

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****15 JUNE 2021****A NEW REGIONAL TRANSPORT STRATEGY: UPDATE****REPORT BY SENIOR STRATEGY OFFICER**

This report updates the Partnership on the work to produce a new Regional Transport Strategy for the Tactran region and asks the Partnership to endorse the next stages of developing the strategy.

**1 RECOMMENDATIONS**

1.1 That the Partnership:

- (i) notes progress on developing a new Regional Transport Strategy; and
- (ii) endorses the next steps in developing a Regional Transport Strategy.

**2 BACKGROUND**

- 2.1 Regional Transport Strategies have statutory status, as provided for in the Transport (Scotland) Act 2005 (The Act). The Act places a duty on constituent Councils, Health Boards and other public bodies to perform their functions which relate to, or which are affected by transport, consistently with their respective Regional Transport Strategy. The Act requires that Regional Transport Partnerships (RTPs) keep their strategies under review.
- 2.2 The Partnership at its meeting of 15 September 2020 approved the preparation of a new Regional Transport Strategy (RTS) (report RTP/20/32 refers).

**3 DISCUSSION**Main Issues Consultation

- 3.1 The consultation on the problems, opportunities, issues and constraints that should be considered when developing a new Regional Transport Strategy formally commenced on 1 June and will run for a two-month period to 27 July 2021.
- 3.2 Officers will use the core consultation materials: Main Issues Report [storymap](#) and pdf; Impact Assessments and Initial Consultation Report, to engage with stakeholders and the public as set out in the Consultation Strategy approved at the Partnership meeting on 16 March 2021.

## Impact Assessments

- 3.3 Members will be aware of the legislative requirements and best practice to conduct appropriate impact assessments during the course of developing a document such as a Regional Transport Strategy.
- 3.4 In addition to consulting on the Main Issues Report, the opportunity is being taken to seek views on the potential impacts of transport and travel on people and place. This will help inform and strengthen the screening and scoping exercises that will shape the next stage of the assessments process.
- 3.5 The various relevant assessments fundamentally adopt the same approach:
- Identifying the potential impacts of the strategy at the start of the process. This will help identify the issues that need to be considered when developing the strategy.
  - Ensuring that the potential impacts are considered, and where possible addressed, during the development of the strategy.
  - Consulting on the findings of the assessments when consultation on the draft strategy is undertaken.
  - Presenting final assessment reports with the final strategy, so the decision makers can understand the impacts of the strategy on people and place.
- 3.6 Many of the assessments require a similar approach and overlap in terms of questions. Therefore, Tactran is adopting a similar approach to that used by Transport Scotland in the Strategic Transport Projects Review by combining impact assessments in terms of the RTS impact on:
- People – (Equality and Human Rights Assessment; Health Inequalities Impact Assessment; Fairer Scotland Duty; Child Rights and Wellbeing Assessment)
  - Place – (Strategic Environmental Assessment)
- 3.7 The impacts consultation paper, 'Consultation on the potential impacts of the RTS on people and place', is included as Appendix A.

## Timescales

- 3.8 The table below presents the amended indicative timescales for the process.

<b>Report preparation</b>	<b>Engagement/decisions</b>
<b>May - July 2021: Main Issues Report</b> identifies the potential issues shaping a RTS	<b>March:</b> Tactran Board consider Main Issues Report and consultation strategy <b>June - July:</b> Local members and other stakeholders to consider MIR and the issues which will shape the strategy

Report preparation	Engagement/decisions
<b>August:</b> Prepare <b>consultation report</b> , including proposed objectives	<b>August - September:</b> Board members to consider feedback from Councils and stakeholders and agree draft objectives
<b>Late 2021:</b> Identify <b>alternative strategies / options:</b> High level appraisal of options against objectives	<b>September - October:</b> Tactran Board consider alternative strategies / options <b>Late 2021 / Early 2022:</b> Local members and stakeholders consider alternative strategies /options <b>Early 2022:</b> Tactran Board consider feedback from Councils and stakeholders and agree preferred strategies/options
<b>Early 2022 - May 2022</b> <b>Option appraisal</b> <b>Early 2022 - May 2022:</b> Draft RTS	<b>June 2022:</b> Tactran Board consider draft RTS for consultation <b>Summer 2022:</b> Consult on draft RTS
<b>September 2022:</b> <b>Consultation report</b>	<b>September 2022:</b> Tactran Board consider consultation report <b>Summer - Autumn:</b> New administrations consider draft plan and responses
<b>Adoption</b>	<b>Decision Point: Dec 2022:</b> Tactran Board to consider final RTS

### Next Steps

- 3.9 **Agreeing issues and objectives:** Following the Main Issues Report consultation, the Partnership will be presented with a summary of responses and a revised Main Issues Report. Workshops will then be undertaken with the Partnership to develop objectives required to address the main issues identified.
- 3.10 **Identification of policy and intervention options:** Following the identification of the RTS objectives, the next stage will be to identify and consult on the policy and intervention options required to deliver the strategy. All options will be appraised against the RTS objectives as well as Transport Scotland's 'Scottish Transport Appraisal Guidance' objectives and reported to the Partnership before seeking stakeholders' views on the options.
- 3.11 **Impact Assessments:** Following the consultation on the potential impacts of transport and travel on people and place, a SEA Scoping Report will be prepared and submitted to the SEA Gateway and screening report(s) will also be prepared for the other assessments. Fundamentally this work will set out how it is intended to assess the impacts of the RTS.

## **4 CONSULTATIONS**

- 4.1 This report has been prepared in consultation with the Local Authority transport officers and respective Regional Spatial Strategy colleagues.

## **5 RESOURCE IMPLICATIONS**

- 5.1 Tactran will look to bring in additional resources where possible and it will be important to have assistance from Local Authority officers at critical times throughout the process.

## **6 EQUALITIES IMPLICATIONS**

- 6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified. The process of developing a RTS will include the following impact assessments:

- Equality and Human Rights Impact Assessment
- Fairer Scotland Duty Assessment
- Children's Rights Impact Assessment
- Health Inequalities Impact Assessment

**Jonathan Padmore**  
**Senior Strategy Officer**

Report prepared by Jonathan Padmore. For further information e-mail [jonathanpadmore@tactran.gov.uk](mailto:jonathanpadmore@tactran.gov.uk) (tel. 07919 880826).

### **NOTE**

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

Report to Partnership RTP/15/19, Refresh of Regional Transport Strategy, 16 June 2015

Report to Partnership RTP/20/32, A New Regional Transport Strategy for the Tactran Region, 15 September 2020

Report to Partnership RTP/20/45, A New Regional Transport Strategy: Main Issues Report Update, 15 December 2020

Report to Partnership RTP/21/09, A New Regional Transport Strategy: Main Issues Report and Consultation Strategy, 16 March 2021

**A new Tactran Regional Transport Strategy 2023-2033**

**Impact assessments:**

**Consultation on the potential impacts of the  
RTS on people and place**

**June 2021**



## Summary

The purpose of this paper is to seek your views on the potential impacts of transport and travel on both people and place. This will help inform the impact assessments that will help shape the new Tactran Regional Transport Strategy.

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# 1. Introduction

## 1.1 A New Regional Transport Strategy

[Tactran](#), the Regional Transport partnership covering the Angus, Dundee, Perth and Kinross and Stirling Council areas, is preparing [a new Regional Transport Strategy](#) (RTS).

The strategy will identify the strategic transport priorities for the area. It will help deliver Scotland's [National Transport Strategy](#) in the region by supporting the four NTS priorities of:

- Reducing inequalities
- Taking climate action
- Helping deliver inclusive economic growth
- Improving health and wellbeing

## 1.2 Undertaking impact assessments to inform the RTS

When preparing plans, policies and programmes we must properly assess the impact of those plans on the people or places in our society which require the most protection. To this end, the writing of a new Regional Transport Strategy will be informed by the following:

[Strategic Environmental Assessment \(SEA\)](#): which will consider the likely impact the RTS will have on the environment

[Equality and Human Rights Impact Assessment \(EqHRIA\)](#): which will enable equality and human rights considerations to be embedded into the RTS

[The Fairer Scotland Duty](#): which will actively consider how the RTS can reduce inequalities of outcome caused by socio-economic disadvantage

[Health Inequalities Impact Assessment \(HIIA\)](#): which will assess the impact of the RTS on health inequalities

[Children's Rights and Wellbeing Impact Assessment \(CRWIA\)](#): which will provide evidence that proper consideration has been given to the impact that the RTS will have on children and young people up to the age of 18

The basic principle with all impact assessments is to identify the potential impacts of the proposal at the earliest stage in the process so that these impacts can be considered, and where possible addressed, throughout the policy development process. This is normally undertaken by:

- Identifying the potential impacts of the strategy at the start of the process. This will help us identify the issues we need to consider when developing the strategy, and consequently also how to assess the impact of the strategy on these issues
- Ensuring that the potential impacts are considered, and where possible addressed, during the development of the strategy
- Consulting on the findings of the assessments when we consult on the draft strategy
- Presenting final assessment reports with the final strategy, so the decision makers can understand the impacts of the strategy on people and place

Accordingly, as we write a new RTS, we would like your views on how transport infrastructure or services (or lack of them) could affect

**Place:** The natural and built environment

**People:** Health inequalities; people with protected characteristics; human rights; socioeconomic circumstances; children

Table 1 below indicates how the impact assessments will inform the development of the RTS.



**Table 1: How and when the Impact Assessments will inform the RTS**

Key Stages of the RTS process	When	The role of the impact assessments at each stage of the RTS	The stages of each impact assessment that will be completed at each stage of RTS process
Main Issues Report Consultation	Spring 2021	Identify the potential impacts of transport provision, or lack of it, on people and place	<p><b>SEA:</b> the environmental issues identified will inform the SEA Scoping report to be submitted to the SEA Gateway. The scoping report will set out the SEA topics, the environmental baseline and proposed approach.</p> <p><b>Equality &amp; Human Rights Impact Assessment, Children’s Rights and Wellbeing Assessment, Health Inequalities Impact Assessment, Fairer Scotland Duty:</b> The potential impacts of transport and travel on specific groups in society will inform the screening stage of these exercises</p>
Options Consultation	Autumn 2021	<ul style="list-style-type: none"> <li>- Identify options which help address known impacts on people and place</li> <li>- Assess options against the identified potential impacts</li> </ul>	<p><b>SEA:</b> Assess options in line with the approach proposed in the scoping report. The assessment will establish the likely significant (positive and negative) environmental effects of implementing the strategy. The effects of a plan and any potential reasonable alternatives will be considered at this stage, along with viable mitigation measures to avoid, reduce or offset adverse effects. This will inform the production of the Environmental Report.</p> <p><b>Equality &amp; Human Rights Impact Assessment; Fairer Scotland Duty; Childrens’ Rights and Wellbeing Assessment (Stage 2 Q1-4); Health Inequalities Impact Assessment:</b> Use evidence collected during screening to assess the impact the proposal may have. Where likely negative or adverse impacts are identified, we will consider measures to mitigate impacts identified, or to introduce an alternative.</p>

**Table 1: How and when the Impact Assessments will inform the RTS**

Key Stages of the RTS process	When	The role of the impact assessments at each stage of the RTS	The stages of each impact assessment that will be completed at each stage of RTS process
Draft Strategy Consultation	Summer 2022	Consult on findings	<p><b>SEA:</b> Consult on the Draft Environmental Report. The consultation on the Draft Environmental Report and the draft RTS will enable any views received during the consultation process can be taken into account.</p> <p><b>Equality Impact Assessment, Fairer Scotland Duty; Health Inequalities Impact Assessment:</b> Formally consult on draft assessment(s). <b>Children’s Rights and Wellbeing Assessment:</b> Complete and consult on CRWIA Stage 2</p>
Final Strategy Adoption	Winter 2022	Each of the impact assessment reports will inform the Tactran Board in their decision on the final RTS	<p><b>Present completed assessment(s) with Final RTS i.e.</b>                      Final SEA Environmental Report                      Fairer Scotland Written Statement                      Equality and Human Rights Impact Assessment                      Health Inequalities Impact Assessment                      Children’s Rights and Wellbeing Assessment: CRWIA Stage 3</p> <p><b>Post-adoption SEA statement:</b> This statement is produced after a plan has been adopted. It outlines how the assessment and consultation responses have been taken into account, within the finalised plan.</p> <p><b>Monitoring:</b> Monitoring is an important component of SEA, as it seeks to ensure that plans avoid generating unforeseen adverse environmental effects. It means Responsible Authority have to be prepared to take remedial action where adverse environmental effects arise.</p>

### 1.3 Documents which may help inform your response

When responding to the questions in this consultation document, it may be useful to refer to the following documents which highlight the potential scope of the new RTS and also previous reports that highlight the potential impacts of transport and travel on people and place.

#### **RTS Main Issues Consultation Report**

Understanding the problems, opportunities, issues and constraints is the first stage of writing a new RTS. We are undertaking this task by consulting on a [RTS Main Issues Report](#) which is seeking views on:

**The economic, social and environmental problems and priorities** that we want this transport strategy to help address

**The issues and constraints** that we face in try to undertake to support these priorities, including

What determines our current travel demands

Proposed new travel demands from new development

Strengths and weakness of our transport networks

Future uncertainties for travel

#### **Previous Tactran RTS - 2015 – 2036 Documents**

[Strategic Environmental Assessment](#) including [Scoping Report](#) and [Post Adoption Statement](#)

[Equality Impact Assessment](#)

[Tactran RTS Delivery Plan Equalities Impact Assessment - April 2019](#)

## **Scotland's National Transport Strategy**

[National Transport Strategy – Fairer Scotland Duty: Assessment](#)

[National Transport Strategy – Equality Impact Assessment](#)

[National Transport Strategy – Child Rights and Wellbeing Impact Assessment](#)

## **Transport Scotland's Strategic Transport Projects Review Assessments**

- [Strategic Environmental Assessment Progress Report](#)
- [Equalities Impact Assessment Progress Report](#)

## 2. Potential Impacts on Place: Strategic Environmental Assessment

The first stage of the SEA process is to submit a SEA Scoping Report. If you could make comment on the questions below, we will be able to take these into account when submitting the SEA Scoping Report to the SEA Gateway.

Q1: Are the key issues identified in Table 2 (below) the key environmental issues we need to take into account in developing the RTS?

Q2: Do the draft objectives and draft indicators included in Table 2 (below) present a reasonable framework for assessing the environmental impacts of the RTS?

Table 2: Identification of potential environmental issues, draft objectives and draft indicators

Topic	Issues	Draft Objective	Draft Indicators
Biodiversity, flora & fauna	<p>Impact of existing and proposed on transport networks:</p> <ul style="list-style-type: none"> <li>• Potential disturbance to and loss of biodiversity from development of transport infrastructure</li> <li>• Continuing need to protect internationally, nationally and locally designated sites, and enhance where possible.</li> <li>• Decrease and/or fragmentation of seminatural habitats.</li> <li>• Potential impacts on protected and non protected species from development.</li> </ul>	To protect, maintain and enhance biodiversity and ecosystem services, avoiding damage to or loss of designated and undesignated wildlife sites and protected species.	<p>Number of designated sites affected in RTS strategies.</p> <ul style="list-style-type: none"> <li>• Achievement of Biodiversity Action Plan targets.</li> </ul>

Table 2: Identification of potential environmental issues, draft objectives and draft indicators

Topic	Issues	Draft Objective	Draft Indicators
	<ul style="list-style-type: none"> <li>• Potential loss of green space, green linkages and wildlife corridors to developments.</li> <li>• Proximity of strategic transport routes to protected areas</li> </ul>		
Landscape	<ul style="list-style-type: none"> <li>• Potential removal or introduction of new visual elements into the landscape e.g. new carriageway or public transport infrastructure.</li> </ul>	To safeguard and enhance the character and diversity of the landscape and areas of valuable landscape	Qualitative assessment against <ul style="list-style-type: none"> <li>- National Scenic Area</li> <li>- national landscape character assessment (HES)</li> <li>- Local landscape Areas</li> </ul>
Cultural Heritage	<ul style="list-style-type: none"> <li>• Potential disturbance to and loss or severance of features of cultural heritage importance.</li> <li>• Potential for increased visual intrusion, affecting the setting of a listed building, scheduled monument or conservation area;</li> <li>• Potential for increase in noise, vibration and disturbance which may affect both physical structure and enjoyment of sites by the public</li> </ul>	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Number of listed buildings, scheduled monuments, Historic Gardens and Designed Landscapes affected in RTS strategies.
Climate change	<ul style="list-style-type: none"> <li>• Increases in greenhouse gas emissions from the transport network. Need to support Government targets to decarbonise the transport sector:</li> </ul>	To reduce greenhouse gas emissions from the transport sector by reducing the need to travel and encouraging	Predicted emissions of CO2 from transport

Table 2: Identification of potential environmental issues, draft objectives and draft indicators

Topic	Issues	Draft Objective	Draft Indicators
	<ul style="list-style-type: none"> <li>• Need to promote sustainable forms of travel</li> <li>• Need to support sustainable land use patterns</li> <li>• The need for transport networks to adapt to predicted climate change and its potential impacts (e.g.extreme weather events and sea level rises)</li> </ul>	<p>modal shift and helping meet Scotland’s targets to reduce greenhouse gas emissions</p> <p>To adapt the transport network to the predicted effects of climate change</p>	<p>Number of annual closures of the strategic transport networks caused by weather events</p>
<p>Air quality, noise, population human health</p>	<ul style="list-style-type: none"> <li>• Levels of NO2 and PM10 increasing and resulting in poorer air quality, particularly in low emission zones and air quality management areas, as a result of road transport</li> <li>• Increasing obesity and cardio-vascular diseases</li> <li>• Increasing inequalities lead to poorer health outcomes</li> <li>• Access to healthcare as a result of decreasing transport options/costs</li> <li>• Increases in noise through rising traffic levels</li> <li>• Accident levels remain low overall, nonetheless all authorities strive to minimise accidents</li> </ul>	<p>Reduce all forms of transport related air pollution and improve air quality</p> <p>Reduce noise and vibration associated with the transport network</p> <p>Improve safety on the transport network</p> <p>Improve quality of life and human health by promoting active lifestyles and increasing sustainable access for all to essential services (including healthcare), employment and the natural environment</p>	<p>NO2: Annual mean PM10: Annual mean Source: Local Authority Air Quality Monitoring Reports</p> <p>Proximity to Candidate Noise Management Areas</p> <p>The proportion of the population feeling in ‘good health’.</p> <p>Health deprivation, as measured in the Scottish Index of Multiple Deprivation.</p> <p>Road traffic accidents</p>

Table 2: Identification of potential environmental issues, draft objectives and draft indicators

Topic	Issues	Draft Objective	Draft Indicators
		Promote, invest in, build and maintain infrastructure to support the development of high quality places	
Population	<ul style="list-style-type: none"> <li>Changing demographics – ageing population. This will impact on the provision of transport services as more people become eligible for free concessionary travel and also for the provision of more accessible infrastructure.</li> </ul>	Improve quality of life and human health by increasing sustainable access for all to essential services (including healthcare), employment and the natural environment	Does the measure directly improve sustainable access for all to essential services (including healthcare), employment and the natural environment
Geology and Soil	<ul style="list-style-type: none"> <li>Loss of land to the development of transport infrastructure</li> <li>Contaminated land and its impacts on land use and soil quality. Need to prevent future land contamination.</li> <li>Loss of soil organic matter and soil sealing by impermeable surfaces associated with buildings and roads. Loss of soil organic matter (which acts as a carbon store) will result in increased carbon dioxide emissions.</li> <li>The need to protect sites designated for their geological interest</li> </ul>	<p>To safeguard and improve soil quality, particularly high value agricultural land and carbon rich soil.</p> <p>To protect sites designated for their geological interest.</p>	<p>Number of new strategic infrastructure proposals which are not on brownfield sites</p> <p>Number of strategic infrastructure proposals affecting sites of geological interest</p>



Table 2: Identification of potential environmental issues, draft objectives and draft indicators

Topic	Issues	Draft Objective	Draft Indicators
Water	<ul style="list-style-type: none"> <li>Water bodies in close proximity to main roads are at risk from pollution caused by the impacts of contaminated surface water run-off from roads.</li> <li>Construction of new transport links adjacent to water bodies has the potential to disrupt water ecosystems or pollute during both the construction and operation stages.</li> <li>The need to locate new transport infrastructure away from areas of flood risk, and for such infrastructure to be resilient to flooding (and adverse weather more widely).</li> </ul>	<p>To protect, maintain and improve the quality of all water bodies and wetlands that could be directly or indirectly affected by transport infrastructure and protect against the risk of flooding</p>	<p>Number of new strategic infrastructure proposals which are near water bodies</p> <ul style="list-style-type: none"> <li>The quality of river, coastal and estuary waters as monitored by SEPA</li> </ul> <p>Number of new strategic infrastructure proposals which are within flood risk areas. Number of new strategic infrastructure which affect flood risk areas</p> <p>Number of annual closures of the strategic transport networks caused by flooding</p>
Material Assets	<ul style="list-style-type: none"> <li>Capacity and use of the existing road and rail infrastructure</li> <li>Quality and maintenance of the existing road (inc footway) and rail infrastructure as well as other types of transport infrastructure including car parks and bus infrastructure.</li> </ul>	<p>Promote and improve the sustainable use and management of the transport network</p> <p>Reduce use of natural resources</p>	<p>Qualitative implications of a proposal for the relevant Asset Management Plan</p>

### 3. Potential impacts on people

Your views on the potential impacts of transport provision on specific groups of people will help inform the following undertake the requirements of:

- Equalities and Human Rights Impact Assessment
- Child Rights and Wellbeing Assessment
- Health Inequalities Impact Assessment
- Fairer Scotland Duty

The core objectives of each the assessments are to:

- Consider potential to promote positive attitudes and equal opportunities for all groups.
- Consider potential to promote good relations between different groups and encourage participation in public life for all groups.
- Consider potential to address discrimination (direct, indirect and victimisation), harassment and personal harm against any population group.
- Consider the potential to better understand and address assumptions, prejudice and stereotyping of different population groups.

Q3. Does Table 3 (below) identify how transport provision, or lack of it, impacts differently (compared to the wider population) on different groups within society?

Table 3: Potential impacts of transport and travel on people

Equality Characteristic	General Potential Impacts (General)	Specific Characteristic	Specific Potential Impacts of transport and travel
Age	<ul style="list-style-type: none"> <li>Children, young people, adults and older adults may have different needs, expectations and styles of communication.</li> <li>Older people are more likely to have mobility and sensory impairments.</li> <li>Older people are more likely to require care, and to be carers.</li> <li>Women substantially outnumber men in older age groups.</li> </ul>	Older People (65+)	<ul style="list-style-type: none"> <li>Access to essential services and social network may be reduced if elderly people lose the ability to drive, and public transport options are limited</li> <li>Barriers include physically inaccessible transport vehicles, the pedestrian environment, safety concerns, and attitudes of transport staff.</li> </ul>
	<ul style="list-style-type: none"> <li>More likely to be in employment and supporting either younger or older relatives</li> </ul>	Adults (18-64)	<ul style="list-style-type: none"> <li>Due to work, likely to be constrained with regard to travel times / opportunities</li> </ul>
	<ul style="list-style-type: none"> <li>Intolerance towards children and young people may limit their opportunities, for example, by excluding them from public places.</li> <li>Younger people are more likely to live in deprived areas than people from older age groups.</li> </ul>	Children & young people (0-18)	<ul style="list-style-type: none"> <li>Young people (up to the age of 15) are restricted in locations they can access, subject to:                             <ul style="list-style-type: none"> <li>lifts</li> <li>availability of public transport and cost</li> <li>ability to walk or cycle to destinations</li> </ul> </li> <li>Cost of public transport (many child concessions cease to apply after the age of 15)</li> <li>Noise induced tinnitus is also increasing among young people.</li> </ul>
Disability	<ul style="list-style-type: none"> <li>Disabled people may have a physical or mental impairment that affects their ability to</li> </ul>	Physical Disability	<ul style="list-style-type: none"> <li>Using alternative modes of transport requires overcoming barriers in relation to journey</li> </ul>

Table 3: Potential impacts of transport and travel on people

Equality Characteristic	General Potential Impacts (General)	Specific Characteristic	Specific Potential Impacts of transport and travel
	<p>carry out normal day-to-day activities, including mobility, continence, speech, hearing, eyesight (including colour blindness), memory, ability to learn/understand, and ability to lift objects. As a result, disabled people may require wheelchair access, or communication support such as induction loops, large print text, switches at accessible heights, interpreters etc.</p> <ul style="list-style-type: none"> <li>• People with a long-term mental or physical impairment may find it more difficult to access services via public transport or walking, and to retain employment.</li> <li>• One in five disabled Scots have experienced harassment because of their disability.</li> </ul>		<p>planning, physical access and facilities and the approach of transport staff. There are issues about whether all aspects of a journey are accessible, more information relating to physical accessibility and the assistance from transport staff</p>
		Sensory Impairment	<ul style="list-style-type: none"> <li>• Disabled people with sensory impairments, including people with visual and hearing impairments, may be reliant on using public transport in helping them achieve social integration. Barriers to transport use encompass issues relating to physical access, information and communication, attitudes of transport staff, confidence and cost</li> <li>• Deaf people require visual aids. As for all passengers, these should be in simple written English, with timetables that are easy to understand, displays at bus stops and clear destination displays on buses. Visual aids to show people where they wish to alight may be useful</li> <li>• The need to provide BSL / audio transcriptions etc.</li> </ul>
		Mental Health	<ul style="list-style-type: none"> <li>• People with mental health support needs are reliant on public transport for making journeys.</li> </ul>

Table 3: Potential impacts of transport and travel on people

Equality Characteristic	General	Specific Characteristic	Specific
	Potential Impacts (General)		Potential Impacts of transport and travel
Sex			Key difficulties experienced by people in this group in relation to travel are confidence issues and affordability. Routine and planning are important in people's confidence to travel, also choice of mode, having a travel companion, and the attitudes of transport staff
		Learning Disability	<ul style="list-style-type: none"> <li>• People with learning disabilities typically use several transport modes including: community transport, public transport, private car and taxis/private hire vehicles. Key enablers for travel are travel training; accessible transport information; a safe street environment and space on public transport; and, positive interactions with transport staff and other transport users.</li> <li>• The potential for hate crimes to impact on this group has also been identified.</li> <li>• The need to publish material in easy read for people with learning disabilities</li> </ul>
	<ul style="list-style-type: none"> <li>• For some conditions, such as mental illness, there is a greater expressed need for services among women compared to men.</li> <li>• Carers are disproportionately female, both in the home and in the workplace.</li> </ul>	Female	<ul style="list-style-type: none"> <li>• Women have more limited access to cars than men</li> <li>• Fewer women than men have driving licences</li> </ul>

Table 3: Potential impacts of transport and travel on people

Equality Characteristic	General Potential Impacts (General)	Specific Characteristic	Specific Potential Impacts of transport and travel
	<p>Women are also more likely to require regular help.</p> <ul style="list-style-type: none"> <li>Men have lower healthy life expectancy and total life expectancy than women</li> </ul>		<ul style="list-style-type: none"> <li>Women travel less in relation to their employment, and are more likely to work close to home and therefore to walk to work</li> <li>Women are more likely than men to travel by public transport, as car passengers and on foot</li> <li>Women's trips are more likely to relate to caring and family responsibilities, while men are more likely to travel for business and leisure</li> <li>Women make more trips to and from education (including escorting children) and more shopping trips</li> <li>Women make more journeys using public transport with children or otherwise 'encumbered'</li> <li>Women's journeys are more likely to involve a range of different forms of transport, whereas men's journeys often involve only cars</li> <li>Personal safety is an issue, especially after dark and there is a need for CCTV on buses and trains</li> </ul>
	<ul style="list-style-type: none"> <li>Cultural norms and expectations may impact on behaviour and health outcomes: for example, young men are</li> </ul>	Male	<ul style="list-style-type: none"> <li>Young males are more likely to be involved in road traffic accidents</li> </ul>

Table 3: Potential impacts of transport and travel on people

Equality Characteristic	General Potential Impacts (General)	Specific Characteristic	Specific Potential Impacts of transport and travel
Gender Reassignment	<p>more likely to be involved in violence or accidents and the suicide rate is three times higher in men than women.</p>		
	<ul style="list-style-type: none"> <li>Transgender people typically report poor experiences with services, primarily related to attitudes of and assumptions made by staff. They experience high levels of discrimination with direct impacts on mental health, and have high levels of substance use and self-harm. They may also have needs in relation to modesty such as privacy in changing areas, provision of single gender accommodation, appropriate uniforms/dress code.</li> </ul>	<p>Transgender and other gender identity</p>	<p>There is a potential for hate crimes to impact on this group</p>
		<p>Male transitioning to female</p>	<p>There is a potential for hate crimes to impact on this group</p>
	<p>Female transitioning to male</p>		
Sexual Orientation	<ul style="list-style-type: none"> <li>Lesbian, gay and bisexual (LGB) people often experience significant mental and physical health problems related to</li> </ul>		<p>There is a potential for hate crimes to impact on this group</p>

Table 3: Potential impacts of transport and travel on people

Equality Characteristic	General Potential Impacts (General)	Specific Characteristic	Specific Potential Impacts of transport and travel
Marriage/Civil Partnership	homophobia, heterosexism and social exclusion. <ul style="list-style-type: none"> <li>High rates of self-harm, attempted suicide as well as high levels of alcohol, drug and tobacco use have been reported across the LGB population.</li> <li>Gay and bisexual men may be less likely to be registered with a GP.</li> </ul>		
	<ul style="list-style-type: none"> <li>Partner abuse may occur in same sex as well as heterosexual couples.</li> </ul>		
Pregnancy / Maternity/ Paternity		Women	<ul style="list-style-type: none"> <li>Groups may temporarily experience difficulties similar to those for disabled people.</li> </ul>
		Men (Paternity)	
Race	<ul style="list-style-type: none"> <li>People from some ethnic groups may require communication/information support, such as interpreters and translated materials.</li> <li>People from some ethnic groups may have different experiences, expressions of and ways of dealing with mental health problems that may not be picked up by mainstream services.</li> </ul>		<ul style="list-style-type: none"> <li>There are approximately 16,000 Black and Ethnic (BME) people in the region making up just over 3% of the population. There is little information on the use of transport for BME people beyond the data available for the general population.</li> <li>Language may be a barrier to accessing travel and transport information and use of public transport.</li> </ul>



Table 3: Potential impacts of transport and travel on people

Equality Characteristic	General Potential Impacts (General)	Specific Characteristic	Specific Potential Impacts of transport and travel
	<ul style="list-style-type: none"> <li>• People from some ethnic groups may have cultural needs in relation to diet (e.g. halal or kosher meat), modesty (e.g. privacy in changing areas, provision of single gender accommodation, appropriate uniforms/dress code), organ/tissue donation, blood sharing, certain drugs/treatments, burial and death rites, etc.</li> <li>• Coronary heart disease, diabetes and stroke incidence and mortality are higher in South Asian men and women when compared to the rest of the UK population. African people in the UK are diagnosed with HIV at a higher rate than other ethnic groups.<sup>14</sup></li> </ul>		
Religion / Belief	<ul style="list-style-type: none"> <li>• People who follow a religion or have religious or philosophical beliefs may have particular needs in relation to diet, modesty (e.g. halal or kosher meat, privacy in changing areas, provision of single gender accommodation, appropriate uniforms/dress code), organ/tissue donation, blood sharing, certain drugs/treatments, burial and death rites, quiet room facilities etc.</li> </ul>	<p><a href="#">Religion or Belief: A Guide to the Law</a></p> <p><a href="#">A list of religions used in the census</a></p>	<ul style="list-style-type: none"> <li>• The potential for hate crimes to impact on this group has also been identified.</li> </ul>

Table 3: Potential impacts of transport and travel on people

Equality Characteristic	General Potential Impacts (General)	Specific Characteristic	Specific Potential Impacts of transport and travel
Carers	<ul style="list-style-type: none"> <li>There are established links between sectarianism and violence including partner abuse (e.g. rates of partner abuse are significantly higher after old firm football matches).</li> </ul>		
	<ul style="list-style-type: none"> <li>Carers UK reports that there were about 660,000 carers in Scotland, about one in eight of the population.<sup>15</sup> Caring responsibilities, including childcare and care for other family members, may limit people’s participation in employment, education and other aspects of life. This may impact on the carer’s social status, income, mental and physical health, and ability to access services.</li> </ul>		
Socio-economic (fairness)	<ul style="list-style-type: none"> <li>People who are socio-economically deprived have greater health needs and often complex health and social problems.</li> <li>Poverty often clusters in certain geographical neighbourhoods, but most people who are income deprived do not live in the most deprived neighbourhoods.</li> <li>People of low income may face barriers arising from the costs of accessing services, e.g. transport costs or costs of time off work.</li> </ul>	<p>Low income Low wealth Material deprivation Area deprivation Communities of place</p>	<p>Inequalities may be created or exacerbated by the inability to access to employment, education, training and services. This may be as a result of:</p> <ul style="list-style-type: none"> <li>Cost of travel (including limiting travel horizons) and reduced inability to ‘invest’ in more cost effective solutions</li> <li>Transport poverty</li> <li>Awareness of transport options (including limiting travel horizons)</li> </ul>

Table 3: Potential impacts of transport and travel on people

Equality Characteristic	General Potential Impacts (General)	Specific Characteristic	Specific Potential Impacts of transport and travel
	<ul style="list-style-type: none"> <li>• People who are less articulate, have low education levels or poorer literacy skills may experience barriers to services and employment.</li> <li>• Homeless people often have complex health and social problems that make it harder for them to access services.</li> </ul> <p>This can result in:</p> <ul style="list-style-type: none"> <li>- Poorer skills and attainment</li> <li>- Lower quality, less secure and lower paid work</li> <li>- Greater chance of being a victim of crime</li> <li>- Less chance of being treated with dignity and respect</li> <li>- Lower healthy life expectancy</li> </ul>	<p>Communities of interest</p>	<ul style="list-style-type: none"> <li>• Availability of transport options (public transport or personal transport)</li> <li>• Availability of, and ability to use, technology to maximise awareness of and access to transport services / availability and cost of broadband</li> <li>• Pricing mechanisms to promote modal shift and low emission vehicles</li> <li>• Ability to afford low emission vehicles, including space and cost to, e.g. install electric vehicle charging infrastructure</li> <li>• Severance caused by transport infrastructure</li> </ul> <p>In addition, the adverse impacts of transport (air and noise pollution, road accidents) are more likely to be felt in more deprived areas, contributing to social disadvantage</p>

# 4. Responding to this consultation

If you are responding on behalf of an organisation

<b>Name and/or organisation</b>	
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<b>First half of your postcode</b>	
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<b>Could you please outline if your organisation has any responsibility for representing aspects of the environment or groups of people</b>	
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If you are responding as an individual

it will be helpful if you could fill in the box below

<b>Name</b>	
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<b>First half of your postcode</b>	
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**Your personal data and how it will be used:** We will be unable to identify you from the information you have provided and all personal information will be destroyed once it has been summarised for the consultation. We will only use your email address if you wish to provide it for the purposes of being kept up to date with the progress of the RTS.

**Do you want to be kept informed of the progress of the Regional Transport Strategy?**

If you would like to be kept informed of the RTS assessment processes, please write your email address in the box below. This will only be used to forward information to you during the course of writing this RTS and will be deleted immediately thereafter. It will not be stored in relation to any responses you gave in relation to the survey.

<b>Email address</b>	
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## Questions

<b>Q1: Are the key issues/trends identified in Table 2 the key environmental issues we need to take into account in developing the RTS?</b>	
<b>Yes/No</b>	
<b>Please use this space if you wish to elaborate on your response</b>	
<b>Q2: Do the draft objectives and draft indicators included in Table 2 present a reasonable framework for assessing the environmental impacts of the RTS?</b>	
<b>Yes/No</b>	
<b>Please use this space if you wish to elaborate on your response</b>	

**Q3. Does Table 3 identify how transport provision, or lack of it, impacts differently (compared to the wider population) on different groups within society?**

Yes/No

**Please use this space if you wish to elaborate on your response**

**Q4. Please use the space below if you would like to make any additional comments on the potential impacts of a Regional Transport Strategy on people or place.**