



# The New Regional Transport Strategy for Strathclyde

Draft RTS

Island Communities Impact Assessment Report  
(supporting the main Equalities Duties Report)

On behalf of the  
Strathclyde Partnership for Transport



Project Ref: 43413/EqIA004 | Rev: DRAFT | Date: July 2022

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## Document Control Sheet

**Project Name:** The New Regional Transport Strategy for Strathclyde

**Project Ref:** 43413

**Report Title:** Island Communities Impact Assessment Report

**Doc Ref:** EqIA004b

**Date:** July 2022

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Revision	Date	Description	Prepared	Reviewed	Approved
01	06.07.22	Update following client comments	HC	CP	CP
02	26.07.2022	Complete	HC	CP	CP

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# 1 Introduction and Approach

## 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 Island Communities Impact Assessment Duty (ICIA). 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

### Island Communities Duties

- 1.2.1 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.
- 1.2.2 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).
- 1.2.3 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".
- 1.2.4 The approach to undertaking the assessment has been undertaken with regard to the Scottish Government's guidance and toolkit prepared on ICiAs (Scottish Government, 2020). The following criteria have been applied to testing the performance of the emerging RTS in relation to implementing the duties under the Act.

#### **Assessment Framework: Island Communities 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?*
- *Effectively address the unique economic challenges faced by island communities?*
- *Effectively address the unique social challenges faced by island communities?*
- *Impact on the islands' infrastructure or natural environment and biodiversity?*
- *Effectively address the unique health challenges faced by the islands' communities?*
- *Protect and enhance quality of life for island residents?*

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

- Demographics – including current demographic structure, challenges faced in areas with greater proportion of older people and impacts on these challenges including encouraging young people to leave;
- Economy – potential for impacts on key industries, on island infrastructure and natural environment, on communications networks, on small businesses and their supply chains and taking account of the costs of travel particularly for people on low incomes; and
- Social – the often dispersed nature of island deprivation, impacts on the cost of living, changes affecting people in fuel poverty, consideration of part time and self-employed nature of much of the islands' workforce and issues with availability of childcare provision.

1.2.6 The framing questions have also been applied taking account of key aspects in Section 8 of the Act around the potential for differential impacts on the islands' communities and on consideration of the extent to which delivery of the RTS might improve or mitigate outcomes.

### Assessment of Draft RTS Equalities Impacts

1.2.7 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 ICIA. Following this stage, the project team developed a long list of potential transport options (in 29 themed groups) which were appraised as part of the STAG process and which incorporated an equalities assessment commentary.

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

1.2.9 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 island community issues (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 a series of matrices in Section 3 of this report. A summary of the findings is set out in the main RTS Equalities Duties Report.

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

Table 1.1 Island Communities Impact Assessment Criteria

Impact Score	Description	Symbol
Major Beneficial Effect	The policy has the potential to significantly support island communities, particularly taking into account demographic, economic and social issues	++
Minor Beneficial Effect	The policy has the potential to support island communities, particularly taking into account demographic, economic and social issues, but not significantly	+
Neutral / Negligible Effect	The policy has no clear relationship with island communities or the relationship is negligible	0

Minor Adverse Effect	The policy has the potential for adverse differential demographic, economic and social impacts for island communities and may require mitigation measures to be put in place	-
Major Adverse Effect	The policy has the potential for significant adverse differential demographic, economic and social impacts for island communities and mitigation is required	--
Uncertain Effect	The policy has an uncertain relationship to the ICIA 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 ICIA Duties	~

1.2.11 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 ICIA 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 island communities aspects 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 ICIA 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 ICIA 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 Island Communities Duty Evidence Base

#### Island Accessibility

- 2.2.1 Transport is a fundamental issue for island communities and is a key factor in the ability of people living in the islands to access services and employment. In the island context, ferry services provide lifeline connections which are essential for the overall social and economic prosperity of the communities they serve. The services not only provide personal connectivity to employment opportunities and other key services such as education, health, and leisure opportunities but also enable the transport of products and goods to and from the islands and provide an essential route to market for island produce.
- 2.2.2 Access issues for island communities are similar to those faced by mainland remote areas. However, dependence upon ferry services creates additional access issues for island residents in terms of cost, time and aligning journeys to ferry schedules.
- 2.2.3 Poor transport links to and from islands can disadvantage island communities relative to one another and to similar mainland communities. Respondents to the consultation for the National Plan for Scotland's Islands (Scottish Government, 2019a) emphasised that island communities face many different transport challenges in their day-to-day lives compared to those living in less rural areas on the Scottish mainland. These include a lack of transport services, long journey times, the need for interchange / overnight stays, and the high cost of transport to and from the islands. The SPT 2019 public survey identified reliability and resilience of ferry services as being critical along with some issues reported around frequency, costs and timetabling so that onward public transport connections on the mainland could be made (Stantec UK, 2021),

#### Social and Demographic Issues

- 2.2.4 Island rurality can exacerbate inequality already experienced on account of the protected characteristics defined under the Equalities Act 2010. Issues which impact on all islanders such as access to transport may be acutely felt by some groups more than others requiring targeted measures to redress the inequality experienced (Scottish Government, 2020).



- 2.2.5 The population on the islands of Cumbrae and Arran is typically older than for the rest of the North Ayrshire and SPT areas, with over 30%<sup>1</sup> of people aged 65 or over on these islands compared with 22% in North Ayrshire and 18% in Scotland (National Records of Scotland, 2021). Similarly young people are under-represented in island population demographics with 13% or less of the population under the age of 16 (compared with 17% in both North Ayrshire and Scotland) and less than 10% of the population comprised of people in the 16 to 24 years age group (compared with 10.3% in Scotland). Further information on the general demographic profile of North Ayrshire is presented in the detailed baseline analysis reports prepared to inform the RTS process ((Stantec, 2019) and (Stantec, 2021)).
- 2.2.6 Depopulation can have an adverse effect on communities, reducing confidence and the sustainability of services, increasing the vulnerability of communities already experiencing higher costs of service provision and market access. Population levels on Arran and Cumbrae between 2010 and 2020 declined by between 10% and 20% in some datazones although this trend has been partly reversed in the last 5 years in parts of west and south Arran. These changes and the corresponding reduction in the working age population on the islands means there are fewer people of working age available to provide necessary support services for the increasing number of older people. In survey work undertaken for the National Islands Plan (Government, Scottish, 2020), less than 82% of respondents in Arran, Bute and Cumbrae identified that they would be likely to stay on the island for the next five years (compared with 86% for all islands), indicating the potential for further reductions in future island populations. Baseline data collated to inform the RTS also identifies that the population of North Ayrshire is predicted to decline between 2016 and 2026 (Stantec, 2019).
- 2.2.7 The lack of transport connectivity, and to some extent digital links, to employment opportunities for young people in island communities can be a major factor in out-migration towards the mainland, exacerbating issues of shrinking working-age populations even further (Transport Scotland, 2021). In the National Islands Plan survey 71% of young islanders indicated they would be likely to stay on the islands for the next 5 years, significantly below the average of 86% for all island residents. More generally, poor public transport links, gaps in network provision and high costs of travel can restrict the ability of people to travel to employment opportunities and limits the availability of a workforce for employers.

### Socio Economic Disadvantage

- 2.2.8 Whilst reported levels of satisfaction with island quality of life across the Scottish islands are often high, the lack of visible poverty (and/or its dispersed pattern) can hide the existence of pockets of deprivation in some island communities. For example data from the Scottish Index of Multiple Deprivation (Scottish Government, 2020) indicates that some parts of south and east Arran are within the second and third lowest deciles for housing and parts of Millport on Cumbrae are within the second lowest decile overall due to high levels of income, employment, health, education and housing deprivation.
- 2.2.9 Relative child poverty for local authorities in Scotland using the DWP's experimental statistics on local child poverty indicate relatively high levels of children were living in relative low income families in the Ardrossan and Arran ward, with figures increasing from 18.2% in 2015 to 28.0% in 2020. Equivalent figures in the 'North Coast and Cumbraes' ward were lower but also increased over this period to 14.7% in 2020 (UK Department for Work and Pensions, 2020). Whilst this data includes part of the mainland areas and therefore does not directly represent the island situation, it indicates that socio-economic disadvantage is encountered in some island communities.

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<sup>1</sup> Figures at Datazone level indicate that the percentage of people aged 65 and over is between 30% and 40% in most locations on these islands

- 2.2.10 Transport plays a key role in alleviation of poverty and the rest of this section reviews relevant evidence on the relationship between transport and socio-economic disadvantage for the islands relevant to the SPT region.
- 2.2.11 The cost of transport within island communities is a significant factor and contributes to an overall higher cost of living relative to other locations. Research conducted by Highlands and Islands Enterprise (HIE) in 2016 (Highland and Islands Enterprise, 2016), found that the minimum living cost for a single person living in a remote island settlement was 35% higher than those living in an urban area on the mainland, with transport and delivery costs accounting for a considerable proportion of this additional expense. The higher costs of living in rural and island areas represents a threat to the sustainability of local communities by making it harder for people from lower income households (and potentially some people in protected groups such as elderly, young or disabled) to live in island locations at an acceptable standard. Further work by HIE in 2021 identified that people needing to travel between islands by ferry for work incur costs in order of £30-£40 per week which effectively doubles the additional cost of fuel compared with equivalent journeys to work made in rural England (Highlands and Islands Enterprise, 2021). Whilst the cost of living disparities may not be quite so marked for islands in the SPT region they indicate the higher costs for island communities compared to the mainland.
- 2.2.12 The ICIA for NTS2 identified key factors giving rise to additional costs for households in islands communities compared to the rest of the UK include:
- longer commuting distances compounded by higher fuel prices;
  - issues around integrated timetabling;
  - the additional cost of the need to make occasional trips to the mainland; and
  - additional ferry/air costs for inter-island travel.
- 2.2.13 Island communities can also face additional freight costs, such as to get goods, including farming and seafood produce, to market or to import energy sources or building materials and labour. Additional charges for deliveries can also be a challenge.
- 2.2.14 Difficulties with accessing public transport in the islands and service limitations have promoted the use of private cars and vans as the principal means of transport for many families. However for low-income families, car ownership may be pushing them into poverty due to maintenance and fuel costs (Skerratt, et al., 2014). These effects may be exacerbated for island communities particularly where regular ferry and onward travel is required to access employment or key services.

### **Key Issues for Arran and Cumbrae**

- 2.2.15 The islands of Arran and Great Cumbrae are identified as 'remote rural' areas under the Scottish Government Urban Rural Classification (Scottish Government 2018) (areas with a population of less than 3,000 people and with a drive time of over 30 minutes to a settlement of 10,000 or more). Their primary connection with the mainland is via ferry services to Ardrossan and Largs (for Arran and Cumbrae respectively) in North Ayrshire (within the SPT region) although there is also a ferry connection from the north of Arran to Kintyre (in Argyll and Bute and outwith the SPT region). The RTS Case for Change (Strathclyde Partnership for Transport, 2021) identified that access issues for island communities are similar to those faced by mainland remote areas, but dependence on ferry services creates additional access issues for island residents in terms of cost, time and aligning journeys to ferry services. Connectivity priorities in the Ayrshire and Arran Regional Spatial Strategy include connections to Arran.
- 2.2.16 Evidence presented as part of the STPR2 (Transport Scotland 2022) identified that ferry cancellations (primarily due to weather conditions, which accounted for cancellation of nearly

13% of sailings between Ardrossan and Brodick in 2019/2020) give rise to impacts on island economy and accessibility for island people to health and education services on the mainland.

- 2.2.17 Of ferry services in the SPT region, the Ardrossan – Brodick and Wemyss Bay – Rothesay ferry services are most likely to experience service delays. Data analysed for the RTS identified that the Ardrossan – Brodick service is the least reliable in the SPT region (Stantec 2021). Service cancellations are not a chronic problem on ferry services in the region, but most routes experience infrequent short periods when the culmination of cancellations will impact on accessibility for island residents. However, even short periods of cancellations can be highly disruptive to island communities. A lack of fleet resilience, ageing ferry terminal infrastructure and lack of inter-operability between routes presents resilience issues for ferry services on the Clyde. This exacerbates resilience issues related to weather conditions.
- 2.2.18 The problems analysis has also identified that increasing demand for the ferry services to Arran and Cumbrae is giving rise to capacity issues making it more difficult to access the islands particularly at peak times. This finding is also clear from work undertaken for the SPT RTS which identifies that the Ardrossan – Brodick, Largs – Cumbrae and Wemyss Bay – Rothesay services all regularly exceed theoretical capacity (Stantec 2019). These effects can be compounded in summer months when there is a greater demand for ferry and bus services from tourists and visitors and they can create difficulties for islanders needing to make journeys for essential reasons, particularly at short notice. Expenditure on transport (and the related effect on transport poverty) is generally above the Scottish average for large parts of Arran and for people in Cumbrae, likely reflecting the need for ferry travel to help access some services and facilities outwith the islands.
- 2.2.19 Information collated by North Ayrshire Council (North Ayrshire Council, 2019) provides a useful summary of key priorities for Arran and Cumbrae and a context for consideration of islands communities impacts related to transport issues for the RTS.
- 2.2.20 The key points from this source are summarised in the box below.

**Key Issues for Arran and Cumbrae**

- Economic growth, investment and sustainability, and retention of local businesses, requiring more targeted investment by public and private sector to create opportunities which will provide employment and resilience.
- Reliance on seasonal tourism and the need for diversification.
- Community capacity and empowerment, including more subsidiarity and control of local budgets.
- Education and skills and retention of young people on the islands.
- Recruitment and retention of employees, including proposals for an islands' allowance for key staff.
- Population and depopulation and the demographic imbalance.
- Housing, including affordable housing, older people's housing and local construction.
- Transport, including the impact of RET on island residents; concessionary transport; cycling infrastructure; need for more reliable ferry service (Arran); more integrated transport arrangements across providers, including online purchasing; priority for residents on ferries; better disabled facilities and a strategic approach to regulation of the number of vehicles allowed on to the islands (Cumbrae).
- Marine planning, including licensing, consistent with the empowerment of communities and work to further devolve powers from the Crown Estate, Scotland. Provide opportunity for island communities to promote sustainable development of their own waters, which best reflect the commercial, recreational and conservation interests of the islands.
- Health and social care, especially lack of care homes, need for improved care at home packages and better transport to hospital.

2.2.21 In presenting the evidence base for the SPT region's islands, it is also important to acknowledge that many of the equalities issues discussed in the equivalent evidence bases for the other three duties assessed will be relevant to some island communities. Reference should also be made to the evidence base sections of the PSED, FSD and CRWIA duty reports and to the main Equalities Duty Report which presents a summary of the evidence base for each of the four duties considered.

## 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 Island Communities Impact Assessment 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 general assessment of the draft RTS policies are presented in **Table 3.1**. 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 aspects of the ICIA 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 ICIA criteria.
- 3.2.3 The strategy as a whole has then been considered specifically with respect to the requirements of the ICIA legislation for consideration of the potential for significantly different impacts on island communities (with respect to demographic, economic and social issues) and the extent to which the Strategy does, or needs to, improve or mitigate predicted outcomes from its implementation for the islands. This findings of this assessment are presented in **Table 3.2**.

Table 3.1 Predicted Impacts of RTS Policies - Island Communities Impact Assessment

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

ICIA Framework Criteria	Assessment of Policy Theme Equalities Impacts									
	1	2	3	4	5	6	7	8	9	10
<b>Will the emerging RTS and its associated delivery mechanisms.....</b>										
▪ Protect and increase the economic prosperity of island communities?	++	?	?	++	+	+	+	+	0	+
▪ Effectively address the unique transport challenges faced by island communities?	++	+	+	++	0	+	+	+	0	++
▪ Effectively address the unique social and demographic challenges faced by island communities?	+	0	+	+	+	0	0	+	0	+
▪ Impact on the islands' infrastructure or natural environment and biodiversity?	?	0	+	?	0	+	0	?	++	?
▪ Effectively address the unique health challenges faced by the islands' communities?	+	0	+	+	+	+	0	+	+	+

ICIA Framework Criteria	Assessment of Policy Theme Equalities Impacts									
▪ Protect and enhance quality of life for island residents?	+	+	+	+	+	+	+	+	+	+
<b>Potential for differential impacts on island communities?</b>	0	0	?	+	0	0	0	+	0	+
<b>Potential to improve and mitigate outcomes for island communities?</b>	++	+	+	+	+	+	+	+	+	++
<b>Overall Assessment</b>	++	+	+	++	+	+	+	+	+	++
<b>Policy Assessment Summary</b>										
<p>Policy Theme 1 (<i>Accessing and using transport</i>): The policies support or strongly support the aims of the ICIA framework in particular policy P.A3 which specifically refers to promotion of sustainable transport networks in rural and island communities.</p> <p>Policy Theme 2 (<i>Reducing the need to travel and managing demand for car travel</i>): Some beneficial impacts on island communities may accrue where implementation of the policies resulted in improved opportunity for public transport and where land use change resulted in reduced dependency on car travel (particularly in the principal island towns). Policies on parking, road pricing and road space reallocation would need to be implemented sensitively and with regard to specific island characteristics including greater dependency on car travel in what are remote rural communities.</p> <p>Policy Theme 3 (<i>Enabling walking, wheeling and cycling</i>): The policies, if implemented at scale and in hard to reach areas, would have beneficial impacts on island communities and provide potential for new accessibility and mobility opportunities for residents, businesses and visitors. Differential impacts are uncertain as the changes effected depend on extent of delivery of new networks but are not predicted to be adverse.</p> <p>Policy Theme 4 (<i>Enhancing quality and integration of public transport</i>): The measures in this group provide a comprehensive suite of public transport improvements which, if implemented on the islands commensurately with the rest of the SPT region would have generally beneficial impacts for island communities and businesses. Schemes involving new infrastructure development should be implemented sensitively to island marine and terrestrial environments to avoid adverse impacts on the natural heritage and local communities.</p> <p>Policy Theme 5 (<i>Improving road safety</i>): The policies to improve road safety and lower casualty rates across the region would also have some beneficial impacts on the islands. Measures to reduce accidents when promoted with complementary policies on active travel would be predicted to improve outcomes for people on the islands.</p>										

ICIA Framework Criteria	Assessment of Policy Theme Equalities Impacts
	<p>Policy Theme 6 (<i>Decarbonising vehicles and improving air quality</i>): Implementation of the policies on decarbonisation have potential to benefit island communities and economies indirectly where modernised ferries and buses in particular could enhance access and reduce disadvantages experienced by people on the islands.</p> <p>Policy Theme 7 (<i>Moving goods sustainably</i>): The policies on sustainable movement of goods have some linkages with the ICIA framework albeit indirect. Decarbonisation and upgrading of freight systems has potential to improve the efficiency of goods movements to/from the islands and to be developed in a manner which supports islands based businesses with opportunities to integrate sustainable hubs and last mile delivery systems in a manner which improves health, living standards and economic opportunities for some people.</p> <p>Policy Theme 8 (<i>Increasing resilience and adapting to climate change</i>): Implementing policies to address climate change including (in particular) enhanced resilience of ferry services would have beneficial impacts on island communities and the policy theme is considered to be supportive of the ICIA framework. Improved public transport infrastructure would also have potential for indirect beneficial impacts on wider transport services and accessibility and help to sustain island populations and economies.</p> <p>Policy Theme 9 (<i>Protecting and enhancing natural and built environments</i>): Policies addressing enhancement of green networks and the built environment would be predicted to have beneficial impacts for some people and communities on the islands, for example by reinforcing other policies on active travel and climate adaptation.</p> <p>Policy Theme 10 (<i>Connecting places</i>): The policies for connecting places include specific proposals for improved island and remote area connectivity, inter- and intra-regional connections which are assessed as being clearly supportive of the objectives of the ICIA framework. Measures to enhance connectivity would need to be developed sensitively to avoid adverse impacts on the high quality marine and terrestrial environments of the islands which support community wellbeing and tourism based businesses.</p>



Table 3.2 Predicted Differential Impacts and Outcomes for Island Communities of the RTS

Key Criteria	Impact	Commentary / Reason
<b>Potential for differential impacts on island communities ...</b>		
<ul style="list-style-type: none"> <li>Demographic issues (including numbers of children and young people, challenges from greater proportions of older people)</li> </ul>	+	<ul style="list-style-type: none"> <li>None of the individual policy themes has been assessed as having the potential for adverse impacts. Collectively the RTS policies have the potential, when implemented effectively for island transport links and services, to support maintenance of viable and sustainable island communities with healthy demographic structures by facilitating accessibility to key services needed by families on the islands and to/from the mainland.</li> </ul>
<ul style="list-style-type: none"> <li>Economic issues (including island industries and small businesses, infrastructure and natural capital of the islands, information and communications links, transport links and costs)</li> </ul>	+	<ul style="list-style-type: none"> <li>Policies in the RTS support strengthening of ferry services and links, improved bus services and enhanced networks for active travel. Where the implementing measures are designed to take account of the specific needs of Arran and Cumbrae then it is predicted the RTS would support economic diversification and inclusive growth of island businesses including through facilitation of freight transport.</li> </ul>
<ul style="list-style-type: none"> <li>Social issues (including deprivation, impacts on cost of living on islands, household budgets including energy costs/fuel poverty, employment / self-employment opportunities and childcare)</li> </ul>	+	<ul style="list-style-type: none"> <li>The RTS incorporates a range of policies targeted at affordability and accessibility of transport in the SPT region. Provided implementing measures are designed to take account of island-specific challenges then it is predicted that the Strategy would have beneficial impacts on social issues for the islands in the SPT region.</li> </ul>
<ul style="list-style-type: none"> <li>Overall potential for differential impacts</li> </ul>	+	<ul style="list-style-type: none"> <li>The high level nature of the Strategy and its associated policies generally precludes the identification of specific impacts on equalities groups and communities but the diversity of policies in the Strategy to promote and improve transport are considered to be consistent with the duties of the ICIA framework and would provide a beneficial contribution to outcomes for island communities.</li> </ul>
<b>Potential to improve or mitigate outcomes for island communities ...</b>		
<ul style="list-style-type: none"> <li>Mitigation of potential outcomes specific to RTS implementation</li> </ul>	+	<ul style="list-style-type: none"> <li>Implementation of the RTS is predicted to result in beneficial outcomes for the SPT region island communities provided that implementing measures take full account of island challenges and circumstances. It is not considered at this stage that further mitigation or amendment of RTS policies is required.</li> </ul>

Key Criteria	Impact	Commentary / Reason
<b>Potential for differential impacts on island communities ...</b>		
<ul style="list-style-type: none"> <li>Improvement / mitigation of outcomes generally for the islands from implementation of the RTS</li> </ul>	+	<ul style="list-style-type: none"> <li>Effective implementation of the RTS with island-targeted delivery measures has the potential to help mitigate existing social and economic problems where public transport has a contributing role.</li> </ul>

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