



The New Regional Transport Strategy for Strathclyde

Draft Case for Change

**Equalities Impact
Assessment Report**

On behalf of the
Strathclyde Partnership for Transport



Project Ref: 43413/EqIA004 | Rev: FINAL | Date: April 2021

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Document Control Sheet

Project Name: The New Regional Transport Strategy for Strathclyde

Project Ref: 43413

Report Title: Draft Case for Change – Equalities Impact Assessment Report

Doc Ref: EqIA004

Date: April 2021

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Revision	Date	Description	Prepared	Reviewed	Approved
V2	15.04.2021	Minor amendments to address client comments	LG	DS	CP
V3 (Final)	16.04.2021	Formatting and minor amendments to address client comments	LG	DS	CP

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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 period up to 2045. It is intended that the RTS will underpin a more sustainable and growing economy, enable a healthier and more inclusive society, and reduce the impact of transport on the environment.
- 1.1.2 Working collaboratively with Stantec, SPT has produced a draft Case for Change Report (hereafter 'the Case for Change') to underpin the preparation of the new RTS. The Case for Change seeks input and views from stakeholders on the type and level of change needed in the transport system of the west of Scotland to inform the development of a full new RTS.
- 1.1.3 The Case for Change sets out a proposed strategic framework including a new Vision, Priorities and Targets designed to help drive the change required to respond to the wider policy context and challenges to achieve a more sustainable, equitable and healthier transport system for all. The report identifies the transport challenges, identified as 'Key Issues', that the RTS needs to help tackle and sets out a suite of corresponding priorities and objectives for the new strategy. Also included in the Case for Change is a long-list of options ('the Options Long-List') which may help achieve the Vision and Objectives. This forms part of a multi-stage appraisal and strategy development process which will include a future consultation on the full Draft RTS.

Equalities Impact Assessment

The EqIA Process

- 1.1.4 The need to recognise the different ways people interface with and experience the transport network is a key part of transport planning which is gaining prevalence. The trend towards a greater focus on inclusion is best articulated by the National Transport Strategy 2 (Transport Scotland, 2020), which targets reducing inequalities as one of the four central priorities which now underpin national transport policy.
- 1.1.5 An Equalities Impact Assessment (EqIA) process is therefore being undertaken to apply relevant 'equalities duties' throughout and identify likely equalities impacts arising from RTS preparation. The equalities duties are being 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

- 1.1.6 The objectives of the EqIA 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.
- 1.1.7 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:

- Fairer Scotland Duty - Section 1 of the Equalities Act 2010; and,
- Child Rights and Wellbeing Impact Assessment - Children and Young People (Scotland) Act 2014.

1.1.8 Relevant equalities duties are being 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 Case for Change report 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. Assess the coverage of key equalities issues, as identified through the undertaking of relevant equalities duties, in the 'key issues' identified within the Case for Change report. The key equalities issues include those previously consulted upon through the RTS EqIA Scoping Document (Peter Brett Associates, 2019)¹;
- ii. Assess the extent to which the proposed RTS Vision and Objectives address identified key equalities issues. This includes testing the compatibility of the proposed RTS Vision and Objectives with a suite of holistic 'Equalities Objectives' that have been developed by the assessment team;
- iii. Provide an initial assessment of the Options Long-List to review coverage of key equalities issues and highlight any likely equalities impacts which can be identified at this early stage; and,
- iv. Recommend changes which should be 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:** provides an overview of how applicable statutory equalities duties are being addressed in the development of the RTS.
- **Section 3 – Assessment:** assesses the coverage of key equalities issues and defined 'Equalities Objectives' within the 'key issues' and proposed RTS Objectives set out within the Case for Change.
- **Section 4 – Recommendation and Next Steps:** builds upon section 3 to set out specific recommendations to be addressed the next stage of the RTS development process to enhance the consideration of key equalities issues.

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

2 Approach to Assessment

2.1 Methodology Changes from the EqIA Scoping Document

- 2.1.1 An initial equalities impact assessment methodology was prepared by Peter Brett Associates and published by SPT for consultation in January 2019. The EqIA Scoping Document set out an assessment framework which comprised of seven holistic *Equalities Objectives* and associated guide questions. This assessment framework sought to enable an integrated assessment of likely impacts on each protected characteristic from all emerging RTS policies and proposals. Each stage of the emerging RTS was to be considered through this single, integrated framework.
- 2.1.2 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. There has been no change to the legislation underpinning the equalities duties, but the new guidance has led to a refinement of previous impact assessment methodologies. It is now clear that whilst an integrated evidence base may be used, and indeed is best practice, separate formal reporting in relation to the specific requirement of each equalities duty is needed.
- 2.1.3 The original equalities assessment framework has therefore been revised to reflect this requirement and respond to consultee feedback received at Scoping stage. This now comprises a suite of criteria explicitly linked to each equality duty for use in testing substantive components of the emerging RTS at each stage of development.

2.2 Equalities Assessment Framework

- 2.2.1 This section outlines the requirements of each of the four equalities duties and details the revised set of criteria which will be used to iteratively assess all substantive components of the emerging RTS. Taken together, these criteria comprise a revised Equalities Assessment Framework which will be used to test, refine and assess all substantive components of the emerging RTS in relation to likely equalities impacts.

Public Sector Equality Duty

- 2.2.2 Section 149 of the Equality Act 2010 sets out a ‘public sector equality duty’. 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.
- 2.2.3 The following guide questions have been designed to allow for testing the implementation of the PSED. They provide a transparent framework to assess the extent to which emerging RTS components promote equality of opportunity, including the removal of physical and cultural barriers to accessing and benefiting from the transport system experienced by 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. The framework also recognises the intersectionality of inequalities by including thematic guide questions that can be considered in relation to protected characteristics both individually and in-combination.

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?*
- *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?*
- *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?*
- *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?*

Island Communities Duties

- 2.2.4 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.
- 2.2.5 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).
- 2.2.6 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".
- 2.2.7 The following criteria will be applied to testing the performance of the emerging RTS in relation to implementing the duties under the Act. This provides a transparent framework to assess the extent to which emerging RTS components will ensure no disadvantage to people living and working on islands.

Assessment Framework: Island Communities Duties

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?*

Assessment Framework: Island Communities Duties

- *Effectively address the unique economic challenges faced by island communities?*
- *Effectively address the unique social challenges faced by island communities?*
- *Protect and enhance quality of life for island residents?*

Fairer Scotland Duty

- 2.2.8 The Fairer Scotland Duty (FSD) places a legal responsibility on public bodies in Scotland to actively consider how they can reduce inequalities of outcome caused by socioeconomic disadvantage.
- 2.2.9 This differs from the Public Sector Equality Duty which considers only reducing inequalities of opportunity. However, 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, 2018).
- 2.2.10 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.
- 2.2.11 The following criteria will be 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?*
- *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*

Child Rights and Wellbeing Duties

- 2.2.12 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). The UNCRC (Incorporation) (Scotland) Bill was passed by the Scottish Parliament in March 2021 to incorporate the UNCRC within Scot's law, thereby strengthening statutory protections for the rights and wellbeing of children in Scotland.
- 2.2.13 The following criteria will be 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 Impact Assessment Guidance (Scottish Government, 2019).

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

3 Equalities Impact Assessment

3.1 Key Equalities Issues

Equalities Evidence Base

3.1.1 Section 3 of 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:

Demographics

- i. **Population Growth:** The rate of population growth is expected to be slower within the SPT region than across Scotland overall, with several constituent local authorities expected to experience significant population declines. To deliver sustainable and inclusive economic growth there is a need to accelerate and support more geographically widespread population growth. As transport affects access to services, amenities, economic opportunities, and social activities, it must play a key role in facilitating balanced population growth.
- ii. **Population Ageing:** The SPT region is expected to experience significant population ageing, and at a faster rate than for Scotland overall. The changing age structure will have wide-ranging implications for public policy, demand and provision of public services, labour market characteristics and tax revenues. Population ageing will also have substantial transport impacts due to changes in connectivity and accessibility needs.
- iii. **Travel Accessibility:** There is a need to ensure the transport system reduces and minimises barriers to travel for all people, in particular for disabled people who face physical barriers yet are more reliant on public transport than the wider population. Disability increases with age but also affects a significant proportion of the working age population.
- iv. **Multiple Deprivation:** Whilst there are geographical variations within the SPT region, a large section of the resident population lives within Scotland's most deprived areas (this also relates to the identification of income poverty, employment deprivation, health inequalities and vulnerability to crime as key issues below). To deliver sustainable and inclusive economic growth there is a need to tackle all aspects which contribute to multiple deprivation and to reduce the percentage of the resident population living within deprived areas.

Income and Wealth

- v. **Child and Adult Poverty:** The rate of child poverty within the SPT region is higher than for Scotland as whole, with overall income poverty also higher. To deliver sustainable and inclusive economic growth there is a need to reduce both child and total poverty levels and to enhance economic prosperity for all.
- vi. **Income Poverty:** Individuals who face structural disadvantages in society, including disabled people, women and specific ethnic groups, are disproportionately impacted by income poverty. This compounds such disadvantages, including by limiting the ability of individuals to use and benefit from the transport system.

Employment and Earnings

- vii. **Employment and Wage Rates:** The employment rate and level of economic activity rate is lower in the SPT region than for Scotland as whole, with wages levels also lower and structural differences in employment across different sectors. To deliver sustainable and inclusive economic growth there is a need to increase overall levels of employment and economic activity and to increase employment in higher skilled and higher value sectors. The provision of and access to high value employment opportunities is significantly influenced by transport infrastructure and provision, meaning that the emerging RTS has an important role to play in improving employment and economic activity levels.
- viii. **Employment Deprivation:** Individuals who face structural disadvantages in society, including disabled people, women and specific ethnic groups, are also disproportionately impacted by employment deprivation.

Education

- ix. **Educational Attainment and Opportunities:** There are significant socio-economic and geographic disparities in educational attainment and related access to educational opportunities and facilities within the SPT region. Insofar as access to educational opportunities depends upon transport, this should be addressed within the emerging RTS.

Health

- x. **Poor Health Outcomes:** The health of residents in the SPT region is relatively poor compared with the Scottish population. 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. Poor air quality resulting from transport emissions is also a key determinant of physical health outcomes and inequalities.
- xi. **Health Inequalities:** Instances of particularly poor and good health are geographically concentrated in urban areas. While socio-economic background has an easily identifiable impact on the health of an individual, the impact of gender and ethnicity is more unclear.

Infrastructure and Connectivity

- xii. **Urban/Rural Connectivity:** Urban areas in the SPT region are more connected than rural areas, which affects access to amenities, public services, employment, and economic opportunities.
- xiii. **Transport Poverty:** Transport costs (fuel, tickets, etc) influence access to and use of the transport system by different demographic groups, with cost increases disproportionality impacting on socio-economically disadvantaged groups. This contributes to wider societal inequalities of both opportunity and outcome in society, including in terms of access to employment and overall quality of life.

Safety and Security

- xiv. **Crime Rates:** Crime rates have risen across Scotland for the first time in ten years, whilst there has been a sharp rise in sexual crimes over the past decade. Crime is disproportionately concentrated within the SPT region and in urban areas within the region.
- xv. **Vulnerability to Crime:** Whilst there is limited data available for the SPT region, national trends indicate that demographic groups and deprived communities facing existing disadvantages in society, including disabled people, women, and ethnic minorities, are more likely to be a victim of crime.

Coverage in the Case for Change

- 3.1.2 The Case for Change is centred around five 'key issues' which the new RTS should respond to. These thematic groups of specific transport problems and challenges were identified during the initial analysis, engagement, and statutory assessment activities in the development of the RTS. These include:
- i. **Transport Emissions:** the new RTS should help achieve a reduction of emissions from the regional transport system that have adverse impacts on the environment and public health.
 - ii. **Access for All:** the new RTS should facilitate improved access to the transport system and to the places that people need and want to go to.
 - iii. **Regional Connectivity:** the new RTS should support regional spatial and economic development objectives and priorities including regional spatial strategies, and city / growth deals.
 - iv. **Active Living:** the new RTS should make walking, wheeling, and cycling the natural choice for shorter everyday journeys to support a better quality of life and to support a modal shift to more sustainable travel.
 - v. **Public Transport Quality and Integration:** the new RTS should improve the quality and integration of public transport to make it more desirable to use and support a modal shift to more sustainable travel.
- 3.1.3 Each key issue is high level in nature and is described in more detail in sections 5 – 9 of the report. While the transport related challenges, opportunities and constraints covered by each key issue have potential equality considerations, equalities are only explicitly referenced in Access for All.
- 3.1.4 This is reflected in the detailed reporting. Section 6 of the report, describing the Access for All key issue, contains commentary on a wide variety of equalities issues. Equalities issues are discussed less in the other key issues, and Regional Connectivity does not highlight any likely disproportionate impacts (see **Table 1** below).

Table 1: Equalities issues identified in detailed key issues reporting

Key Issue	Equalities Issues Identified
Transport Emissions	<ul style="list-style-type: none"> ▪ Air quality: disproportionate exposure to harmful emissions in materially deprived communities.
Access for All	<ul style="list-style-type: none"> ▪ 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 affordability barriers to employment, education, and health. ▪ Ferry dependence: island communities are dependent on ferry access which creates additional cost, time, and journey alignment issues.
Regional Connectivity	<ul style="list-style-type: none"> ▪ Ferry capacity: island residents views on ferry services are discussed but no specific equalities issues or disproportionate impacts are referenced.
Active Living	<ul style="list-style-type: none"> ▪ Road safety: disproportionate number of active road users involved in traffic accidents and fatalities.

Key Issue	Equalities Issues Identified
	<ul style="list-style-type: none"> ▪ 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	<ul style="list-style-type: none"> ▪ Affordability barriers: high price of fares referenced, but no explicit reference to disproportionate impacts. ▪ Rural accessibility: inter-changing disproportionately an issue for remote communities.

- 3.1.5 This is not to say that there are no or few equalities issues which relate to the other key issues. On the contrary, many of the equalities issues raised in Access for All directly relate to challenges discussed under other key issues. For example, Regional Connectivity discusses issues related to buses and ferries, but makes no mention of how these impacts disproportionately impact people facing socio-economic disadvantage or island communities respectively. Similarly, the high fares of public transport and perceptions of value for money are discussed in Public Transport Quality and Integration. Yet no reference is made to the relative cost of tickets to people with different income and wealth.
- 3.1.6 Following on from the similar approach adopted within the NTS2, the use of an explicit 'equalities key issue' is helpful in ensuring that equalities issues are covered by the transport strategy. However, this should not preclude holistically acknowledging and controlling for equalities implications of addressing other relevant issues (e.g., key environmental issues identified through the SEA including responding to the climate emergency).
- 3.1.7 The above analysis demonstrates that the Case for Change that key equalities issues identified through the application of relevant equalities duties are appropriately reflected within the Case for Change report through the Access for All key issue, with no major omissions identified.

3.2 RTS Strategic Framework

Vision, Priorities, and Targets

- 3.2.1 Building on a contextual introduction to the SPT region, Section 3 of the Case for Change sets out a proposed holistic Vision and accompanying Priorities and Targets to underpin the new RTS.
- 3.2.2 The proposed RTS Vision is:
- The west of Scotland will be an attractive, well-connected place with active, liveable communities and accessible, vibrant centres facilitated by a high quality, sustainable transport system shaped by the needs of all.*
- 3.2.3 To implement this Vision, three thematic Priorities are identified: a healthier environment, inclusive economic growth, and an improved quality of life. At the same time, the report proposes three Targets to help drive forward immediate change: a reduction in roads transport emissions, a reduction in car kilometres by 2030, and 'modal shift' from private passenger car to more sustainable modes and methods.

RTS Objectives

- 3.2.4 The RTS vision, priorities, and targets are introduced before the five key issues in the Case for Change report. Following these, SPT propose five RTS objectives, each developed in response to one of the key issues.

3.2.5 The objectives focus on what the RTS more specifically needs to accomplish to achieve the proposed targets and the Vision. The objectives, described by **Table 2** below, are ‘outward looking’. They provide a clear expression of the outcomes the RTS wishes to deliver from the perspective of users (passengers and business) of the transport networks in the SPT area.

Table 2: RTS Objectives

Key Issue	Objective
Transport Emissions	To reduce transport emissions in the region.
Access for All	To improve equality of access to the transport system and improve accessibility to town centres, jobs, tertiary education and hospitals and other opportunities.
Regional Connectivity	To improve connections between regional centres of economic activity & development opportunities within the region, and to key domestic and international markets.
Active Living	To enable walking, cycling, and wheeling to be the most popular choice for short, everyday journeys.
Public Transport Quality and Integration	To make public transport a desirable travel choice for residents and visitors.

3.2.6 Read together, the proposed RTS Vision, objectives, priorities and targets provide a proposed strategic framework to underpin preparation of the emerging RTS.

3.3 Assessment of Case for Change Strategic Framework

3.3.1 A visual summary of the compatibility of the proposed RTS Vision and Objectives with the equalities assessment framework is presented in **Table 3**, with a commentary provided below.

Table 3: Compatibility of RTS Vision and Objectives with Equalities Assessment Framework

Case for Change propositions		Public Sector Equality Duty	Island Communities Duties	Fairer Scotland Duty	Child Rights and Wellbeing Duties
RTS Vision		++	++	++	++
Priorities	Healthier Environment	+	+	+	+
	Inclusive Economic Growth	+	+	+	+
	Improved Quality of Life	+	+	+	+
Targets	Reduce road emissions	~	~	~	~
	Reduce car kilometres	~	~	~	~
	Modal shift	~	~	~	~
Objectives	Reduce emissions	~	~	+	~
	Improve equality of access	++	++	++	++
	Improve regional connections	~	+	++	~
	Encourage active travel	+	~	+	~
	Encourage public transport	+	~	+	~

Key

Explicit reference	++
Implicit compatibility	+
Incompatible	-
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. No element is incompatible with these

requirements which suggests that it will be possible to use this framework to ensure equalities issues are appropriately managed by the specific interventions it supports.

Vision

- 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.

Priorities

- 3.3.4 Table 3 indicates that, read together, 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. However, the high-level nature of the proposed RTS Objectives limits their ability to directly catalyse action to address key equalities issues and to be effective they will need to be accompanied by specific implementation measures and supporting text as the emerging RTS is developed.

Targets

- 3.3.5 The targets proposed in the Case for Change are only stated and not further developed or explained elsewhere in the document. They 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.

Objectives

- 3.3.6 At this early stage in the RTS preparation process, the high-level nature of the proposed RTS Objectives precludes the identification of likely differential impacts on individuals with particular protected characteristics. However, in broad terms, focusing on improving the functioning of the transport system and its related impacts on air quality, employment opportunities, affordability, accessibility, and healthy lifestyles is likely to have disproportionately beneficial impacts on demographic groups affected by disadvantage and structural inequalities in society.
- 3.3.7 Each RTS objective relates to a key issue. 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 All objectives would benefit from references to “for all” and “everyone” which are present in the Vision. This would provide scope to support the development of policies and proposals within the new RTS tailored to the needs of people with individual protected characteristics and disadvantaged groups.

3.4 Options Long-List

Overview

- 3.4.1 The Case for Change includes an Options Long-List comprising potential policies, actions and investments that may help tackle its key issues, implement the RTS Objectives and Targets, and realise the RTS Vision. At this stage, the options included in the Options Long-List are wide-ranging, not spatially defined and only set out in high level terms. They include ideas for regional policies, infrastructure and service investments, demand management and other behaviour change interventions, and regulations; and consider interventions that affect demand and supply. The Options Long-List represents the full suite of candidate options identified for further appraisal and potential inclusion in the emerging RTS.
- 3.4.2 The high-level nature of options identified at this initial stage precludes the identification of any specific differential impacts on the groups considered by the four equalities duties in this report. Without further information regarding the parameters and implementation of specific proposals, likely equalities impacts from individual options cannot be meaningfully assessed on an individual basis. It is however clear that the range of options included in the Options Long-List have 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.
- 3.4.3 For example, *Option 45 New Rail Stations* may facilitate reduced car dependency, removing affordability and accessibility barriers to transport which disproportionately impact persons relating to one or more protected characteristic. However, these impacts will depend on where these stations are proposed, their level of service coverage, and how they will be funded. Despite this assessment limitation, at this stage it is possible to review linkages between different categories of options and identified key equalities issues. Initial findings at this stage regarding potential relationships between the Options Long-List and key equalities issues should be examined in detail as individual options are further developed, sifted and subject to formal appraisal.

Target Area Mapping

- 3.4.4 A review of the Options Long-List has identified seven target areas under which equalities impacts relevant to each of the applicable equalities duties may occur. This relates both to where options could facilitate action to reduce existing inequalities but also where options may, depending on their implementation, act to perpetuate or indeed exacerbate inequalities (e.g. if opportunities to reduce inequalities are not taken up within options or if their implementation is not properly managed). Whilst the realisation of specific impacts would depend on how individual options are implemented, this provides an early focus for future assessment.
- 3.4.5 The seven broad target areas where a range of transport options have at least the potential to relate to key equalities issues are:
- **Affordability:** options may reduce the costs of using the transport network. Depending on how these are implemented, they may lead to positive differential impacts as defined by the Public Sector Equality Duty, the Fairer Scotland Duty, and the child rights and welfare duties.
 - **Sustainable Travel:** options may support modal shift to sustainable travel. Depending on how these are implemented, they may lead to positive differential health and wellbeing impacts as defined by the Public Sector Equality Duty and the Fairer Scotland Duty.
 - **Air Quality:** options may reduce air pollution. Depending on how these are implemented, they may lead to positive differential impacts as defined by the Fairer Scotland Duty.

- **Accessibility:** options may ease accessibility barriers to using the transport network, including physical barriers and the availability and coverage of public transport. Depending on how these are implemented, they may lead to positive differential impacts as defined by the Public Sector Equality Duty.
- **Economic Development:** options may improve economic outcomes. Depending on how these are implemented, they may lead to positive differential impacts as defined by the Fairer Scotland Duty.
- **Rural and Islands Integration:** options may mitigate transport-related barriers faced by island communities. Depending on how these are implemented, they may lead to positive differential impacts as defined by the island communities duties.
- **Safety and Security:** options may alleviate crime and perceptions of crime faced by persons relating to particular protected characteristics. Depending on how these are implemented, they may lead to positive differential impacts as defined by the Public Sector Equalities Duty.

3.4.6 The Options Long-List has been mapped to these target areas, with a breakdown of identified relationships provided in **Appendix A**. At this early stage, good coverage of the target areas across the Options Long-List would indicate that the range of options being developed for potential inclusion in the emerging RTS at least offer the potential to help tackle all identified key inequalities issues.

3.4.7 The most common target area of options included in the Options Long-List is Sustainable Travel. Increased active travel can help alleviate existing health inequalities between and among groups. However, uptake is seldom disproportionately by those groups facing multiple inequalities. Options will need to be carefully defined to deliver health outcomes to women, ethnic minorities, disabled people, and those facing material disadvantage.

3.4.8 Options designed to reduce carbon emissions and improve air quality may similarly improve health outcomes for people facing material disadvantage, as there is evidence showing that people living in socio-economically disadvantaged areas are disproportionately affected by poor air quality. To achieve this, these options likely need to be targeted towards such areas. Promoting rail freight over road may improve aggregate air quality, but it is not clear whether deprived communities will specifically benefit from this as few major population centres in the SPT region are adjacent to freight interchanges.

3.4.9 The target area mapping provided in **Appendix A** indicates that, of all options included in the Options Long-List, only two relating to road traffic management do not clearly map to any target areas. This indicates that the Options Long-List has good coverage of identified key equalities issues and provides an appropriate basis to tackle inequalities through the emerging RTS. However, the success or otherwise of the emerging RTS in addressing key equalities issues will depend upon the detailed characteristics of and implementation mechanisms for individual options, which are yet to be developed.

3.5 Options Development and Appraisal

3.5.1 All options included in the Options Long-List will be subject to further testing, development, and appraisal. At each subsequent stage of the RTS development process, the EqIA process will apply the revised Equalities Assessment Framework (refer to **Section 2.2**) to test the compliance of potential transport options with the equalities duties and to identify further opportunities to tackle inequalities. To facilitate more detailed assessment and mitigation of potential equalities impacts, the options development and appraisal process should firstly refine the existing high-level set of potential options to provide greater specificity regarding their locational and implementation parameters and to include more explicit links to reducing inequalities.

4 Next Steps

- 4.1.1 This Equalities Impact Assessment Report is being published for consultation alongside the Draft Case for Change, which has been prepared by SPT (with support from Stantec) to underpin the preparation of the new RTS for the West of Scotland. This forms the first part of a multi-stage process which will include a detailed options appraisal process and future consultation on a full Draft RTS.
- 4.1.2 In accordance with best practice, relevant equalities duties are being applied from the outset and in tandem with the development of the emerging RTS to allow key equalities issues to inform the content of the new RTS. All consultation received in respect of the Case for Change Report and this Equalities Impact Assessment Report will be reviewed and used to inform and refine the proposed RTS Vision, Objectives, Priorities, Targets and individual candidate options included in the Options Long-List.
- 4.1.3 The next stage of the RTS development process will be further development, sifting and refinement of options included in the Options Long-List, followed by a detailed appraisal of individual options in accordance with the Scottish Transport Appraisal Guidance (STAG). Relevant equalities duties and associated assessment criteria detailed in **Section 2.2** of this report will be applied as part of the iterative options development and appraisal process. Outcomes of the STAG appraisal process will inform the preparation of a full Draft RTS, which will be accompanied by detailed Equalities Duties reporting for consultation.

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Appendix A RTS Options Long-List & Target Equality Areas

No.	Option	Target Area(s)
1	Regional Electric Vehicle (EV) network charging strategy	Air Quality
2	Invest in EV charging infrastructure	Air Quality
3	Promotion of Ultra Low Emissions Vehicles (ULEVs)	Air Quality
4	Local bus fleet transition to ultra-low emission buses	Air Quality
5	Community Transport sector transition to ultra-low emission vehicles	Air Quality
6	Freight sector transition to ultra-low emission vehicles	Air Quality
7	Development of alternatives to battery electric vehicles, particularly Hydrogen opportunities and for larger vehicles	Air Quality
8	Implementation of Low Emission Zones	Air Quality
9	Air quality mitigation measures	Air Quality
10	Taxi sector transition to low emission vehicles	Air Quality
11	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.	Sustainable Travel
12	Demand management measures – options for road space reallocation, parking, pricing and behaviour change	Sustainable Travel
13	Develop shared mobility choices – options to reduce personal car ownership and single occupancy car trips including journey sharing, car sharing including car clubs, bike sharing	Affordability
14	Options to enhance public transport and active travel	Sustainable Travel
15	Cyclelogistics – improvements to transport of freight by bike	Sustainable Travel
16	'Last mile' innovations – improving integration and better co-ordination of the 'last mile' in freight transport deliveries	Air Quality
17	Freight consolidation centres	Air Quality
18	Low emission road freight where rail freight alternatives do not exist	Air Quality
19	Support Rail freight market development	Air Quality
20	Transit-oriented development – land-use developments which support and facilitate sustainable travel	Sustainable Travel
21	Sustainable transport for new developments	Sustainable Travel
22	Develop a Housing & Transport Affordability Index (H&TA) – option to develop a H&TA Index, which are used in other countries to support sustainable and integrated land use and transport planning policies, to discourage urban sprawl and reduce transport affordability challenges by reducing need to travel, car dependency and journey distances	Affordability
23	City & town centre living strategies	Sustainable Travel
24	"20-minute neighbourhoods" – facilitating the ability to meet most daily needs within a 20-minute walk, cycle or public transport journey from home.	Sustainable Travel
25	"Zero car" housing development – encouraging housing developments which positively discourage car use, but have sustainable transport / active travel options.	Sustainable Travel
26	Affordable fares regional policy	Affordability
27	Changes to eligibility criteria and scope of concessionary fares schemes	Affordability
28	"Free" or very low public transport fares	Affordability
29	Improve integration of ticketing and fares	Affordability
30	Influence local bus fares to support wider policy objectives	Affordability
31	Influence and develop fares and ticketing structures to be more responsive to flexible, shift and part time working patterns	Affordability

No.	Option	Target Area(s)
32	Review Subway fares policy	Affordability
33	Regional accessibility strategy to prioritise and deliver actions from the Scottish Accessible Travel Framework	Accessibility
34	Journey assistance services across all public transport operators in the region	Accessibility
35	Integration of journey assistance services between operators / modes	Accessibility
36	Fully accessible and comprehensive travel information and journey planning services – at stops/stations, on board services, and digital – including improved audio/visual information	Accessibility
37	Promote awareness and training to public transport staff about hidden disabilities	Accessibility
38	Enhanced accessibility of public transport and active travel infrastructure	Accessibility
39	Increased access to accessible demand responsive transport services	Accessibility
40	Increased availability of accessible taxis	Accessibility
41	Improved accessibility of shared mobility options e.g. Car Share schemes	Accessibility, Air Quality
42	“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	Accessibility, Rural and Islands Integration
43	Development and enhanced capacity building & resilience of Community Transport Network	Accessibility
44	Enhanced local bus services & networks	Accessibility, Rural and Islands Integration
45	New rail stations	Accessibility, Economic Development, Air Quality
46	Improved walking & cycling routes to public transport stops/stations/hubs	Sustainable Travel
47	Increase and enhanced active walking & cycling networks	Sustainable Travel
48	Increased capacity, flexibility and coverage of demand responsive services	Accessibility, Rural and Islands Integration
49	Improved integration between Community Transport, Demand Responsive Transport, and local public transport	Accessibility, Rural and Islands Integration
50	“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.	Accessibility, Rural and Islands Integration
51	Improved safety and security on routes to public transport	Safety and security
52	Improved safety and security at public transport hubs	Safety and security
53	Improved safety and security on board public transport	Safety and security
54	Implement Road Safety Framework in the region	Safety and security
55	Implement public transport Hate Crime Charter in region	Safety and security
56	Enhanced walking and cycling infrastructure including segregation and safer crossings	Sustainable Travel, Accessibility
57	Local accessibility frameworks or plans for local communities to tackle specific problems (e.g. locality planning areas)	Accessibility
58	Jobs access schemes – option to develop schemes that help unemployed people into work by removing transport barriers including cost, information and journey planning	Affordability

No.	Option	Target Area(s)
	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	
59	Health and Transport Action Plan with each Health board in the region	Sustainable Travel
60	Increased travel planning including promoting TravelKnowHow	Sustainable Travel
61	Sustainable integrated transport hubs for hospitals, campuses & town centres	Sustainable Travel
62	Support role of Community Transport in providing access to healthcare	Accessibility
63	Integrated 'mini' transport hubs for smaller towns and rural communities to improve integration with mainstream public transport	Rural and Islands Integration
64	Improved resilience and sustainability of rural transport services and networks in the region	Rural and Islands Integration
65	Support development and delivery of the Islands Connectivity Plan	Rural and Islands Integration
66	Enhanced resilience of ferry services for Arran and Cumbrae and peninsular communities on the Clyde	Rural and Islands Integration
67	Increased sustainable transport options on islands and rural mainland communities	Rural and Islands Integration
68	Support capacity enhancements and constraint resolution on roads network	Economic development
69	Enhanced or new fixed links for Cross-Clyde connectivity	Economic development
70	Improved resilience of local roads networks to flooding and other weather-related incidents	Economic development
71	Smart / managed motorways using Intelligent Transport Systems	No clear potential equalities impacts
72	Enhanced Urban Traffic Control systems for all local roads authorities in the region	No clear potential equalities impacts
73	HGV rest stops and enhanced secure overnight facilities	Safety and security
74	Enhanced intermodal freight transfer facilities	Sustainable Travel
75	Rail enhancements to support freight modal shift to rail	Sustainable Travel
76	New / enhanced bus lanes/segregation	Sustainable Travel
77	Improved traffic management	Sustainable Travel
78	New / enhanced traffic signal control	Sustainable Travel
79	Enhanced enforcement of bus lanes	Sustainable Travel
80	New/Enhanced bus park and ride	Sustainable Travel
81	Capacity enhancements and constraint resolution on rail network	Sustainable Travel
82	Improved resilience and adaptation of rail	Sustainable Travel
83	Enhanced economic and social value of rural railways	Rural and Islands Integration

No.	Option	Target Area(s)
84	Support Rail Services Decarbonisation Plan	Sustainable Travel
85	Re-opening of disused rail lines (passenger and freight)	Sustainable Travel
86	Support Glasgow Central capacity enhancement (aligned with STPR2 process)	Sustainable Travel, Economic development
87	Support delivery of High Speed Rail to the region (aligned with STPR2 process)	Economic development
88	New/Enhanced rail park and ride	Sustainable Travel
89	Strategic Active Travel Network and Active Freeways	Sustainable Travel
90	Enhanced harbour and terminal infrastructure for passenger ferry services	Rural and Islands Integration
91	Enhanced capacity on ferry routes on the Clyde	Rural and Islands Integration
92	Glasgow Metro – options for Glasgow Metro system including modal interventions and integration (options development aligned with Glasgow City Region processes)	Sustainable Travel, Economic Development, Accessibility
93	Support development of national aviation review	Air Quality
94	Regional Active Travel Network Strategy	Sustainable Travel
95	20pmh speed limits and 20pmh zones	Safety and security
96	Implementation of Pavement Parking guidance and regulations	Accessibility
97	Place-making schemes to improve the quality of the built environment for walking and cycling	Sustainable Travel
98	Support and develop behaviour change activities that tackle wider societal norms around car use, walking and cycling to support the wider "tackling the school run"	Sustainable Travel
99	Active travel promotional, marketing and branding activities	Sustainable Travel
100	Support and promote uptake of electric bikes	Sustainable Travel
101	Invest in electric bike infrastructure	Sustainable Travel
102	Develop local bike hire & bike sharing schemes & initiatives	Sustainable Travel
103	Facilitate development of cross-boundary bike hire/bike sharing opportunities	Sustainable Travel
104	Co-ordinated and enhanced active travel journey planning information	Sustainable Travel
105	Improve integration of active travel and public transport	Sustainable Travel
106	Service Quality regional policy – option to develop regional policy focused on defining the desired public transport service quality, particularly to achieve a modal shift	Sustainable Travel
107	Transport (Scotland) Act 2019 provisions for local bus – options for franchising, municipal bus companies and Bus Service Improvement Partnerships	Sustainable Travel
108	Public transport Passenger Charter	Sustainable Travel
109	Enhanced local public transport networks and service frequencies	Sustainable Travel
110	Improved local public transport journey times, reliability and punctuality	Sustainable Travel
111	Improved multi-modal integration of public transport networks and services	Sustainable Travel

No.	Option	Target Area(s)
112	Enhanced local public transport stop/station infrastructure	Sustainable Travel
113	Enhanced and integrated promotional, marketing and branding activities for local public transport	Sustainable Travel
114	Improved monitoring of passenger satisfaction	Affordability, Sustainable Travel
115	New Subway service plan (following completion of Subway Modernisation)	Sustainable Travel
116	A regional framework for Mobility as a Service – option to develop a framework for the development and delivery of MaaS in the region	Sustainable Travel
117	ZoneCard modernisation	Affordability
118	Enhanced Smart and integrated ticketing for the region (e.g. tap on/tap off)	Affordability
119	Enhance provision of real time passenger information	Sustainable Travel