Tactran Equalities Outcomes Report 2025

1. Purpose of Report

This Equality Outcomes Report sets equality outcomes which are the results the authority aims to achieve in order to further the elimination of discrimination, the advancement of equality of opportunity, and/or the fostering of good relations. Accordingly, this report identifies:

Section 2.1: Role of Regional Transport Partnerships and Regional Transport Strategies
Section 2.2: RTS Integrated Impact Assessment (and Appendix B1)
Section 2.3: Impact of RTS on Equality Outcomes (and appendix B2)
Section 3: RTS equality outcomes
Section 4: Measuring Progress

2. Tayside and Central Scotland Regional Transport Strategy

2.1 Role of Regional Transport Partnerships and Regional Transport Strategies

Regional Transport Partnerships, including Tactran, were established in the Transport (Scotland) Act 2005. The Act places a duty on RTPs to develop and keep under review Regional Transport Strategies. 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 third Tayside and Central Scotland Regional Transport Plan 2024-2034 (RTS) was adopted in June 2024 following approval of the strategy by the Cabinet Secretary.

The Tayside and Central Scotland RTS considers the challenges and opportunities pertinent to the Tactran region and, provides the policy context for the Angus, Dundee City, Perth and Kinross, and Stirling Council areas.

2.2 RTS Integrated Impact Assessment

During the initial stages of the development of the RTS, Tactran concluded that a number of detailed assessments were required.

A number of assessments were undertaken to inform the development of the RTS. This included an Integrated Impact Assessment (IIA) that integrates the Equalities Impact Assessment (EqIA), Fairer Scotland Duty Children's Rights and Wellbeing Impact Assessment (CRWIA), and Health Inequality Impact Assessment (HIIA) into a single framework. The IIA informs the Regional Transport Partnership of the potential impacts of policies and proposals on different groups in society, in particular the most vulnerable groups and those with protected characteristics. This allows the final RTS to minimise negative impacts and identify any mitigation measures that need to be put in place to ensure any negative impacts are further minimised or eliminated

The IIA ensures compliance with the legal requirements in terms of the Public Sector Equality Duty, Equality Outcomes and Human Rights, and the Fairer Scotland Duty.

The IIA identified how the following protected groups were affected in relation to travel demands and transport choices:

- Sex
- Age
- Disability
- Marriage / Civil Partnerships
- Race
- Religion / Belief
- Sexual Orientation / Gender Reassignment
- Pregnancy / Maternity

The summary of the impacts on these protected groups are included in Appendix B1.

2.3 Impact of RTS on Equality Outcomes

The RTS includes a number of delivery themes. The Integrated Impact Assessment suggested that the delivery of the actions contained in the RTS is likely to result in positive outcomes for equalities. A summary of the likely impacts of the delivery of the RTS on equalities is included as Appendix B2.

3. RTS Equality Outcomes

The RTS set four strategic objectives in line with the Scotland's Second National Transport Strategy (NTS2), these are:

- To take climate action
- To improve health and wellbeing
- To reduce inequalities
- To help deliver inclusive and sustainable growth

Each of these strategic objectives were supported by a number of outcomes, focused on those activities which would help make the biggest difference to supporting these strategic objectives.

Recognising the impacts on these protected groups, as well as those that live in rural areas and those in or at risk of direct or indirect discrimination due to low income, low wealth; material deprivation or socio-economic background[1] the RTS set the following objectives to specifically address inequalities:

RTS Strategic Objective	RTS Outcomes which seek to address equalities
To take climate action	No outcomes targeted at reducing inequalities
To improve health and wellbeing	Improve road safety for vulnerable users (pedestrians, cyclists, children and older people, lower SIMD quintile) Improve access to healthcare • Improve the ability of over-65s to access healthcare (primary healthcare/hospitals) • Improve the ability of all in the lowest SIMD data zones (health domain), targeted by the respective Councils, to access healthcare • Improve the ability of rural communities to access healthcare Ability of older people and those in least affluent SIMD data zones targeted by the respective Council to access social activities Increase levels of physical activity • Increase the levels of walking, wheeling and cycling in the lowest SIMD data zones (health domain), targeted by the respective Councils • Improve the ability to access active leisure facilities and green space for lowest SIMD data zones
To reduce inequalities	Improve ability for young people, and disadvantaged and rural communities to access jobs, education and services • Improve ability of 16-24 year olds to access jobs and further education

[1] The evidence indicates that discrimination and disadvantage experienced by persons related to each protected characteristic on the transport system frequently intersect with each other

RTS Strategic Objective	RTS Outcomes which seek to address equalities
	• Improve ability of all in the lowest SIMD data zones, targeted by the respective Councils, to access jobs, education and services • Improve ability of families, targeted in local child poverty action plans, to access jobs, education and services • Improve ability of rural communities to access jobs, education and services • Improve the ability of over-65s, and those in lowest SIMD data zones targeted by the respective Councils, to access social activities Improve the ability of people with disabilities to access jobs, education and services The safety and security of vulnerable and protected characteristic groups in the street environment and on public transport
To help deliver sustainable, inclusive economic growth	Improved ability for young people, and disadvantaged and rural communities to access jobs and education

It is also recognised that the following RTS outcomes are likely to have an impact on equalities

RTS Strategic Objective	RTS Outcomes which are likely to have an impact on equalities	Potential impact on equalities
To take climate action	Reduce estimated CO_2 emissions from transport in the region • Increase the share of EV and low emission vehicle use • Reduce car km driven	Until the cost of electric and low emission vehicles are reduced, then measures to encourage their use (and measures to discourage fossil fuelled vehicles) are likely to disproportionately disadvantage lower income groups
		Higher income groups drive more car km than lower income groups. However, car km generated by lower income groups is less likely to be discretionary travel.
	Ensure strategic and lifeline routes (and services) are resilient to climate change, extreme weather and emergencies	Rural communities are at a higher risk of risk to lifeline routes and services
To improve health and wellbeing	Reduce transport emissions in declared air quality management areas Reduce the impact of traffic on communities on strategic routes	Lower income groups are more likely to live close to transport sources (usually roads) than more affluent groups

4. Measuring Progress

RTS Outcomes which seek to address equalities

Outcome	Indicator	Baseline in RTS			2025 Update		Notes
Improve road safety for vulnerable users (pedestrians, cyclists, children and older people)	• People killed or seriously injured • Children (aged 16 and under) killed or seriously injured • Pedestrians killed or seriously injured • Cyclists killed or seriously injured • Motorcyclists killed or seriously injured • Road users aged 70 and over killed or seriously injured • Road users aged 17-25 killed or seriously injured • Percentage of motorists driving/riding within the posted speed limit • Casualty rate for the most deprived 10% SIMD areas compared to the least deprived 10% SIMD areas	2018-22 average[2]		Killed All severities	Killed All severities		National data available for: • Children (aged 16 and under) • Road users aged 70 and over • Casualty rate for the most deprived 10% SIMD areas
		Angus		2 154	9 150		
		Dundee		1 156	2 175		
		Perth & Kinross		7 212	6 206		
		Stirling		5 139	1 1		
Improve the ability of over-65s to access healthcare (Primary health care / Hospitals)	(i) % of over 65s able to access a hospital within 30mins/60mins by public transport (ii) % of over 65s able to access primary health care (GP) within 30mins/60mins by public transport	2023[3]	30 mins of a GP	30 mins of a hospital	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs - Rural areas
		Angus	89%	41.5%			
		Dundee	99.8%	33.2%			
		Perth & Kinross	87.7%	60.3%			
		Stirling	92.9%	43.3%			
Ability of all in the least affluent SIMD data zones (health domain) targeted by the respective Council to access healthcare	% of population within least affluent SIMD data zones able to access (i) primary (GP) and (ii) secondary (hospitals) healthcare by public transport within 30mins / 60mins	2023: % of 20% SIMD within[4]	30 mins of a GP	30 mins of a hospital	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs - Rural areas
		Angus	100%	41,.7%			
		Dundee	100%	38.6%			
		Perth & Kinross	100%	100%			
		Stirling	100%	73.3%			
Ability of rural communities to access healthcare	% of population within rural areas able to access (i) primary (GP) and (ii) secondary (hospital) healthcare by public transport within 30mins / 60mins	2023[5]	30 mins of a GP	60 mins of a hospital	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs - Rural areas
		Angus	60.5%	58.1%			
		Perth & Kinross	72.3%	73.5%			
		Stirling	76.7%	46.5%			
Ability of older people and those in least affluent SIMD data zones (health domain) targeted by the respective Council to access social activities	% population unable to access community facilities by public transport within 30mins / 60mins	2023	30 mins	60 mins	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs - Rural areas SHS How often people have felt lonely by SIMD
		Angus	9.2%	6.9%			
		Dundee	0.4%	0.4%			
		Perth & Kinross	12.1%	11.0%			
		Stirling	4.8%	3.7%			

[2] Reported Road Casualties 2022 NB No local datasets other than KSIs
[3] Tactran NAPTAT Accessibility Modelling 2023
[4] Tactran NAPTAT Accessibility Modelling 2023
[5] Tactran NAPTAT Accessibility Modelling 2023

Outcome	Indicator	Baseline in RTS			2025 Update		Notes
							[SHS How often people have felt lonely by rural/urban classification]
Levels of walking and cycling in the least affluent SIMD data zones (health domain) targeted by the respective Council	Pedestrian and cycle data in least affluent SIMD data zones	Normal method of travel to work/education 2023[6] in 20% least affluent SIMD data zones	Walk	Cycle	The intention is to undertake the Tactran Representative Public Opinion Survey every two years		Walking and cycling use data available by - Age - Gender - Whether person in household with disability or impairment - Religion - Ethnicity - Married status
		Angus	23%	5%			
		Dundee	8%	3%			
		Perth & Kinross	21%	5%			
		Stirling	12%	3%			
	Mode share travel to school in least affluent SIMD data zones[7]	Data to be included in Monitoring Framework					
Improved ability to access active leisure facilities and green space in least affluent SIMD data zones	% of population within the least affluent SIMD data zones within 5 min walk of their local green or blue space[8]	2019	20% least affluent SIMD data zones	Whole council area	20% least affluent SIMD data zones	Whole council area	SHS data collected by: - Age (limited data) - SIMD - Health - Urban-Rural - Gender - Disability - Ethnicity - Religious Belonging (limited data)
		Angus	n/a	65%	n/a	79%	
		Dundee	46%	48%	58%	65%	
		Perth & Kinross	n/a	66%	n/a	82%	
		Stirling	n/a	84%	n/a	84%	
	% population within the least affluent SIMD data zones able to access a public leisure centre by public transport within 30 mins / 60 mins by public transport [9]	2023	30 mins	60 mins	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs - Rural areas
		Angus	100%	100%			
		Dundee	100%	100%			
		Perth & Kinross	100%	100%			
		Stirling	80%	100%			
Improve ability of 16-24 year olds to access jobs and further education	% 16-24 year olds able to access a range of employment opportunities within 40 mins / 60 mins by public transport[10]	2023	40 mins	60 mins	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs - Rural areas
		Angus	92%	76.9%			
		Dundee	99.7%	99.7%			
		Perth & Kinross	80.5%	63.8%			
		Stirling	83%	88.7%			
	% 16-24 year olds able to access further education facilities within 30 mins / 60 mins by public transport[11]	2023	30 mins	60 mins	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs - Rural areas
		Angus	37.4%	87.6%			
		Dundee	97.7%	99.7%			
		Perth & Kinross	38%	74.3%			
		Stirling	55.1%	88.8%			
Improve ability of all in the least affluent SIMD data zones (all domains) targeted by the respective	% population in least affluent SIMD data zones to access a range of	2023	40 mins	60 mins	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs
		Angus	100%	83.3%			
		Dundee	100%	100%			
		Perth & Kinross	100%	81.8%			

[6] Tactran Representative Public Opinion Survey (Taylor McKenzie Research 'Tactran Quantitative Research Report', October 2023)
[7] Sustrans Hands Up Scotland Survey
[8] Scottish Household Survey Walking distance to nearest usable green or blue space
[9] Tactran NAPTAT Accessibility Modelling
[10] Tactran NAPTAT Accessibility Modelling
[11] Tactran NAPTAT Accessibility Modelling

Outcome	Indicator	Baseline in RTS			2025 Update	Notes
Council to access jobs, education and services	employment opportunities within 40 mins / 60 mins by public transport[12] [13]	Stirling	100%	100%		- Rural areas
	% who feel the journey to or from work / college / university could be carried out using public transport[14]	2023	Least affluent SIMD quintile	Average (mode)	The intention is to undertake the Tactran Representative Public Opinion Survey every two years	Walking and cycling use data available by - Age - Gender - Whether person in household with disability or impairment - Religion - Ethnicity - Married status
		Angus	27%	76%		
		Dundee	23%	29%		
		Perth & Kinross	31%	41%		
		Stirling	28%	55%		
Improve ability of families targeted in local child poverty action plans to access jobs, education and services	Indicators of child poverty exist at Council level. Whilst concentrations of child poverty are most likely in the least affluent SIMD data zones, the problem reaches deeper into society than these geographic areas. Target groups have been identified in the Child Poverty Action Plan which along with SIMD geographical data allows targeting of interventions. An accurate indicator of the ability of the target groups to access jobs, education and services is however difficult to identify				National SHS data exists for weekly cost of parking / weekly cost of public transport / how easy or difficult people find it to afford transport costs / do transport costs affect which method of travel is used BY age /ethnicity / religion / disability / income / SIMD quintile / urban/rural classification	DWP Children in low income families STPR2 Transport Poverty Data
Improve ability of rural communities to access jobs, education and services	% of population within rural areas able to access by public transport within 30mins / 60mins: (i) range of employment opportunities, (ii) further education and (iii) centres with a large food store and (iv) Post Office[15]	2023: 30 mins	Emp[16]	FE / Supermarket	Accessibility modelling unlikely to be updated until mid-term review of RTS	Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs - Rural areas
		Angus	69.8%	25.6% / 55.8%		
		Perth & Kinross	63.9%	15.7% / 41.0%		
		Stirling	39.5%	9.3% / 30.2%		
Ability of people with disabilities to access jobs, education and services	Whilst the issues that people with disabilities have using our transport services are acknowledged as a problem requiring to be addressed, there are limited data sets to understand whether the 'whole journey' is accessible. Data exists for: - the accessibility of our stations - the % of the public transport fleet which is deemed accessible - the number of publicly available disabled parking spaces					Other useful data sources: Census % people with disability Passenger Focus Bus Passenger Survey 2019 Disability and Transport 2021 SHS % people with disability
The safety and security of vulnerable and protected characteristic groups in the street environment and on public transport	% felt safe and secure on bus/train in last month[17]		Bus 2021	Train 2021	Bus 2023 (day/night) / Train 2023 (day/night)	Perception of safety during day / night available
		Angus	98%	n/a	98% / 71% / n/a[18]	
		Dundee	99%	n/a	95% / 62% / n/a	
		Perth & Kinross	100%	n/a	98% / 76% / n/a	
		Stirling	97%	100%	99% / 77% / 99% / 90%	
	% perception of people feeling very/fairly safe when walking alone in their neighbourhood after dark[19]		2019		2023	SHS data collected by: - Age(only available at national level) - Urban-Rural - SIMD (only available at national level) - Gender (only available at national level) - Disability - Ethnicity (limited data)
		Angus	87%		81%	
		Dundee	81%		72%	
		Perth & Kinross	86%		86%	

[12] Tactran NAPTAT Accessibility Modelling
[13] SIMD20, comprising the 20% most deprived data zones
[14] Tactran Representative Public Opinion Survey (Taylor McKenzie Research 'Tactran Quantitative Research Report', October 2023)
[15] Tactran NAPTAT Accessibility Modelling
[16] Accessibility by public transport within 40 mins
[17] SHS Transport & Travel In Scotland: Adults who used rail services / local bus service in last month who agreed with each statement
[18] Insufficient sample size
[19] SHS Perceptions of safety when walking alone after dark

Outcome	Indicator	Baseline in RTS	2025 Update	Notes
		Stirling 89%	88%	- Sexual Orientation (limited data) - Religious Belonging (limited data)
Improve ability of 16-24 year olds to access jobs and further education Improve ability of all in the lowest SIMD data zones (all domains) targeted by the respective Council to access jobs and further education Improve ability of families targeted in local child poverty action plans to access jobs and further education Improve ability of working age population in rural communities to access jobs and further education	See 'Improved ability for young people, and disadvantaged and rural communities to access jobs, education and services' indicators above			

RTS Outcomes which are likely to have an impact on equalities

Outcome	Indicator	Baseline in RTS			2025 Update			Notes
Reduce estimated CO_2 emissions from transport in the region: Increase the share of EV and low emission vehicle use	% of vehicles which are EV and low emission vehicles[20]	2023 Q3	% cars	% all vehicles	2024 Q2	% cars	% all vehicles	DVLA registration datasets do not include equality information
		Angus	5.5%	1.7%		7.1%	2.1%	
		Dundee	5.3%	2.3%		6.8%	2.9%	
		Perth & Kinross	6.0%	2.2%		7.7%	2.7%	
		Stirling	18.0%[21]	12.5%		17.2%[22]	16.0%	
Reduce estimated CO_2 emissions from transport in the region: Reduce car kilometres driven	Car km travelled on roads[23]	Cars & taxis	Million vehicle km 2019		2023			DfT vehicle km datasets do not include equality information SHS data allows an understanding of car km by age, gender and household income (see Annex for a route map to achieve a 20 per cent reduction in car kilometres by 2030, Transport Scotland, 2022)
		Angus	837.6		795.8			
		Dundee	680.64		679.7			
		Perth & Kinross	1870.24		1759.4			
		Stirling	1025.76		950.7			
Ensure strategic and lifeline routes (and services) are resilient to climate change, extreme weather and emergencies	Number of road/bridge closures per year on strategic road network	*Monitoring framework required (request from each LA)*						Monitoring to note impact on rural communities
	Rail services cancelled/delayed as a consequence of weather	In 2023, 160 services serving the Tactran region were partly cancelled, and 251 were fully cancelled due to adverse weather. 1,736 services were delayed due to adverse weather			In 2024, 40 services serving the Tactran region were partly cancelled, and 128 were fully cancelled due to adverse weather. 915 services were delayed due to adverse weather			
Reduce transport emissions in declared air quality management areas	NO_2 annual mean (not to exceed 40µg m^{-3}) and number of NO_2 exceedances (200µg m^{-3} not to be exceeded more than 18 times a year)	2022	Annual Mean	No. Exceedances	2023	Annual Mean	No. Exceedances	Air quality can be mapped by SIMD datazones
		Dundee	20.3	0	Dundee	20.4	0	
		Perth & Kinross	20.1	0	Perth & Kinross	20.7	0	
		Stirling	15.1	0	Stirling	16.4	0	
Reduce the impact of traffic on communities on strategic routes	(i) Traffic volumes/type for identified communities[24] (ii) Noise monitoring for candidate noise management areas (iii) Accident data for identified communities (iv) Air quality monitoring for identified communities	*Some, but not all, the data sets are available for identified settlements on the strategic network. See RTS Monitoring Framework*						Settlements on strategic routes with least affluent SIMD datazones can be identified

[20] DfT / DVLA Vehicle licensing statistics data tables
[21] It is likely that the higher % of registered vehicles in Stirling are not a consequence of private registrations
[22] It is likely that the higher % of registered vehicles in Stirling are not a consequence of private registrations
[23] DfT Road Traffic Statistics
[24] (i) Local authority counts and https://roadtraffic.dft.gov.uk/regions/3 (ii) Scotland's Noise Map (iii) DfT Think (iv) Air Quality in Scotland

Appendix B1

Summary of Key Transport Issues

The screening process has included reviewing evidence relating to transport at a regional level using datasets and where available considering future trends. Key issues pertinent to Angus, Dundee City, Perth and Kinross and Stirling are summarised below, with the main IIA report going into more detail.

Protected Characteristic: Sex

There were more females (51.3%) than males (48.7%) living in the region. This figure increases with age due to the longer life expectancies of women (cp. NATIONAL RECORDS OF SCOTLAND).

- Women often have the primary responsibility in the household for childcare. They have different employment characteristics to men and fewer financial resources.
- Those factors result in women and men travelling by different means, at different times, to different locations over different distances.
- Women make a greater number of journeys per weekday compared to men. The presence of school-aged children increases the average number of journeys made by women by approximately one-quarter.
- Women tend to complete more trips per weekday than men, though these trips are often shorter and have consecutive purposes (known as trip-chaining). The trips made by women tend to be completed using different transport modes compared to men.
- Approximately 66% of women hold a driving licence.
- Women are also more likely to use the bus and less likely to travel by rail than men.
- Women are less likely to travel for the purposes of work compared to men. It is important to note that public transport services tend to be designed to serve the needs of commuters with traditional 9am to 5pm schedules. They are, subsequently, based on primarily male travel patterns. Public transport timetables and routes are, as a result, not designed to fit travel behaviour that is shaped by unpaid care work and part-time employment.
- Personal safety after dark is a concern for women (more so than for men) but during the day, these concerns are comparable with those of men.
- When travelling, women are more likely than men to be travelling with buggies and/or shopping. This can affect mode choice.
- Lone parents experience particular difficulties; for example, there is a clear relationship between lone motherhood and poverty.
- In Scotland, only 28% of lone parents hold a driving licence. Women living alone with children were found to be more than five times as likely as those living with a partner (of either gender) to use a taxi, and around 1.5 times as likely to use a bus.

- Lone parents were also three times more likely to feel restricted by lack of facilities, and more than twice as likely to be restricted by cost of fares, than any other group.
- Single mothers have remarkably different travel patterns to either married women or men with children.
- Understanding the above characteristics of women's travel behaviour is key to recognising how, for example, cuts to subsidised bus services have had a disproportionate impact on women, as well as how women are less likely to benefit from discounted rail fares and season tickets.
- Further, the journey experiences of the women must be considered in terms of age, disability, ethnicity, sexuality, and class, dimensions which may exacerbate some of the issues and challenges faced. Disability, for example, increases with age. Due to the longer life expectancies of women, a higher proportion of disabled people are women.

Protected Characteristic: Age

By 2028 the population in the Tactran region is projected to increase by 1.0%. The population change varies considerably by constituent Council. The projected change is not consistent across all age groups. Continuing the current trend of an increasingly ageing population, between 2018 and 2028, the 65 to 74 age group and the 75 and over age group are projected to see the largest percentage increase.

The change in age structure varies considerably by constituent Council.

- Older age groups make up a larger proportion of the rural than urban population and rely more heavily on the public transport system than younger age groups. The inadequacies of rural transport choices often provide the context in which older people's experiences of everyday travel within the region are set.
- There is a widespread perception that public bus services do not provide a reliable and accessible mode of transport in rural areas. During the consultation on the main issues, respondents spoke about the absence and inadequacies of public bus services, including difficulties getting to bus stops and boarding buses. Such negative perceptions may not be based on direct personal experience; together with the perceived barriers to rural bus travel limited knowledge of, and interest in, bus travel, are perceptual barriers that further contribute to car dependence. In consequence, and despite free travel being available for older people at off-peak times, public bus services were typically not considered a viable option for everyday travel.
- Mobility limitations could make alternative travel modes difficult to use.
- Attending healthcare appointments is particularly difficult for those in rural communities within the Tactran region without access to a car. Over 25% of the population over the age of 65 without access to a private car are over 60 mins away from one of the major hospitals.
- Alternative travel modes – for example, hospital transport services and taxis – were often experienced as problematic.
- Young people also face barriers to transport, include the availability and cost of public transport, particularly to further and higher education.
- Young adults (aged 16-24) are more likely to be victims of crime than the Scottish average.

Protected Characteristic: Disability

- Disability increases with age. Due to the longer life expectancies of women, a higher proportion of disabled people are women.
- Disabled people of working-age within the region are less likely to be employed, and those that are, are more likely to be working part-time than non-disabled people. Subsequently, they are considerably less likely to commute.
- Disabled people within the region travel less frequently than non-disabled.
- The barriers to increased public transport use faced by disabled people depend somewhat on their impairment. Disabled people or those with a long-term health condition, however, may face a number of barriers to travelling. Many of these involve the physical accessibility of public transport, though they can also include less tangible barriers such as reduced confidence in travelling independently.
- The risk of exposure to crime is disproportionately higher for many of the protected characteristics. In 2022-23, 3% more charges with an aggravation of prejudice relating to disability were reported than in 2021-22. Crime can intersect with other forms of abuse such as sexual harassment, racism, homophobia, transphobia, and disability-related harassment, and it is therefore crucial to consider how fears and risks of violence associated with public transport disproportionately affect people from ethnic minorities, the LGBT community, and those with a disability.
- While there is a National Concessionary Travel Scheme for those eligible, disabled people are more likely to experience affordability barriers to transport relative to people without disabilities. Individuals who live in households with a disabled person are more likely to experience income poverty than those without.

Protected Characteristic: Marriage / Civil Partnerships

No information has been found on specific relationships between transport impacts and marriage and civil partnership. However, Tactran will continue to scan the available literature for forthcoming publications in this area.

Protected Characteristic: Race

Angus, Dundee City, Perth and Kinross and Stirling are not characterised by a diverse population. Black and Ethnic Minority (BEM) population across Scotland is highest in urban areas, including Dundee City and Stirling, where employment opportunities are a significant pull factor.

Certain ethnic minority households were likely not to have to a car or van. After walking, the most commonly used type of transport by BEM communities in Scotland is the bus. Some ethnic minority groups are also highest amongst those that never cycle for either work or leisure purposes.

The COVID-19 pandemic has highlighted existing inequalities affecting BME communities and exacerbated inequalities in several areas, including transportation. People from these communities are more likely to rely on public transport to access employment than other groups. As such they would have relied on the continued operation of bus services during past lockdown periods.

The latest available data suggests that charges relating to race crime remain at a high level.

Protected Characteristic: Religion / Belief

People who are Roman Catholic or Muslim are more likely to live in Scotland's 15% most deprived areas when compared to other religious groups and those with no religion.

Muslims had significantly lower median earnings than those of no religion or Christians. The pay gap between Muslim adults and those of no religion was as high as roughly 20%. This group might, subsequently, be more vulnerable to the costs of transport and as such face barriers in accessing employment, education, healthcare, and other services as a result.

The risk of exposure to crime is disproportionately higher for many of the protected characteristics. Religious or faith-based hate crimes continue to rise in numbers. There were 8% more charges with a religious aggravation in 2022-23 than in 2021-22. It is therefore crucial to consider how fears and risks of violence associated with public transport disproportionately affect people from ethnic minorities, the LGBT community, and those with a disability.

Protected Characteristic: Sexual Orientation / Gender Reassignment

Data on gender reassignment figures are not available at a Local Authority level.

In 2022-23, 2% more charges with an aggravation of prejudice relating to sexual orientation than in 2021-22 were reported. The number of charges reported has increased each year since 2014-15.

Transgender people most feared for their safety on the streets and using public transport, with almost half of transgender persons in Scotland having experienced a transphobic hate crime or incident. Three in ten LGBT people confirmed that they avoid certain streets because they do not feel safe as an LGBT person there.

There is a lack of data which evidences a direct relationship between being transgender and income inequality. However, it is reasonable to suggest that such persons have lower income and wealth and are therefore at a higher risk of transport poverty. They face widespread discrimination and targeted hostility, unequal access to services, and workplace discrimination. Difficulties in accessing employment and services which increase disposable income (including healthcare free at the point of use and housing) suggest lower income and associated affordability barriers to transport.

Protected Characteristic: Pregnancy / Maternity

Evidence identified a range of constraints to transport use, and a number of restrictions on women. Specific groups were found to experience constraints in terms of their use of transport in different ways, including pregnant women who are mobility restricted – particularly during later stages of pregnancy.

Exposure to air pollution has been identified as a particular issue in relation to the health of unborn children. The research indicates that air pollution linked to transportation is linked to poor pregnancy outcomes leading to children being more susceptible to disease later in life.

In addition, research shows that a lack of physical activity such as walking, wheeling or cycling can be an essential factor in the occurrence of depressive disorders of women in the post-natal period.

Appendix B2

Impact of RTS on Equality Outcomes

The RTS includes a number of delivery themes. The Integrated Impact Assessment suggested that the delivery of the actions contained in the RTS is likely to result in positive outcomes for equalities.

RTS Delivery Theme	Equality Dimension	Differential Impact
Reducing the need to travel by car through the location of development and services	This delivery theme will improve public transport connectivity of developments as well as their local centres and amenities. Supporting the opportunities for active travel and public transport links will assist access to employment opportunities, essential services and facilities they need to access on a daily basis.	Applying the transport principles established in the RTS will mean that, as the region grows, a greater proportion of people will live in locations that can be well connected to employment and other opportunities by walking, cycling or using public transport.
Influencing travel choices and behaviour	The work delivered to promote sustainable travel by Tactran is likely to result in positive impacts for equality groups such as: Promotion of walking and cycling infrastructure is likely to realise advantages as many equality groups (women; children and younger people; older people; and disabled people) make proportionally more pedestrian trips than the wider population. Cycling is also a popular mode of transport amongst children and younger people; children aged 11 and 15 make more cycling trips than any other age bracket. These active travel modes will also be beneficial in helping to reduce health inequalities experienced by some of these groups. Potentially negative impacts with regards to the implementation of any fiscal demand management schemes are to be identified in further analysis. It is considered that these can be mitigated, identifying at-risk groups prior to implementing such schemes to adjust the scheme to reduce the impact.	Influencing travel choices and behaviour through targeted and tailored actions is likely to provide a number of benefits that can be shared by groups with protected characteristics. **Young people**, and in particularly children, make more walking and cycling trips than any other age groups. Young people, subsequently, benefit in particular from active travel as this would potentially provide healthier, more affordable access to engage in education and work opportunities. **Women** tend to express more personal safety concerns than men; this is particularly so at night, where fear of crime can be a significant travel deterrent. The increased concerns regarding safety are also likely to affect ethnic minorities and those with a visual Sexual Orientation / Gender Reassignment. Work to increase the numbers of people walking and cycling can improve natural surveillance to address such concerns. The IIA identified several groups who are at risk from the introduction of any fiscal demand management measures, including those on **low income**. A difficulty or inability to use public transport would make individuals for whom the car is essential to their current pattern of participation in society particularly vulnerable to the introduction of road charges. Subsequently, those suffering from **disabilities**, **elderly people**, **females**, **ethnic minority groups** and, of course, those whose trip is not served by public transport have been identified as being particularly at-risk: • The use of revenues from demand management measures to improve transport for at-risk groups, could go some way to mitigating the impacts. • It is possible to adjust any fiscal measures to reduce the impacts on at-risk groups.

RTS Delivery Theme	Equality Dimension	Differential Impact
Decarbonising transport	The local impacts of climate change are most likely to have a negative impact on the least resilient groups in society. Decarbonising transport through the phasing in of low emission vehicles will also have an impact on air quality: There is strong evidence that people from poor and disadvantaged communities., ethnic minorities, children and disabled people are more exposed to air pollution. There is also strong evidence that greater exposure to air pollution is correlated with a greater risk of long-term conditions. Poor health is linked to time off work and reduced productivity - and can contribute to lower income. Improving air quality will therefore help to level up inequalities within the region.	Decarbonising transport and the transition to zero emission infrastructure would have potential positive impacts on groups who are more vulnerable to the adverse health impacts of transport-related emissions and air pollution. Population groups particularly vulnerable to adverse effects of traffic-related air pollution include to **children**, **pregnant women** and the **elderly**. Along rail lines, residents are likely to be exposed to high levels of diesel exhaust particles and other airborne pollutants at potentially even greater levels than those from the trunk road network. With the RTS supporting the decarbonisation of rail within the region, it will help to realise positive differential impacts for all protected characteristics travelling by train on a regular basis as well as those living close to a rail line in Angus, Dundee City, Perth and Kinross and, Stirling. The ULEV market still comprises higher-income consumers, with over half of (UL)EV owners still primarily concentrated among the wealthiest income earners. Most private EV owners are still middle-aged, male, well-educated, affluent, and live in urban areas with households containing two or more cars and the ability to charge at home. Current business models for (second-hand) EV ownership and the transition to net-net zero emissions are not working for **households in the lowest income** brackets or, in distinctively rural areas. There is potential for negative impact if on-street electric vehicle charge points result in trailing cables which can pose a trip hazard and a barrier to people with a mobility difficulty as well as **those with prams / pushchairs**.

RTS Delivery Theme	Equality Dimension	Differential Impact
Improving safety	The work delivered to improve road safety is likely to result in considerable positive impacts for equality groups such as: Improvements to road safety and personal safety will realise positive impacts for equality groups as they tend to be over-represented in terms of accidents.	The RTS recommends seeking to create safer streets and roads for both motorised and non-motorised road users within the region. The actions are likely to provide a number of benefits that can be shared by groups with protected characteristics: **Children and young people** are considered vulnerable road users, with children from most deprived backgrounds are five times more likely to be injured on the roads compared with children from the most affluent backgrounds. Children from ethnic minorities are up to twice as likely as average to be involved in road accidents while walking or playing. The RTS promotes measures with a particular focus on educational activities and road safety interventions where schools are located. The lack of safe infrastructure for pedestrians and cyclists has a disproportionately greater impact for **people with mobility impairments and individuals who have impaired vision or hearing**. **Pregnant women and those with young children** are less mobile and also more vulnerable. The RTS promotes access for all potential users, making it easier and safer to get around, encouraging more people to travel more actively more often. **Younger drivers**, particularly young men, are more likely to be involved in a collision. The RTS will continue to promote targeted campaigns. Casualty rates amongst residents from **areas classified as relatively deprived** were significantly higher than those from relatively affluent areas. The RTS promotes interventions to provide targeted support. It should be noted that the recommended interventions will probably have an overall negligible impact on any of the protected characteristics at regional level but will result in considerable positive impacts at a local level.
Improving the accessibility and security of our transport networks	Improving links between public transport and active modes, and public realm at interchanges and other stations, will provide for a better public transport experience from start to finish. It will, subsequently, support the creation of inclusive communities and age-friendly spaces. Being Age Friendly in the public realm is about small design considerations that greatly improve an	Improving the accessibility and (actual and perceived) security of our transport networks would have potential positive impacts on groups with protected characteristics. Under this delivery theme, the RTS will promote measures which will help to enable a good public transport experience within the region. The RTS focusses on a whole journey approach, including attractive links between public transport and active modes, and public realm at interchanges and other stations. Fear of violence and crime encountered on and around (public) transport, and its associated public spaces, can be an important factor in the travel choices of certain groups. These include **women**, **young**, **older and disabled people**, the **LGBTQ+**

RTS Delivery Theme	Equality Dimension	Differential Impact
	area for older people, thereby planning for the needs associated with a changing demographic in Angus, Dundee City, Perth and Kinross and Stirling.	population and some ethnic minorities, who have above average recorded that they are feeling more vulnerable on (public) transport than others. Tactran anticipates that respective improvements will have an impact on those protected groups for whom access, and mobility is an issue, including disabled, older people and **parents/carers** of young children. Fewer standard on-street car parking spaces within the area of public realm improvements hold the potential negative implication for those with health problems, disabilities or caring responsibilities (including older people) which affect ease of movement, and including those living rurally who need to travel to village and town centres by car.

RTS Delivery Theme	Equality Dimension	Differential Impact
Improving sustainable travel opportunities	Providing improved sustainable travel opportunities improves the travel opportunities for those without access to a car. For example, a higher proportion of bus users are women, older people and those who do not have access to a car. These groups are more dependent on public transport for access to work, education, leisure and health services. The RTS aims to improve public transport provision through service, infrastructure and ticketing improvements within the region. In this way the RTS will help the region become more attractive within which to live and work and ensure everybody has equal opportunity to access job opportunities and services.	Active and sustainable travel infrastructure and interventions included under this theme could potentially have a positive impact on groups with protected characteristics by improving access to key services such as education, healthcare, employment, shopping and recreational activities as well as connecting communities through an improved active and sustainable transport network. **Young people** can also be disadvantaged by limited mobility resulting from the high cost of some transport options and limited opportunities for travelling independently (especially in the evenings and at weekends). A continued commitment to the school travel planning process and safe routes to school will be of benefit to children. Initiatives to promote and facilitate walking, cycling and wheeling to school have the potential to positively impact upon children's health and fitness levels and promote independence. Improving public transport options is particularly important for **women** who are more likely to combine travel to work with trips for other purposes such as taking children to school, looking after family members or shopping. **Older people**, too, have an above average reliance on public transport to access services and facilities. Improving opportunities for older people to travel within their communities will lead to a better quality of life for this group by improving access to healthcare, leisure and cultural facilities, thus enabling elderly residents to take a more active role in their communities and neighbourhoods and tackle social exclusion and isolation. **Areas of deprivation** have a below average on car ownership and high reliance on bus services to access employment opportunities, services and facilities they need to access on a daily basis. • Car clubs could have a positive differential impact, allowing the advantage of access to a car when required without the financial implications of owning a car. • Increased opportunities for walking, cycling and wheeling should be of particular benefit to more **disadvantaged communities**. However, although walking, cycling and wheeling are low-cost options some people on low income might experience barriers to cycling associated with the cost of bikes etc.

RTS Delivery Theme	Equality Dimension	Differential Impact
Improving access to public transport	By improving access to public services, the RTS will enhance such access opportunities and is likely to provide a number of benefits that can be shared by groups with protected characteristics. With many aspects of modern life - cultural, social, economic, educational and medical - located in widely dispersed geographical locations across the region, the work delivered to improve access to public transport services is likely to result in considerable positive impacts in relation to advancing equality of opportunity, such as in narrowing the gaps in educational attainment by those from deprived backgrounds.	Many protected characteristic groups such as **children** and **young people**, **women**, **ethnic minority groups**, **disabled people** and **older people** have an above average reliance on public transport to access services and facilities. Improving access to public transport is particularly important for women who are more likely to combine travel to work with trips for other purposes such as taking children to school, looking after family members or shopping. Improvements to vehicle and bus stop accessibility, including low floor buses, raised curbs and space to transport pushchairs, is critical for **mothers and pregnant women** to navigate public transport more easily. By improving public transport interchanges and stops and stations, the RTS will also address the issue of women feeling unsafe on public transport. Improved public transport infrastructure at stations, hubs and interchanges will also improve accessibility for disabled people with new facilities being designed to inclusive design standards. This will improve transport choices for people who may be currently excluded. **Lone parent families** are more prone to suffer from transport poverty. Households **with low incomes**, **ethnic minority community** members, and **those with mobility problems** are also at risk of transport poverty. Rural and semi-rural communities are also more at risk. Looking to improve fares and ticketing options, the RTS is looking to implement better value for money. Some disabled people are more vulnerable to stress and anxiety in crowded places. Disabled people are also particularly vulnerable to changes in journey times and accessibility resulting from transport network changes and/or diversions. The RTS will implement journey planning tools to support planning ahead of unfamiliar journeys to minimise confusion and the onset of anxiety. Members of the **LGBTQ+** community are more likely to be subject to hate crimes and harassment on public transport and feel unsafe on public transport. They perceive the bus as the least safe option. While not necessarily physically excluded from public transport opportunities, rather, they pay hidden costs to travel safely.