
▪ Extended subway operating hours would require attendant measures to ensure safety and security of users during quieter periods where some people may feel more vulnerable	✓	✗	✗	✓

4.3.3   The draft RTS includes (in chapter 9 of the document) a series of commitments for monitoring and evaluation of the success of RTS implementation. Monitoring indicators are listed and include a range of socio-economic data points which are relevant in part to informing an understanding of the effectiveness of the policies for achieving improved equalities outcomes. These indicators are typically activity-based (rather than outcome-focused) and mainly targeted to transport and transport use. However the proposed indicators listed in **Table 4.2** are identified as being useful in the monitoring of relevant equalities related activity and outcomes and could form part of a suite of indicators which could be adapted for use in relation to particular aspects of RTS delivery plans.

Table 4.2 Draft RTS Monitoring Indicators and Potential Relevance to Equalities Duties

Draft RTS Proposed Indicator	PSED	ICIA	FSD	CRW
RTS Monitoring Indicators				
Affordability of public transport fares	✓	✓	✓	✓
Level of service framework – accessibility & availability indicators	✓	✓	✓	✓
Proportion of adults who feel personally safe and secure on the bus	✓	✗	✗	✗
Percentage of adults aged 60 years and older who used a concessionary fare pass at least once in the past month	✓	✓	✓	✗
Use of concessionary fares pass – new indicator for under 22s scheme	✓	✓	✓	✓
Percentage of licensed taxis that are wheelchair accessible	✓	✓	✗	✗
MyBus usage	✓	✓	✓	✗
Bus network coverage and service frequency	✓	✓	✓	✓
Number of changing places facilities located at transport hubs	✓	✓	✗	✗
Proportion of households with at least one bike available for use	✓	✓	✓	✓
Proportion of journeys 5km or less in distance that are made by walking or cycling	✓	✓	✓	✓
Proportion of journeys under 1km in distance that are made by car	✓	✓	✓	✓
Number and severity of reported road casualties	✓	✓	✓	✓
Proportion of adults who are satisfied with local public transport	✓	✓	✓	✗
Proportion of adults who feel that local bus fares are good value	✗	✓	✓	✗
Proportion of adults who feel that it is easy to change from local bus services to other forms of transport	✓	✓	✓	✗
Transport components of retail prices index	✗	✗	✓	✗
Proportion of adults who use local bus services at least 2 times per week	✓	✓	✓	✗
Ferry passengers and cars	✗	✓	✗	✗
Modal share of journeys to school	✗	✓	✓	✓
Tracking Indicators for RTS Priorities				
Percentage of adults who rate their neighbourhood as a very good place to live	✓	✓	✓	✗
Population – spatial depopulation	✗	✓	✗	✗
Employment rate	✗	✓	✓	✗
Child poverty: Percentage of children in combined material deprivation and low income after housing costs	✓	✓	✓	✓
Gender pay gap	✓	✓	✓	✗
Relative poverty: The proportion of individuals living in private households with an equivalised income of less than 60% of the UK median after housing costs	✓	✓	✓	✗
Percentage of young adults (16-19 year olds) participating in education, training or employment	✗	✓	✓	✓
Mental Wellbeing (Mean WEMWBS score)	✓	✓	✓	✓

4.3.4   It is recommended that the monitoring and evaluation framework is developed to ensure that a fully representative series of indicators are included to track outcomes relevant to all four equalities duties. This commitment is essentially acknowledged in chapter 9 of the draft RTS which notes that 'SPT will also aim to improve equality data and monitoring … with indicators disaggregated by protected characteristics, household income and urban/rural/island where possible'. This process could be most usefully undertaken as more specific and detailed implementation measures and projects are developed in tandem with development of the RTS Delivery Plan.

5 Next Steps

5.1.1 This Equalities Duties Report is being published for consultation alongside the draft RTS which has been prepared by SPT (with support from Stantec UK) and the SEA Environmental Report. This forms the final part of the multi-stage assessment and review process to develop a new draft RTS for consultation.

5.1.2 The draft RTS and supporting assessment reports including this equalities assessment will be published for consultation in the second half of 2022. The consultation process will reach a broad range of stakeholders and the general public who will be able to provide their feedback through a dedicated website facility (see below). The reports, will be made available for public access on SPT's website (www.spt.co.uk). The documents will also be made available in hard copy for inspection, should this be requested, at the principal offices of SPT.

5.1.3 Details of how to participate in the consultation will be published by SPT. A web-based consultation facility will be established with access to the on-line feedback forms available at https://www.spt.co.uk/spt-across-the-region/what-we-are-doing/regional-transport-strategy/

5.1.4 In accordance with best practice, relevant equalities duties have been applied from the outset and in tandem with the development of the RTS to allow key equalities issues to inform its content. All consultation received in respect of the draft RTS, the SEA Environmental Report and this Equalities Duty Report will be reviewed and used to inform the development of the final RTS which will then be submitted to the Scottish Ministers for approval and subsequent formal adoption by SPT.

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Appendix A   RTS Options and Policies

RTS Long List of Options

Table A1 sets out a description of the transport options appraised as part of the development of the draft RTS.

Table A1: RTS Transport Options by Theme

Option Category	Option Number & Description
1. Decarbonisation and road transport vehicles	36 - Community Transport sector transition to ultra-low emission vehicles
	39 - Regional Electric Vehicle (EV) network charging strategy
	40 - Invest in EV charging infrastructure
	41 - Promotion of Ultra Low Emissions Vehicles (ULEVs)
	42 - Local bus fleet transition to ultra-low emission buses
	43 - Freight sector transition to ultra-low emission vehicles
	44 - Development of alternatives to battery electric vehicles, particularly Hydrogen opportunities and for larger vehicles
	47 - Taxi sector transition to low emission vehicles
	75 - Low emission road freight where rail freight alternatives do not exist
2. Decarbonisation other modes	48 - Support Rail Services Decarbonisation Plan
	N1 - Support decarbonisation of ferry services in the SPT region
	N2 - Support decarbonisation of air services in the SPT region
3. Freight and logistics	72 - Cyclelogistics – improvements to transport of freight by bike
	73 - 'Last mile' innovations - improving integration and better co-ordination of the 'last mile' in freight transport deliveries
	74 - Freight consolidation centres
	76 - Support Rail freight market development
	77 - HGV rest stops and enhanced secure overnight facilities
	78 - Enhanced intermodal freight transfer facilities
	79 - Rail enhancements to support freight modal shift to rail
4. Demand management and pricing and supply	49 - Regional demand management policy – option to develop regional policy framework to support the development and implementation of demand management interventions in the region including establishing principles of what types of interventions are best developed on a cross-boundary, regional or national level.

Option Category	Option Number & Description
	50 - Demand management measures – options for road space reallocation , parking, pricing and behaviour change
5. Demand management behaviour change	28 - Increased travel planning including promoting TravelKnowHow
	29 - Support and develop behaviour change activities that tackle wider societal norms around car use particularly to support sustainable travel to school
6. Integration with planning policy and land use measures	65 - Transit-oriented development – land-use developments which support and facilitate sustainable travel
	66 - Sustainable transport for new development
	67 - Develop a Housing & Transport Affordability Index (H&TA)
	68 - City & town centre living strategies
	69 - "20-minute neighbourhoods"
	70 - No/Low car housing development
7. LEZ and AQMA	45 - Implementation of Low Emission Zones
	46 - Air quality mitigation measures
8. Affordability of public transport	110 - Affordable fares regional policy
	111 - Changes to eligibility criteria and scope of concessionary fares schemes
	112 - "Free" or very low public transport fares
	113 - Improve integration of ticketing and fares
	114 - Influence local bus fares to support wider policy objectives
	115 - Influence and develop fares and ticketing structures to be more responsive to flexible, shift and part time working patterns
	116 - Review Subway fares policy
9. Accessibility of public transport	1 - Regional accessibility strategy to prioritise and deliver actions from the Scottish Accessible Travel Framework
	2 - Journey assistance services across all public transport operators in the region
	3 - Integration of journey assistance services between operators / modes
	4 - Fully accessible and comprehensive travel information and journey planning services – at stops/stations, on board services, and digital – including improved audio/visual information
	5 - Promote awareness and training to public transport staff about hidden disabilities
	6 - Enhanced accessibility of public transport and active travel infrastructure
	7 - Increased access to accessible demand responsive transport services

Option Category	Option Number & Description
	107 - Increased availability of accessible taxis
10. Availability of public transport	8 - "Level of Service" regional policy – this would clarify and define the desired level of access by public transport / active travel for a geographic area or community
	10 Local accessibility frameworks or plans for local communities to tackle specific problems (e.g. locality planning areas)
	11 - Jobs access schemes – option to develop schemes that help unemployed people into work by removing transport barriers including cost, information and journey planning barriers. Typically, these schemes offer personalised travel advice and free or discounted travel particularly during the first weeks of a new job before wages are received.
	12 - Health and Transport Action Plan with each Health board in the region
	30 - Enhanced local / regional bus services & networks
	63 - Improved multi-modal integration of public transport networks and services
	85 - Enhanced local public transport networks and service frequencies
11. Attractiveness of public transport	83 - Service Quality regional policy – option to develop regional policy focused on defining the desired public transport service quality, particularly to achieve a modal shift
	84 - Public transport Passenger Charter
	86 - Improved local public transport journey times, reliability and punctuality
	88 - Enhanced and integrated promotional, marketing and branding activities for local public transport
	89 - Improved monitoring of passenger satisfaction
	109 - New Subway service plan (following completion of Subway Modernisation)
12. Public transport ticketing and information including MaaS	64 - A regional framework for Mobility as a Service – option to develop a framework for the development and delivery of MaaS in the region
	90 - Enhance provision of real time passenger information
	117 - ZoneCard modernisation
	118 - Enhanced Smart and integrated ticketing for the region (e.g. tap on/tap off)
13. Bus governance – models	56 - Transport (Scotland) Act 2019 provisions for local bus – options for franchising, municipal bus companies and Bus Service Improvement Partnerships
14. Demand responsive transport, community transport & total transport	9 - "Total Transport" approach and initiatives – options to integrate transport services in geographic areas that are currently commissioned by different government agencies and delivered by different operators, such as non-emergency patient transport, socially necessary bus services, adult social care transport and home to school transport .
	37 - Support role of Community Transport in providing access to healthcare
	38 - Development and enhanced capacity building & resilience of Community Transport Network

Option Category	Option Number & Description
	51 - Increased capacity, flexibility and coverage of demand responsive services
	57 - Improved integration between Community Transport, Demand Responsive Transport, and local public transport
	60 - Improved resilience and sustainability of rural transport services and networks in the region
15. Public transport safety and security	15 - Improved safety and security on routes to public transport
	80 - Improved safety and security at public transport hubs
	81 - Improved safety and security on board public transport
	82 - Implement public transport Hate Crime Charter in region
16. Active travel network	13 - Improved walking & cycling routes to public transport
	14 - Increase and enhance active walking & cycling network
	15 - Improved safety and security on routes to public transport
	16 - Enhanced walking and cycling infrastructure including segregation and safer crossings
	17 - Strategic active travel network and active freeways
	18 - Regional Active Travel Network Strategy
	19 - Implementation of Pavement Parking guidance and regulations
	N3 - Increase and enhance role of e-bikes
	N4 - Integrate active travel networks and green networks
17. Active travel information and promotion	21 - Active travel promotional, marketing and branding activities
	26 - Co-ordinated and enhanced active travel journey planning information
18. Bike sharing and ownership	22 - Support and promote uptake of electric bikes
	23 - Invest in electric bike infrastructure
	24 - Develop local bike hire & bike sharing schemes and initiatives
	25 - Facilitate development of cross-boundary bike hire / bike sharing opportunities
19. Road safety	99 - Implement Road Safety Framework in the region
	105 - 20mph speed limits and 20mph zones
20. Placemaking	20 - Place-making schemes to improve the quality of the built environment for walking and cycling
21. Shared Mobility	61 - Increased sustainable transport options on islands and rural mainland communities

Option Category	Option Number & Description
	106 - Package of shared mobility options – options to reduce personal car ownership and single occupancy car trips including journey sharing, car sharing including car clubs, bike sharing
	108 - Improved accessibility of shared mobility options e.g. Car Share schemes
22. Interchanges and hubs	58 - Sustainable integrated transport hubs for hospitals, campuses & town centres
	59 - Integrated 'mini' transport hubs for smaller towns and rural communities to improve integration with mainstream public transport
	62 - Improve integration of active travel and public transport
	87 - Enhanced local public transport stop/station infrastructure
23. Bus priority	31 - New / enhanced bus lanes/segregation
	32 - Improved traffic management measures to support bus priority
	33 - New / enhanced traffic signal control
	34 - Enhanced enforcement of bus lanes
24. Ferry	52 - Support development and delivery of the Islands Connectivity Plan
	54 - Enhanced harbour and terminal infrastructure for passenger ferry services
	55 - Enhanced capacity on ferry routes on the Clyde
25. Metro-MaaS Transit Subway	71 - Glasgow Metro – options for Glasgow Metro system including modal interventions and integration (options development aligned with Glasgow City Region processes)
26 Rail and high speed rail	92 - Capacity enhancements and constraint resolution on rail network
	94 - Enhanced economic and social value of rural railways
	95 - Re-opening of disused rail lines (passenger and freight)
	96 - Support Glasgow Central capacity enhancement (aligned with STPR2 process)
	97 - Support delivery of High Speed Rail to the region (aligned with STPR2 process)
27. Road	100 - Support capacity enhancements and constraint resolution on roads network
	103 - Smart / managed motorways using Intelligent Transport Systems
	104 - Enhanced Urban Traffic Control systems for all local roads authorities in the region
28. Park and ride	35 - New / Enhanced bus park and ride
	98 - New/Enhanced rail park and ride
29. Adaptation and resilience	53 - Enhanced resilience of ferry services for Arran and Cumbrae and peninsular communities on the Clyde
	93 - Improved resilience and adaptation of rail

Option Category	Option Number & Description
	102 - Improved resilience of local roads networks to flooding and other weather-related incidents
	N5 - Adapt public transport services, vehicles and hubs to effects of climate change for staff and passenger welfare

Schedule of Policies and Options

Tables A2 to **A11** set out the policies in each policy theme with their supporting narratives and showing the linked options within each policy theme.

Table A2: Policy Theme 1 - Accessing and Using Transport

Policy	Related Options
P.A1 Accessible transport system *Ensure the transport system is accessible to all. Support delivery of the Scottish Accessible Travel Framework (SATF) and Annual Delivery Plans within the region. Improve the convenience, comfort and certainty of experience for people when travelling by active travel or public transport, particularly people who have a disability including non-visible disability. Ensure accessibility is considered in the application of the sustainable travel hierarchy and is a core objective in transport innovations and new forms of transport services and infrastructure including Electric Vehicle charging infrastructure.*	▪ 1 - Regional accessibility strategy to prioritise and deliver actions from the Scottish Accessible Travel Framework ▪ 6 - Enhanced accessibility of public transport and active travel infrastructure ▪ 19 - Implementation of Pavement Parking guidance and regulations ▪ 39 - Regional Electric Vehicle (EV) network charging strategy ▪ 107 - Increased availability of accessible taxis ▪ 108 - Improved accessibility of shared mobility options e.g. Car Share schemes
P.A2 Affordable transport system *Promote and facilitate public transport to be more affordable particularly for people living in poverty, in socio-disadvantaged communities and in rural and remote areas. Ensure public transport passengers find it easy to choose and access the best value ticket for their journey. Facilitate public transport ticketing to be more flexible, affordable and integrated and to better reflect the way people need to travel, particularly people who have insecure, part time or shift work or unpaid care work. Ensure affordability is a core objective in developments and enhancements related to smart and integrated ticketing, Mobility as a Service and other relevant transport innovations. Develop and facilitate the role of active travel as an affordable transport option.*	▪ 24 - Develop local bike hire & bike sharing schemes and initiatives ▪ 25 - Facilitate development of cross-boundary bike hire / bike sharing opportunities ▪ 100 - Support capacity enhancements and constraint resolution on roads network ▪ 111 - Changes to eligibility criteria and scope of concessionary fares schemes ▪ 112 - "Free" or very low public transport fares ▪ 113 - Improve integration of ticketing and fares ▪ 114 - Influence local bus fares to support wider policy objectives ▪ 115 - Influence and develop fares and ticketing structures to be more responsive to flexible, shift and part time working patterns ▪ 117 - ZoneCard modernisation ▪ 118 - Enhanced Smart and integrated ticketing for the region (e.g. tap on/tap off)
P.A3 Availability of transport *Ensure a minimum level of active travel and public transport coverage for all areas in the region to key locations, particularly town centres, employment centres, colleges and universities, hospitals and key sustainable transport hubs/interchanges, and aim for enhanced transport coverage where possible. Ensure transport networks reflect the needs of all communities, particularly groups and communities who are more likely to depend upon active travel or public transport for every day travel including women and single parent households, disabled people, young people, older people, lower income households, people who cannot drive*	▪ 9 - "Total Transport" approach and initiatives – options to integrate transport services in geographic areas that are currently commissioned by different government agencies and delivered by different operators, such as non-emergency patient transport, socially necessary bus services, adult social care transport and home to school transport . ▪ 10 - Local accessibility frameworks or plans for local communities to tackle specific problems (e.g. locality planning areas) ▪ 11 - Jobs access schemes – option to develop schemes that help unemployed people into work by removing transport barriers including cost, information and journey planning barriers. Typically, these schemes offer personalised travel advice and free or discounted travel particularly during the first weeks of a new job before wages are received

Policy	Related Options
and/or do not have access to a private car, and black and minority ethnic people. Improve the availability and stability of public transport services in rural, remote and island communities and socio-economically disadvantaged communities. Develop the role of local bus, Community Transport, taxis and other Demand Responsive Transport services, shared transport and shared mobility to ensure public transport is available to all communities.	12 - Health and Transport Action Plan with each Health board in the region 37 - Support role of Community Transport in providing access to healthcare 38 - Development and enhanced capacity building & resilience of Community Transport Network 51 - Increased capacity, flexibility and coverage of demand responsive services 57 - Improved integration between Community Transport, Demand Responsive Transport, and local public transport 94 - Enhanced economic and social value of rural railways 111 - Changes to eligibility criteria and scope of concessionary fares schemes 112 - "Free" or very low public transport fares
P.A4 Safety and security of public transport *Increase personal safety and security of people using and accessing public transport services. Ensure everyone is able to use public transport services free from fear of harassment and discrimination based upon ethnicity, disability, sex, sexual orientation, gender identity or age. Promote safety by design and involve equality groups in the design process. Improve perceptions of personal safety and security of public transport services.*	15 - Improved safety and security on routes to public transport 80 - Improved safety and security at public transport hubs 81 - Improved safety and security on board public transport 82 - Implement public transport Hate Crime Charter in region

Table A3: Policy Theme 2 – Reducing the Need to Travel and Managing Demand for Car Travel

Policy	Related Options
P.R1 Integration of transport and land use *Seek to minimise physical separation and travel distances between the places where people live and the places where people need to go to for work and other every day activities. Embed the sustainable travel hierarchy and sustainable transport investment hierarchy as key principles in land use policy and development plans and strategies. Support new development that is located in areas that are accessible by active travel and public transport, designed to facilitate movement by walking, wheeling, cycling and public transport, and integrated with existing and planned active travel and public transport networks, services and hubs.*	66 - Sustainable transport for new development 68 - City & town centre living strategies 69 - "20-minute neighbourhoods"
P.R2 20-minute neighbourhoods *Support and facilitate development of 20-minute neighbourhoods including developing improved active travel, public transport and sustainable mobility hubs.*	69 - "20-minute neighbourhoods"
P.R3 Flexible working and remote access to services	SPT Corporate Plan

Policy	Related Options
Reduce the need to travel by supporting development of digital & remote access to public services and flexible working models.	
P.R4 Road space reallocation *Encourage and support reallocation of road space to active travel and public transport where possible to increase and enhance capacity for active travel and public transport provision and tackle car-centric road systems..*	▪ 49 - Regional demand management policy – option to develop regional policy framework to support the development and implementation of demand management interventions in the region including establishing principles of what types of interventions are best developed on a cross-boundary, regional or national level.
P.R5 Car demand management – parking *Encourage and support development of local parking policies that encourage more sustainable travel behaviours, in line with the sustainable travel hierarchy. Investigate and develop pricing strategies for park and ride provision to encourage sustainable travel to bus, rail or Subway stations/hubs, where appropriate.*	▪ 49 - Regional demand management policy – option to develop regional policy framework to support the development and implementation of demand management interventions in the region including establishing principles of what types of interventions are best developed on a cross-boundary, regional or national level.
P.R6 Car demand management – pricing *Support the investigation, development and implementation of road and parking pricing policies that encourage more sustainable travel behaviours and provide opportunities to fund active travel and public transport, in line with the sustainable travel hierarchy, and contribute to the development of the national Car Demand Management Framework. Support development of a Workplace Parking Licensing scheme in Glasgow and other towns in the region as appropriate.*	▪ 50 - Demand management measures – options for road space reallocation , parking, pricing and behaviour change
P.R7 Behavioural change *Facilitate a change in behaviours and attitudes towards travelling by car particularly travelling to school by car where high quality, active travel and public transport alternatives are available. Support Smarter Choices and promote more sustainable travel behaviours for all journey types including journeys made for leisure, recreational and tourism purposes.*	▪ 28 - Increased travel planning including promoting TravelKnowHow ▪ 29 - Support and develop behaviour change activities that tackle wider societal norms around car use particularly to support sustainable travel to school
P.R8 Shared transport and shared journeys *Facilitate and support improved and increased shared transport provision in the region. Support a shift in car ownership behaviours from private ownership to shared transport. Facilitate and support increased sharing of journeys in the region, aiming to increase car vehicle occupancies for journeys that need to be made by car.*	▪ 61 - Increased sustainable transport options on islands and rural mainland communities ▪ 106 - Package of shared mobility options – options to reduce personal car ownership and single occupancy car trips including journey sharing, car sharing including car clubs, bike sharing

Table A4: Policy Theme 3 – Enabling Walking, Wheeling and Cycling

Policy	Related Options
P.AT1 Regional Active Travel Network *Facilitate walking, wheeling and cycling to be the natural choice for every day, shorter journeys in line with the Sustainable Travel Hierarchy. Aim to make travelling actively more attractive than travelling by car as much as possible. Ensure active travel networks are convenient, safe, accessible, inclusive and promote good health and wellbeing, aiming for full segregation from motorised traffic as much as possible. Develop active travel as a mass transit mode on high travel demand corridors and support development of Active Freeways. Develop active travel networks in built up areas to include both direct routes and green networks as much as possible to provide choice and maximise opportunities for healthy and sustainable travel behaviours. Facilitate development and delivery of a regional active travel network to achieve excellent active travel connectivity in the region and ensure integration with other sustainable transport modes including bus, rail, ferry, Subway and Clyde Metro.*	▪ 17 - Strategic active travel network and active freeways ▪ 18 - Regional Active Travel Network Strategy
P.AT2 Accelerated delivery of walking, wheeling and cycling infrastructure and facilities *Enable accelerated delivery of new and enhanced walking, wheeling and cycling infrastructure and facilities to achieve a step change in active travel provision as soon as possible. Facilitate and support delivery of Scotland's Active Travel Framework in the region.*	▪ 17 - Strategic active travel network and active freeways ▪ 18 - Regional Active Travel Network Strategy
P.AT3 Access to bikes *Increase access to bikes and enable bike ownership including adapted bikes and other non-standard bikes.*	▪ 22 - Support and promote uptake of electric bikes ▪ 23 - Invest in electric bike infrastructure ▪ 24 - Develop local bike hire & bike sharing schemes and initiatives ▪ 25 - Facilitate development of cross-boundary bike hire / bike sharing opportunities ▪ N5 - Adapt public transport services, vehicles and hubs to effects of climate change for staff and passenger welfare
P.AT4 Integration of walking, wheeling and cycling with other sustainable transport modes *Increase and enhance integration of walking, wheeling and cycling networks and facilities with other sustainable transport modes including bus, rail, ferry, Subway and Clyde Metro.*	▪ 26 - Co-ordinated and enhanced active travel journey planning information ▪ 62 - Improve integration of active travel and public transport
P.AT5 Integration of micromobility and walking, wheeling and cycling *Support development of emerging micromobility transport, such as e-scooters, and support the safe integration into active travel networks.*	▪ 106 - Package of shared mobility options – options to reduce personal car ownership and single occupancy car trips including journey sharing, car sharing including car clubs, bike sharing

Table A5: Policy Theme 4 – Enhancing Quality and Integration of Public Transport

Policy	Related Options
P.PT1 Integrated public transport system *Enhance the quality and integration of the public transport system, aiming for a highly integrated, world class, passenger focused system that attracts users away from less sustainable modes of travel particularly private car usage. Promote and facilitate integration of public transport systems including networks, services, ticketing, information, marketing, and passenger facilities, aiming for a more unified system that is easy and convenient for passengers to navigate. Improve public transport service quality particularly reliability, punctuality and frequency. Improve passenger satisfaction including value for money and increase perceptions of the public transport system as attractive, convenient and desirable. Facilitate and support integration of public transport with other modes. Ensure public transport governance models facilitate and enable delivery of the regional transport strategy.*	▪ 56 - Transport (Scotland) Act 2019 provisions for local bus – options for franchising, municipal bus companies and Bus Service Improvement Partnerships ▪ 84 - Public transport Passenger Charter ▪ 88 - Enhanced and integrated promotional, marketing and branding activities for local public transport ▪ 89 - Improved monitoring of passenger satisfaction
P.PT2 Ticketing and information *Develop and facilitate enhanced integration of public transport systems for ticketing, travel information, booking and payment activities across all public transport modes in the region including inter-regional connections where appropriate. Aim for a single, integrated system, providing users with a high quality, simple and accessible experience for planning, booking and paying for travel on public transport. Integrate and align developments in ticketing and information with wider developments in Mobility as a Service.*	▪ 64 - A regional framework for Mobility as a Service – option to develop a framework for the development and delivery of MaaS in the region ▪ 117 - ZoneCard modernisation ▪ 118 - Enhanced Smart and integrated ticketing for the region (e.g. tap on/tap off)
P.PT3 Mobility as a Service *Develop and facilitate Mobility as a Service (MaaS) in the region, building upon existing opportunities including ZoneCard where appropriate. Ensure MaaS platforms are inter-operable with cross-regional and national MaaS solutions where appropriate.*	▪ 64 - A regional framework for Mobility as a Service – option to develop a framework for the development and delivery of MaaS in the region
P.PT4 Bus quality and integration *Facilitate and enable development of an enhanced and fully integrated bus system for the region. Ensure the bus system provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction. Ensure bus is perceived to be an attractive, convenient and desirable mode of transport that attracts users away from less sustainable ways of travelling. Facilitate and support development of an enhanced regional bus network to ensure excellent bus connectivity for the region and ensure integration with other sustainable transport including*	▪ 4 - Fully accessible and comprehensive travel information and journey planning services – at stops/stations, on board services, and digital – including improved audio/visual information ▪ 31 - New / enhanced bus lanes/segregation ▪ 32 - Improved traffic management measures to support bus priority ▪ 33 - New / enhanced traffic signal control ▪ 34 - Enhanced enforcement of bus lanes ▪ 87 - Enhanced local public transport stop/station infrastructure ▪ 90 - Enhance provision of real time passenger information

Policy	Related Options
rail, ferry, Subway and Clyde Metro. Support development and delivery of bus priority measures including Bus Partnership Fund. Facilitate development of bus partnerships, bus franchising and municipal bus operations where appropriate.	
P.PT5 Rail quality and integration *Facilitate and support development of the regional rail network in the region and ensure the multi-faceted role of rail in the region is recognised by investment decision makers. Ensure the rail system provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction. Increase integration of the rail system with other sustainable transport including bus, ferry, Subway and Clyde Metro.*	▪ 92 - Capacity enhancements and constraint resolution on rail network ▪ 94 - Enhanced economic and social value of rural railways ▪ 95 - Re-opening of disused rail lines (passenger and freight) ▪ 96 - Support Glasgow Central capacity enhancement (aligned with STPR2 process)
P.PT6 Ferry quality and integration *Facilitate and support development of the ferry network in the region. Ensure the ferry network provides reliable and resilient services and meets the needs of island residents, businesses and visitors. Ensure ferry is integrated with the wider public transport system including island transport services to reduce adverse impacts of visitor car travel on Island communities and help achieve modal shift to sustainable travel methods.*	▪ 52 - Support development and delivery of the Islands Connectivity Plan ▪ 53 - Enhanced resilience of ferry services for Arran and Cumbrae and peninsular communities on the Clyde ▪ 54 - Enhanced harbour and terminal infrastructure for passenger ferry services ▪ 55 - Enhanced capacity on ferry routes on the Clyde
P.PT7 Subway quality and integration *Develop the Subway to be fully integrated with active travel, bus, rail and Clyde Metro. Ensure the Subway provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction.*	▪ 109 - New Subway service plan (following completion of Subway Modernisation)
P.PT8 Clyde Metro *Facilitate and support development and delivery of Clyde Metro and ensure integration with active travel, bus, rail and Subway networks. Ensure Clyde Metro provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction.*	▪ 62 - Improve integration of active travel and public transport
P.PT9 Community Transport, Demand Responsive Transport, Taxis and last mile connections *Increase and enhance the 'last mile' and community-level transport network. Develop the role and enhance integration of Community Transport, Demand Responsive Transport and taxis, active travel and shared transport with bus, rail, ferry, Subway and the future Clyde Metro. Integrate walking, wheeling and cycling networks and facilities with public transport.*	▪ 38 - Development and enhanced capacity building & resilience of Community Transport Network ▪ 51 - Increased capacity, flexibility and coverage of demand responsive services ▪ 57 - Improved integration between Community Transport, Demand Responsive Transport, and local public transport ▪ 62 - Improve integration of active travel and public transport ▪ 107 - Increased availability of accessible taxis
P.PT10 Park and Ride	▪ 98 - New/Enhanced rail park and ride

Policy	Related Options
Increase and enhance Park & Ride facilities and Park & Ride systems where local active travel and public transport connections to stops/hubs/stations are limited.	
P.PT11 Sustainable mobility hubs *Facilitate and support development and enhancement of public transport interchanges and sustainable mobility hubs. Support development of national Mobility Hub Delivery Framework and ensure development of a sustainable mobility hub network is integrated with development of 20-minute neighbourhoods. Ensure that best use is made of existing facilities and integration with all sustainable modes including active and shared modes and Community Transport is assured.*	▪ 58 - Sustainable integrated transport hubs for hospitals, campuses & town centres ▪ 59 - Integrated 'mini' transport hubs for smaller towns and rural communities to improve integration with mainstream public transport

Table A6: Policy Theme 5 – Improving Road Safety

Policy	Related Options
P.RS1 Road safety and vulnerable road users *Support and facilitate delivery of Scotland's Vision Zero where no is killed or seriously injured on roads by 2045. Support implementation of the Road Safety Framework and local Road Safety Plans and help meet road casualty reduction targets in the region. Aim for a sharp and consistent reduction in the number and severity of road traffic collisions in the region with particular focus on vulnerable road users including people who are walking, wheeling and cycling, children and young people, older people and disabled people.*	▪ 20 - Place-making schemes to improve the quality of the built environment for walking and cycling ▪ 99 - Implement Road Safety Framework in the region
P.RS2 Safe speeds *Support implementation of 20mph speed limits on a majority of roads in built up areas in the region including towns and villages. Support investigation and implementation of reduced speeds on rural roads in the region, where appropriate.*	▪ 99 - Implement Road Safety Framework in the region ▪ 105 - 20mph speed limits and 20mph zones
P.RS3 Regional road network safety measures *Support implementation of road safety measures on the regional road network.*	▪ 99 - Implement Road Safety Framework in the region

Table A7: Policy Theme 6 – Decarbonising Vehicles and Improving Air Quality

Policy	Related Options
P.GF1 Road transport vehicle decarbonisation *Facilitate and promote an accelerated transition to ultra-low emission road transport vehicles. Support and facilitate implementation of electric vehicle charging infrastructure. Support the development of regional / cross-boundary charging infrastructure networks including ensuring supply for rural and remote areas and integration with public transport and sustainable mobility hubs. Support introduction of tariffs for use of the electric vehicle charging network and support co-ordinated approaches to tariffs. Improve information and sharing of best practice related to road transport decarbonisation among consumers, business, freight sector and transport operators. Support and encourage bus operators to take up opportunities to decarbonise fleets, upgrade depots and develop partnerships with energy providers. Support and facilitate decarbonisation of the community transport sector in the region. Facilitate development of public charging infrastructure for bus and community transport particularly at SPT bus stations, and integrate with sustainable mobility hubs as appropriate. Support and encourage innovation and investment in alternative fuels and fuelling infrastructure including Green Hydrogen particularly to support decarbonisation of larger vehicles including buses and public sector fleets. Support alignment of transport decarbonisation and clean energy strategies and promote cross-sector working including improving data sharing.*	▪ 36 - Community Transport sector transition to ultra-low emission vehicles ▪ 39 - Regional Electric Vehicle (EV) network charging strategy ▪ 41 - Promotion of Ultra Low Emissions Vehicles (ULEVs) ▪ 42 - Local bus fleet transition to ultra-low emission buses ▪ 43 - Freight sector transition to ultra-low emission vehicles ▪ 44 - Development of alternatives to battery electric vehicles, particularly Hydrogen opportunities and for larger vehicles ▪ 47 - Taxi sector transition to low emission vehicles ▪ 75 - Low emission road freight where rail freight alternatives do not exist
P.GF2 Rail decarbonisation *Support and facilitate decarbonisation of rail services in the region. Ensure investment in decarbonisation of rail services provides opportunities for improved and more resilient rail services and infrastructure in the region.*	▪ 48 - Support Rail Services Decarbonisation Plan
P.GF3 Subway decarbonisation *Develop and implement a net zero carbon strategy for the Subway.*	▪ SPT Business Planning
P.GF4 Ferry decarbonisation *Support decarbonisation of ferry services in the region and implementation of Island Connectivity Plan. Ensure ferry decarbonisation provides opportunities for improved and more resilient ferry services and infrastructure in the region.*	▪ 52 - Support development and delivery of the Islands Connectivity Plan ▪ 53 - Enhanced resilience of ferry services for Arran and Cumbrae and peninsular communities on the Clyde ▪ N1 - Support decarbonisation of ferry services in the SPT region
P.GF5 Aviation decarbonisation *Support decarbonisation of regional air services particularly lifeline services to Argyll and Bute, Highlands and Comhairle nan Eilean Siar.*	▪ 29 - Support and develop behaviour change activities that tackle wider societal norms around car use particularly to support sustainable travel to school ▪ N2 - Support decarbonisation of air services in the SPT region

Policy	Related Options
Increase low carbon surface transport to Glasgow Airport and Prestwick Airport.	
P.GF6 Clyde Metro *Ensure that Clyde Metro is developed on the basis of minimising carbon and other harmful emissions. Promote lower energy consumption by incorporating renewable energies and zero emission transport designs as far as possible.*	▪ 62 - Improve integration of active travel and public transport
P.AQ1 Low Emission Zones *Support implementation and promotion of the Glasgow Low Emission Zone. Support investigation and implementation of additional Low Emission Zones in the region as appropriate.*	▪ 45 - Implementation of Low Emission Zones
P.AQ2 Air Quality Management Areas *Support implementation and delivery of transport improvements and measures to improve air quality within Air Quality Management Areas in the region. Aim to reduce the number of AQMAs in the region.*	▪ 46 - Air quality mitigation measures

Table A8: Policy Theme 7 – Moving Goods Sustainably

Policy	Related Options
P.MG1 Strategic freight transport *Facilitate and support strategic freight transport to be more sustainable and energy efficient. Increase resilience and reliability of strategic road, rail and maritime freight transport. Enable strategic freight modal shifts, particularly from road to rail and to maritime transport where appropriate. Support and facilitate best practice and innovation in freight transport in the region.*	▪ 29 - Support and develop behaviour change activities that tackle wider societal norms around car use particularly to support sustainable travel to school ▪ 72 - Cyclelogistics – improvements to transport of freight by bike ▪ 75 - Low emission road freight where rail freight alternatives do not exist ▪ 76 - Support Rail freight market development ▪ 77 - HGV rest stops and enhanced secure overnight facilities ▪ 78 - Enhanced intermodal freight transfer facilities
P.MG2 Urban freight and last mile deliveries *Facilitate and support more sustainable and efficient movement of goods in City/town centres. Reduce adverse impacts of goods traffic on local roads networks and communities. Facilitate and support increased freight modal shift and innovation of the 'last mile' delivery to be more sustainable and to support development of 20-minute neighbourhoods.*	▪ 72 - Cyclelogistics – improvements to transport of freight by bike ▪ 73 - 'Last mile' innovations - improving integration and better co-ordination of the 'last mile' in freight transport deliveries
P.MG3 Freight hubs and facilities *Facilitate and support development and enhancement of freight hubs and freight facilities. Support development of freight consolidation hubs and networks.*	▪ 73 - 'Last mile' innovations - improving integration and better co-ordination of the 'last mile' in freight transport deliveries ▪ 74 - Freight consolidation centres

Table A9: Policy Theme 8 – Increasing Resilience and Adapting to Climate Change

Policy	Related Options
P.RA1 Climate Change Adaption *Facilitate and support adaptation of the regional transport system to the impacts and effects of climate change including regional roads, coastal rail lines, ferry terminals and harbours, Subway, and flooding of rail, road and path networks. Adapt the transport system to protect the health and wellbeing of transport system users from climate change impacts including higher temperatures and heat stress. Ensure new transport investments including Clyde Metro are future proofed for impacts of climate change and a low carbon future.*	▪ 53 - Enhanced resilience of ferry services for Arran and Cumbrae and peninsular communities on the Clyde ▪ 93 - Improved resilience and adaptation of rail ▪ 102 - Improved resilience of local roads networks to flooding and other weather-related incidents ▪ N5 - Adapt public transport services, vehicles and hubs to effects of climate change for staff and passenger welfare
P.RA2 Resilience *Increase resilience of the regional transport system from disruption. Reduce adverse impacts of transport system disruption on people and business.*	▪ 53 - Enhanced resilience of ferry services for Arran and Cumbrae and peninsular communities on the Clyde ▪ 93 - Improved resilience and adaptation of rail ▪ 102 - Improved resilience of local roads networks to flooding and other weather-related incidents
P.RA3 Flood risk management and mitigation *Support increased integration of transport and flood risk planning. Encourage and develop opportunities to support flood risk management actions through transport projects and infrastructure, where appropriate.*	▪ 102 - Improved resilience of local roads networks to flooding and other weather-related incidents

Table A10: Policy Theme 9 – Protecting and Enhancing Natural and Built Environments

Policy	Related Options
P.EV1 Biodiversity and green infrastructure *Protect and enhance biodiversity where possible. Develop and implement green infrastructure and other nature-based solutions as part of transport plans and transport projects where appropriate.*	▪ N/A
P.EV2 Green networks *Support and facilitate integration of green networks and active travel networks, where appropriate particularly in built up areas.*	▪ N4 - Integrate active travel networks and green networks
P.EV3 Built environment and high-quality places *Protect and enhance the built environment where possible. Integrate placemaking and public realm plans and projects with transport plans and projects where appropriate.*	▪ 20 - Place-making schemes to improve the quality of the built environment for walking and cycling

Table A11: Policy Theme 10 – Connecting Places

Policy	Related Options
P.CP1 International connectivity *Improve, increase and enhance sustainable inter-national connectivity of the region for passenger and freight transport and ensure the transport system supports a sustainable, inclusive, competitive, resilient and productive regional economy. The region's international transport gateways and routes to be maintained, improved or enhanced include:* *Connections to Glasgow Airport and Prestwick Airport;* *Connections to ports - Ocean Terminal, Hunterston, Ardrossan, Ayr, Troon, King George V Docks, Inchgreen, and connections to Cairnryan;* *Connections to England – including Glasgow Central station, Motherwell station, West Coast Mainline, Glasgow and South Western line, A76, A71, A72 and M8/M77/M74 and High-Speed Rail* *Connections to road and rail freight facilities – Mossend, Eurocentral, and connections to Grangemouth*	▪ This policy theme was influenced and developed by relevant Indicative Regional Spatial Strategies (IRSS) ensuring consistency with needs and development plans across the region
P.CP2 Inter-regional connectivity *Improve, increase and enhance sustainable inter-regional connectivity of the region for passenger and freight transport and ensure the transport system enables a sustainable, competitive, resilient and productive regional economy. The region's inter-regional transport gateways and routes to be maintained, improved or enhanced include:* *Connectivity to Argyll and Bute, Northwest and Western Isles* *Connectivity to Loch Lomond and Trossachs National Park* *Connectivity to Falkirk, Stirling and the North/Northeast* *Connectivity to Edinburgh, West Lothian and Scottish Borders* *Connectivity to Dumfries and Galloway* *Connectivity of Arran – Argyll and Bute*	▪ This policy theme was influenced and developed by relevant Indicative Regional Spatial Strategies (IRSS) ensuring consistency with needs and development plans across the region
P.CP3 Intra-regional connectivity *Improve, increase and enhance sustainable connectivity of regional strategic economic development and investment locations and intra-regional travel to work and freight corridors, and ensure the regional transport system enables sustainable development. Key strategic intra-regional connectivity priorities and corridors include:* *HMNB Clyde / Faslane, Helensburgh Growth Area and Helensburgh/HMNB Clyde – Balloch/Dumbarton – Clydebank - Glasgow* *Clyde Mission Clyde Corridor and Glasgow City Region City Deal investment locations*	▪ This policy theme was influenced and developed by relevant Indicative Regional Spatial Strategies (IRSS) ensuring consistency with needs and development plans across the region

Policy	Related Options
Ayrshire Growth Deal strategic economic development and investment locations *Glasgow - all cross-boundary radial corridors to/from Glasgow* *Intra-urban Ayrshire corridors – Kilmarnock/Irvine/Kilwinning/3 towns/Troon/Prestwick/Ayr* *South Lanarkshire – North Lanarkshire* *East Renfrewshire – Renfrewshire – (West Dunbartonshire)* *Inverclyde - Renfrewshire* *Ayrshire – Renfrewshire - Glasgow* *North Ayrshire – Inverclyde* *East Dunbartonshire – North Lanarkshire* *East Dunbartonshire – West Dunbartonshire* *Ardrossan – Arran, Largs - Cumbrae and Rosneath Peninsula – Greenock*	
P.CP4 Town Centre connectivity and 20-minutes neighbourhoods *Improve, increase and enhance active travel and public transport connectivity of the region's town centres to support town centre economies and delivery of 20-minute neighbourhoods.*	▪ This policy theme was influenced and developed by relevant Indicative Regional Spatial Strategies (IRSS) ensuring consistency with needs and development plans across the region
P.CP5 Island, Rural and Remote Area Connectivity *Improve, increase and enhance transport connectivity for rural, remote and island communities particularly to nearest town centres and key transport hubs. Increase, improve and enhance transport connectivity for Arran, Cumbrae and Rosneath peninsula.*	▪ This policy theme was influenced and developed by relevant Indicative Regional Spatial Strategies (IRSS) ensuring consistency with needs and development plans across the region
P.CP6 Regional Hospitals and Tertiary Education *Improve, increase and enhance sustainable connectivity of regional hospitals and tertiary education. Support development of active travel and public transport connectivity for new Monklands hospital and other future hospital and tertiary education development.*	▪ This policy theme was influenced and developed by relevant Indicative Regional Spatial Strategies (IRSS) ensuring consistency with needs and development plans across the region
P.CP7 Housing Development *Facilitate and support increased and enhanced sustainable transport connectivity of major residential development and growth areas in the region.*	▪ This policy theme was influenced and developed by relevant Indicative Regional Spatial Strategies (IRSS) ensuring consistency with needs and development plans across the region