Stantec

The New Regional Transport Strategy for Strathclyde

Draft RTS

Fairer Scotland Duty Assessment Report

(supporting the main Equalities Duties Report)

On behalf of the

Strathclyde Partnership for Transport

SPT

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1.1   Purpose

1.1.1   This report sets out the findings of the assessment of equalities impacts of the draft Regional Transport Strategy (RTS) for Strathclyde where they relate to the requirements of the Fairer Scotland Duty (FSD). The report sets out the framework used to consider equalities impacts, the evidence base supporting the assessment and the findings of the assessment of the draft RTS.

1.2   Approach to the Assessment

Fairer Scotland Duty

1.2.1   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 or developing policy. 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.

1.2.2   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.

1.2.3   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?*

> **Assessment Framework: Fairer Scotland Duty**
>
> - *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?*

1.2.4   The framing questions have been applied in relation to the two key parts of the Duty, with relevant criteria identified from the statutory guidance including:

- Socio-economic disadvantage, which is influenced by low income, low/no wealth, material and area deprivation and socio-economic background; and

- Inequality of outcome, including education, skills, employment, crime, health and wellbeing, life expectancy, living standards, poverty and connectivity.

1.2.5   These criteria have been considered with respect to communities of place and communities of interest where evidence and data available has supported this examination.

Assessment of Draft RTS Equalities Impacts

1.2.6   The equalities framework has been used to provide a structured basis for consideration of the principal components of the RTS through the development of the Strategy. At the Case for Change stage a relatively high level approach was taken to the assessment of the compatibility of the RTS Vision, Priorities, Targets and Objectives with the key equalities duties including the PSED. Following this stage, the project team developed a long list of potential transport options (in 21 themed groups) which were appraised as part of the STAG process and which incorporated an equalities assessment commentary.

1.2.7   The findings of this equalities assessment work is presented in the main Equalities Duties Report as it provides a strategic foundation for the development of proposed RTS policies which represent the core mechanism for future delivery and implementation of transport improvements in the SPT region over the life of the Strategy. They have been subject to commensurately more detailed consideration of equalities impacts (in this case for the FSD).

1.2.8   The equalities framework presented above has been used to inform this detailed assessment and to provide a structured appraisal of each draft RTS policy. In addressing these questions, the assessment team has also taken account of the evidence base gathered on issues of socio-economic disadvantage and transport (as drawn from the wider equalities evidence base, and presented in Section 2 of this report) relevant to RTS preparation. The findings of the assessment are set out in Section 3 of this report. A summary of the findings is set out in the main RTS Equalities Duties Report.

1.2.9   The scoring criteria used to help assess the scale of the predicted equalities impacts of the RTS policies, and as presented in the assessment frameworks in Section 3 of this report are based on the assessment criteria which are set out in **Table 1.1**.

Table 1.1 Fairer Scotland Duty Assessment Criteria

Impact Score	Description	Symbol
Major Beneficial Effect	The policy contributes significantly to reducing inequalities of outcome which result from socio-economic disadvantage for key communities of place and/or interest	++
Minor Beneficial Effect	The policy contributes to reducing inequalities of outcome which result from socio-economic disadvantage for key communities of place and/or interest, but not significantly	+
Neutral / Negligible Effect	The policy has no clear relationship with the requirements of the FSD or the relationship is negligible	0
Minor Adverse Effect	The policy adversely affects the achievement of reducing inequalities of outcome which result from socio-economic disadvantage for key communities of place and/or interest, but not significantly	-
Major Adverse Effect	The policy significantly adversely affects the achievement of reducing (or exacerbates) inequalities of outcome which result from socio-economic disadvantage for key communities of place and/or interest	--
Uncertain Effect	The policy has an uncertain relationship to the FSD requirements or insufficient detail or information may be available to enable an assessment to be made.	?
No Clear Relationship	There is no clear relationship between the proposed policy and the achievement of the FSD	~

1.2.10 The assessment criteria provide an objective means of undertaking and reporting the equalities assessments of the transport policies on a consistent basis. The colour coding also allows for rapid identification of the impacts most likely to be significant, generally those assessed as having a major positive or negative effect.

1.3   Report Structure

1.3.1 This report is structured as follows:

- **Section 2 –** presents the equalities evidence base relevant to FSD issues which has informed the consideration of equalities issues through development and assessment of the draft RTS; and

- **Section 3 –** sets out the findings of the detailed assessment of the draft RTS which has focused on assessment of the policies and options of the draft RTS.

2   Evidence Base

2.1   Introduction

2.1.1   This section sets out the evidence base which has been collated through the process of RTS development to inform and underpin the consideration of equalities issues relevant to the FSD and the assessment of relevant equalities impacts of the proposed Strategy.

2.1.2   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 are summarised below.

2.1.3   This section reviews the key literature and research findings relevant to public transport and equalities issues for the duty. A more general baseline review of socio-economic and demographic characteristics of the SPT region is presented in the main RTS reporting including the draft RTS (chapter 5) and baseline data collated and reported at the Case for Change stage (including (Stantec, 2021)).

2.2   Fairer Scotland Duty Evidence Base

Socio-Economic Disadvantage

Introduction

2.2.1   The SPT region is demographically and spatially diverse with a large number of disadvantaged and access-deprived communities. It has many challenges associated with poverty, deprivation and inequalities of outcome from socio-economic disadvantage. Overall 15% of the region's population is income deprived compared to 10% in Scotland overall. The rate of child poverty is also higher in the SPT region than in Scotland as a whole and there are other inequalities in key labour market indicators including rates of unemployment and underemployment (Strathclyde Partnership for Transport, 2021).

2.2.2   People who live in the most deprived areas are most likely to experience conditions which limit their opportunities in life and poverty is a key driver of poor health and educational and economic attainment outcomes. The impacts of COVID-19 on employment and income are considered by SPT to be likely to exacerbate existing poverty and societal inequalities in the region, raising further the importance of transport to facilitate fairer outcomes through reducing inequalities of access to activities essential to a more inclusive economy. There are also strong overlaps between people experiencing socio-economic disadvantage (communities of place) with groups who have protected characteristics such as women, disabled people, older people and ethnic minorities (communities of interest).

2.2.3   This section summarises some of the key equalities issues and evidence relating to socio-economic disadvantage as it relates to transport issues. More detailed and general socio-economic profile information for the region is set out in supporting documents to the draft RTS and is not reproduced here.

Access to Transport

2.2.4   Transport has an underpinning role in tackling poverty, socio-economic and health inequalities and supporting inclusive economic growth. It helps people to get to work, education and training opportunities, to access healthcare and other services and to participate more fully in society (Strathclyde Partnership for Transport 2021). In particular, many jobseekers rely on public transport (particularly the bus) to reach these opportunities.

2.2.5   Access to transport can reinforce or lessen the impact of poverty. Being unable to access or afford transport can prevent people accessing services, reduce quality of life and lead to social isolation (Titheridge, et al. 2014). This can increase inequalities linked to income, such as health inequalities (K. S. Lucas 2019) and generally contribute to and intensify the experience of poverty and social inequalities that persist. Transport can also act as a key barrier to (or enabler of) employment and to better employment. The health of residents in the SPT region is relatively poor compared with the Scottish population and transport is a critical enabler of good health and wellbeing as it influences access to healthcare facilities and services whilst also providing opportunities to enhance physical and mental health through active travel (Stantec UK, 2021).

2.2.6   In the SPT public survey for the RTS, many people looking for employment felt that transport was a factor in their decision not to take up opportunities. This often related to the timing of services or the additional cost and time involved in making multi-operator journeys. Challenges were identified when accessing work by public transport using more limited early morning or evening bus services, particularly where changes between bus services were required. These issues underline analysis of relative job accessibility in the region which showed that one quarter of the working age population could access c 20,000 jobs within 20 minutes when travelling by public transport compared with 100% of the population could reach the same number of jobs if they had access to a car (Strathclyde Partnership for Transport 2021). Similar disparities exist in the relative accessibility of health facilities by car and public transport with key problems cited in the survey around lack of direct public transport services, frequency of services and availability of parking at hospitals.

2.2.7   There are also large inequalities in access to private cars in the SPT region, with car ownership strongly linked with employment and household income. For example, people who are employed are much more likely to have access to a private car, and disabled people are less likely to live in a household with a car available for private use (Strathclyde Partnership for Transport, 2021).

2.2.8   People living in rural areas are likely to have reduced access to employment and essential services. Public transport travel often involves long journeys, sparse timetables and expensive ticketing in comparison with urban areas. Evidence also indicates limited integration between public transport services and modes, particularly in rural areas (Jacobs and AECOM, 2021a). Whilst owning a car can improve access, car ownership may push low income households into poverty (see below on 'forced car ownership'). Reduced access to opportunities for employment, training and education may inhibit deprived households from improving their situation (Jacobs and AECOM, 2022).

Affordability of Transport

2.2.9   The affordability, availability and integration of transport to people facing socio-economic disadvantage through low incomes and wealth is a key equalities issue. This characteristic influences how people use and experience the transport network. Further, the transport network itself influences inequalities of opportunity and outcome related to income and socio-economic status (for example through the extent to which it facilitates access to employment and through the costs of using it). People living in areas with higher levels of deprivation tend to have poorer public transport links, fewer employment opportunities and in some cases fewer local services (Poverty and Inequality Commission 2019). Those living in the 10% most deprived areas are more likely to walk or catch the bus to travel to work or school (Transport Scotland, 2020). Being able to access education, employment and training is critical for low income households as a means of escaping poverty, as well as for general wellbeing (Transport Scotland, 2021).

2.2.10   How a person interacts with the transport network is influenced by their income. National statistics (Transport Scotland, 2019 &, Transport Scotland, 2020) have shown that people in lower income households are significantly more dependent on public transport and they are more likely to travel by bus, while people in higher income households are more likely to drive. There is also a spatial relationship between transport connectivity and material wealth with deprived areas tending to have poorer public transport links than areas with high material

wealth, in terms of both service quality and the range of options available (Lucas, 2011; Titheridge, 2014).

2.2.11 SPT identify that the cost of transport is a significant barrier in people's ability to use the transport network (Strathclyde Partnership for Transport 2021). Key affordability issues are:

- Inequalities of access to private cars: Levels of access to car for private use vary considerably by demographic and socio-economic characteristic. Disabled people and unemployed people are less likely to live in a household with a car available for private use. Fewer than half (49%) of single parent households with dependent children have a car available for private use.

- Forced car ownership: lack of suitable transport alternatives and/or barriers to using available services results in household budgets being stretched for some.

- Public transport fares: Cost of public transport fares is one of the top transport-related challenges in the SPT area. Lower income households are also less likely to be able to access the 'best value' tickets given the upfront outlay required. 'Best value' tickets (weekly or monthly 'passes') are often unsuitable for people who are working part-time or who have insecure work that makes it difficult to forecast future travel needs.

2.2.12 Despite poor service coverage, people in low income households are more likely to travel by bus due to the affordability barriers to the private car. 41% of people living in a household with income less than £10,000 in Scotland use a bus at least once per week, compared to 15% for those with an income greater than £50,000 (Transport Scotland 2019). Cuts to subsidised bus services therefore have a disproportionate impact on people in low income households facing other forms of socio-economic disadvantage. Difficulty accessing public transport is only one issue with connectivity. There are also links between poverty and access to cycles. Household access to bikes increases with household income. 62% of households with an income of £50,000 or more have access to one or more bikes, compared to 20% of households with an income up to £10,000 (Transport Scotland 2019). Bicycle access is higher in rural areas than urban areas.

2.2.13 The key issues experienced by low income families in accessing essential services by public transport have been identified (McHardy & Robertson, 2021) as:

- Cost – the cost of journeys is particularly crucial when travelling with young children as high fares can make short journeys expensive[1];

- Scheduling – inflexible timings often cause problems for shift workers, those with caring responsibilities or connecting between different forms of transport; and

- Infrastructure and services – significant wait times between services where these are operated by different bus companies with extended travel times.

2.2.14 Public transport costs can be significant for those on low incomes and particularly for people in rural areas who travel longer distances and face higher costs (Poverty and Inequality Commission 2019). Cost increases of fares disproportionately impact on socio-economically disadvantaged groups which increases inequalities of opportunity and outcomes (Stantec UK, 2021). The affordability of bus services varies across Scotland with costs of travel to essential services generally much higher in remote rural areas (Citizens Advice Bureau 2016). Evidence indicates that people in low income households are often excluded from maintaining social connections or accessing employment, health and training opportunities due to the affordability and availability of transport options. The single most important factor cited by those on low incomes as the greatest transport-related barrier is cost (Transport Scotland 2020) and transport

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[1] The introduction of new concessionary fare schemes on buses for children and young people across Scotland in 2022 will have reduced this effect somewhat

fares represents a significant cost for groups including low paid, low-skilled, people working irregular shifts/hours and people experiencing in-work poverty (Scottish Government, 2019). It is also relevant to note that the cost of public transport relative to the cost of motoring has increased in the past decade (Stantec, 2021).

Transport and Poverty

2.2.15 'Transport poverty' where a lack of affordable travel options prohibits access to employment and essential services has been estimated to impact more than one million people across Scotland (Sustrans Scotland 2016). Unaffordable and unreliable public transport limits access to job opportunities for residents of low-income neighbourhoods in the Glasgow City Region (Jacobs and AECOM, 2021b). This can lead to higher transport costs for people living in areas of high multiple deprivation, compounding inequalities of income. Research published by the Joseph Rowntree Foundation identified that poor service coverage, reliability and or affordability of public transport discourages people with low incomes to commute to employment sites, reinforcing socio-economic disparities (Joseph Rowntree Foundation 2018).

2.2.16 A 'poverty premium' effect also occurs for people on low incomes who may be forced to pay more for food and other services where lack of access to transport prevents them from making journeys to cheaper shops/supermarkets etc. (Davies 2016). Transport cost increases can also disproportionately affect socio-economically disadvantaged groups particularly where real-terms increases exceed the general cost of living measured by the retail prices index. This has been the case between 2010 and 2020 where bus fares in Scotland increased by 34% above inflation. Many low-income families may therefore be less able to maintain social relationships or access health, work or training possibilities that could improve their standard of living (Jacobs and AECOM, 2022).

2.2.17 'Forced car ownership' occurs in urban and suburban areas, but it is particularly a concern for low-income households in rural areas (Crisp, Gore and McCarthy 2017). Low public transport accessibility can make car ownership a necessity for people to commute to work or access basic services (Curl, Clark and Kearns 2017). In the SPT region this is highlighted by figures showing that 61% of rural households located within the most income deprived areas own a car (Strathclyde Partnership for Transport 2021). The issue of forced car ownership can also be compounded, and likely influenced by, higher fares for bus travel in rural areas across Scotland (Citizens Advice Bureau, 2016). It may also occur in households with a disabled person if accessibility barriers prevent individuals from being able to make some journeys by public transport or active travel.

2.2.18 Some areas of the region experience a lack of affordable transport options to reach essential services. Analysis undertaken for the STPR (Jacobs and AECOM, 2021a) identified that there are many areas, particularly in Ayrshire and Arran, which spend more than the Scottish average on transport expenditure (up to 20% compared to the Scotland average of 14%). This research also identified that 58% of datazones in the Ayrshire and Arran region and up to 51% of datazones in North and South Lanarkshire (Jacobs and AECOM, 2021b) were classified as high risk for transport poverty compared to 38% in Scotland. These areas were typically located in rural parts of the region.

2.2.19 In rural and remote areas, commuting, accessing key services and undertaking other everyday activities generally involves longer journeys relative to more urban areas. This means higher fuel costs or public transport fares and less time available for other activities. Remoteness from towns, larger employment centres and key facilities coupled with more limited transport options also reduces access to jobs and services and reduced choice of goods, services and employment opportunities. This is especially true for individuals and households that do not have access to a car. These access-related issues are central to rural experiences of deprivation and social isolation. Public transport services are critical for people in rural areas who cannot drive or do not have access to a car. However, in most cases, access to employment and key services by public transport in rural areas means much longer journey times compared to car users.

2.2.20   For example, from remote, mainland areas in the SPT region, a journey to hospital by public transport is well over an hour and typically closer to two hours in one direction compared to an average of about 45 minutes by car. This means less time for other activities and long public transport journeys can be physically difficult for many people who are older, sick or disabled, or travelling with children who are unwell. In the SPT region, about one in ten individuals of working age living in a rural or remote area experiences employment deprivation. The challenges of accessing employment by public transport from rural and remote areas can mean a greater dependency on limited local employment opportunities, or, alternatively, relatively high public transport fares for the longer journeys required to get to larger centres of employment. Both of these can pose challenges for household income and expenditure, although in different ways.

2.2.21   Inequalities of health outcomes is an issue affecting people with socio-economic disadvantage. In the west of Scotland, SPT identify a number of drivers for health outcomes including the need to promote active travel as a means to improve health. Factors such as isolation and loneliness have impacts on health and are recognised as challenges along with the risks of poor air quality which are closely related to transport in built up areas. Air pollutants increase the incidence of a large number of diseases in all groups but with disproportionate impacts on children, older people, people with existing health conditions and areas of higher deprivation (Strathclyde Partnership for Transport 2021). In the SPT region there are large health outcome disparities with a difference of seven years between the lowest and highest male life expectancy (at birth) by local authority area. The region also has nearly three quarters of Scotland's 5% most deprived areas with clear implications for health and wellbeing.

2.2.22   Those on low incomes and people with irregular working patterns may be unable to benefit from existing discounted travel schemes such as monthly passes. Concessionary fare schemes that offer free or discounted travel can make a real difference to those on low incomes but are not available to everyone who might need them (The Poverty and Inequality Commission, 2019). The concessionary fare scheme in Scotland makes travel by bus free for those over 60 (and under 22) however for rail travel the fare is only discounted by one third, making availability of bus services particularly important for older and younger people with lower available income (AECOM and Stantec, 2020).

Communities of Interest

2.2.23   Many people living with socio-economic disadvantage also have protected characteristics ('communities of interest') that may exacerbate the difficulties they experience. People facing other forms of structural disadvantage, such as sexism, racism, homophobia, and ableism, constitute a disproportionate number of those facing socio-economic disadvantage. Affordability barriers to the transport system intersects with other forms of disadvantage. Individuals who face structural disadvantages in society in these communities of interest are disproportionately impacted by income poverty and often employment deprivation which compounds disadvantage including by limiting the ability of people to access and use the transport system (Stantec UK, 2021).

2.2.24   Evidence suggests that bus fare rises in particular have a disproportionate impact on women, younger people, disabled people, black and ethnic minority people, people who are unemployed and seeking work, and lower income households as people in these groups are more likely to use buses to meet their everyday travel needs (Transport Scotland, 2020)[2].

2.2.25   Evidence on socio-economic disadvantage relevant to specific 'communities of interest' has identified the following issues:

- Women in Scotland are more likely to be in lower paid work than men, with 61% of people paid below the Living Wage being female (Scottish Parliament 2020). In particular, lone

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[2] Some of the challenges in relation to affordability of bus fares for young people may have been alleviated since the introduction across Scotland in early 2022 of a concessionary bus scheme for people under 22.

parents, the vast majority of whom are women, are more likely to be living in poverty than other single working-age adults in Scotland (Scottish Government 2021). Over the period 2014-16, 38.4% of lone households in Scotland were in relative poverty before housing costs. Further, a lone-parents' ability to work is structured by the availability of childcare.

- While there is a National Concessionary Travel Scheme for those eligible, disabled people are more likely to experience affordability barriers to transport relative to people without disabilities. Individuals who live in households with a disabled person are more likely to experience income poverty than those without (UK Department for Work and Pensions 2021) and all ethnic groups experience higher poverty and unemployment rates than average (Stantec UK, 2019).

- People from ethnic minority groups also face a disproportionately higher rate of relative poverty. All ethnic minority groups have higher rates of poverty than White British households. Those in the Mixed, Black, and Other ethnicity group face a rate of relative poverty after housing costs more than double that of White British households (UK Government 2018).

- There is a lack of data which evidences a direct relationship between being transgender and income inequality. However, such persons are likely to have lower income and wealth and are therefore at a higher risk of transport poverty[3]. Transgender people face widespread discrimination and targeted hostility, unequal access to services, and workplace discrimination (Equalities and Human Rights Commission 2010). Difficulties accessing employment and services which increase disposable income (including healthcare free at the point of use and housing) suggest lower income and associated affordability barriers to transport.

2.2.26 Owing to these relationships, policies in the emerging RTS should seek to identify any differential impacts on different socio-economic groups (e.g. disaggregated by income, wealth, or social class). Differential impacts between such groups are likely to also be manifest within and between groups with other characteristics and social identities with disproportionate rates of poverty and low income and wealth.

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[3] Limited data does exist, for example, a 2007 survey of 71 Transgender people in Scotland found that 30% of respondents had an income of over £20,000, and 48% of respondents had an income under £10,001. Scottish Transgender Alliance (2008). Transgender Experiences in Scotland Research Summary

3 Assessment Findings

3.1 Introduction

3.1.1 This section sets out the findings of the detailed equalities assessment of the substantive components of the draft RTS relevant to the Fairer Scotland Duty (FSD) framework. These components comprise the policies (and with consideration of their linked options) in the draft Strategy as these form the basis for the future 'delivery' elements which would have the potential for adverse and beneficial equalities impacts.

3.2 Assessment of RTS Policies

3.2.1 The findings of the assessment of the draft RTS policies are presented in Error! Reference source not found.. The assessment uses the criteria underpinning the framework (as set out in Section 1.2) to provide a consistent and structured approach to consideration of the potential impacts of the policies on the relevant needs of the FSD duty. The predicted impacts of the policies are considered under each of the ten policy themes for the RTS and the identified 'score' for each criteria is assigned in the table using the system described in Section 1.2 (**Table 1.1**).

3.2.2 The tables then set out a short description of the key predicted equalities issues on a policy specific basis, drawing on the findings of the appraisals completed for the FSD criteria and commenting where relevant on any issues specific to the requirement to consider socio-economic disadvantage and addressing inequalities of outcome associated with such disadvantage.

Table 3.1 Predicted Impacts of RTS Policies - Fairer Scotland Duty

Policy theme 1	Accessing and using transport
Policy theme 2	Reducing the need to travel and managing demand for car travel
Policy theme 3	Enabling walking, wheeling and cycling
Policy theme 4	Enhancing quality and integration of public transport
Policy theme 5	Improving road safety
Policy theme 6	Decarbonising vehicles and improving air quality
Policy theme 7	Moving goods sustainably
Policy theme 8	Increasing resilience and adapting to climate change
Policy theme 9	Protecting and enhancing natural and built environments
Policy theme 10	Connecting places

FSD Framework Criteria	Assessment of Policy Theme Equalities Impacts									
Will the emerging RTS and its associated delivery mechanisms…..	1	2	3	4	5	6	7	8	9	10
▪ Reduce cost related barriers to accessing and use of all transport modes?	++	+	+	0	0	0	0	0	0	0
▪ Low income: help to reduce levels of absolute and relative income poverty?	+	+	+	+	0	0	0	0	0	+
▪ Low wealth: help to reduce inequality in the distribution of household wealth	+	+	0	+	0	0	0	0	0	+
▪ Material deprivation: support individuals and households to access basic goods and services?	+	+	++	+	0	+	+	+	0	+
▪ Area deprivation: help to reduce level of multiple deprivation affecting communities?	+	+	+	++	+	+	0	+	+	+

FSD Framework Criteria	Assessment of Policy Theme Equalities Impacts									
Will the emerging RTS and its associated delivery mechanisms…..	1	2	3	4	5	6	7	8	9	10
▪ Reduce physical and informational barriers to accessing and using all transport modes?	+	0	0	+	+	+	0	+	0	0
▪ Reduce unequal access to employment opportunities, social and cultural activities, and public services and amenities for all?	++	+	+	++	+	+	0	0	0	++
▪ Socio-economic background: address structural inequalities resulting from differences in social class?	+	+	+	+	+	0	0	0	0	+
▪ 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?	++	+	++	++	+	+	0	+	++	+
▪ Support economic development through facilitating the growth of Scotland's key economic sectors?	+	?	?	+	+	+	+	+	0	++
▪ Support increased provision of higher skilled and higher value employment, particularly for those facing socio-economic disadvantage?	+	0	+	+	?	?	+	0	0	+
▪ 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?	++	+	+	++	+	+	0	+	+	+
Overall consideration with respect to socio-economic disadvantage	++	+	+	++	+	+	0	+	+	+
Overall consideration with respect to inequality of outcome	++	+	+	++	+	0	0	+	0	+
Overall Assessment	++	+	++	++	+	+	0	+	0	++

FSD Framework Criteria	Assessment of Policy Theme Equalities Impacts									
Will the emerging RTS and its associated delivery mechanisms…..	1	2	3	4	5	6	7	8	9	10
Policy Assessment Summary										

Policy Theme 1 (*Accessing and using transport*): The policies are supportive or strongly supportive of addressing the key objectives of the duty to reduce inequality of outcome associated with socio-economic disadvantage, particularly through policies which significantly improve access, availability and affordability of public transport to all areas and communities.

Policy Theme 2 (*Reducing the need to travel and managing demand for car travel*): The policies seek to reduce demand and dependency on cars and better integrate land use and transport which would generally have direct and/or indirect beneficial impacts on people with socio-economic disadvantage who typically are less likely to own a car but more likely to experience the adverse impacts of traffic and poorer levels of public transport service.

Policy Theme 3 (*Enabling walking, wheeling and cycling*): A step change in active travel facilities and support in accessing bicycles would have potentially significant beneficial impacts in addressing socio-economic disadvantage through improving access to, and use of, low cost and healthy forms of travel to better access employment and training opportunities particularly in areas where public transport and journey interchange has historically been poor.

Policy Theme 4 (*Enhancing quality and integration of public transport*): This package of policies offers a substantial improvement in provision, integration and quality of public transport across all modes. Implementation of the policies at scale across the region would have significant beneficial equalities impacts in addressing transport and access related aspects of deprivation and contribute strongly to tackling socio-economic disadvantage and associated inequalities of outcome.

Policy Theme 5 (*Improving road safety*): Whilst the policies on road safety and accident reduction do not have direct relationship with the FSD framework, measures which help to make active and public transport more accessible and attractive would complement the objectives of the equalities duties, particularly as road safety problems are often concentrated in areas of greater deprivation.

Policy Theme 6 (*Decarbonising vehicles and improving air quality*): The policies for decarbonisation are targeted at the net zero and climate agendas however there are linkages with equalities duties since implementation of the policies indicates there would be other benefits to transport infrastructure and services (e.g. from modernised public transport vehicles) in the SPT region. These improvements, together with better air quality in urban areas and along busier transport corridors would be predicted to have some indirect beneficial impacts on the health, wider environment and to some extent other indicators of deprivation for people with socio-economic disadvantage.

Policy Theme 7 (*Moving goods sustainably*): The policies on sustainable movement of goods have some linkages with the FSD framework albeit indirect. Decarbonisation and upgrading of freight systems has potential to improve the efficiency of goods movements and to be developed in a manner which supports businesses with opportunities to

FSD Framework Criteria	Assessment of Policy Theme Equalities Impacts									
Will the emerging RTS and its associated delivery mechanisms…..	1	2	3	4	5	6	7	8	9	10

integrate sustainable hubs and last mile delivery systems in a manner which improves health, living standards and economic opportunities for some people with socio-economic disadvantage.

Policy Theme 8 (*Increasing resilience and adapting to climate change*): Implementation of measures from the policies on climate adaptation and resilience would have some indirect benefits for people with socio-economic disadvantage primarily through helping to reduce potential adverse effects of weather related disruption to transport infrastructure and services. The policies are assessed as being supportive of the FSD framework and overall assessed as being beneficial in relation to its intended outcomes.

Policy Theme 9 (*Protecting and enhancing natural and built environments*): The enhancement of public places through creation and integration of green networks with active travel, and complementary measures to improve built up spaces has the potential for indirect beneficial impacts on communities with socio-economic disadvantage through improved active travel networks and contribution to better place making in deprived areas which could benefit general health and wellbeing of such communities.

Policy Theme 10 (*Connecting places*): The policies on connecting places are clearly compatible with the objectives of the FSD to address poverty and reduce inequalities of outcome from socio-economic disadvantage by creating conditions for enhanced economic development. The potential to realise significant and widespread beneficial impacts on communities with socio-economic disadvantage depends on the extent and nature of the interventions implemented from the various policies and their integration with complementary policies in the RTS.

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