



**SWestrans Regional Transport Strategy**

# **SWESTRANS REGIONAL TRANSPORT STRATEGY**

**Equalities Duties Assessment  
Report**

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In partnership with:  **Stantec**



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# 1 Introduction

## 1.1 Overview

### Background

- 1.1.1 This Equalities Duties Assessment Report has been prepared to accompany a draft version of the proposed new Regional Transport Strategy (RTS) for the South West Scotland Regional Transport Partnership (SWestrans), which covers the area contiguous with the boundaries of Dumfries and Galloway Council.
- 1.1.2 Stantec UK Ltd (Stantec) has been commissioned by SWestrans to assist with the preparation of the new RTS. The RTS will set out a new long-term vision for transport across the region for the period up to 2042. It is intended the new RTS will set out a clear framework for how transport and mobility will be provided, developed and improved in the region to meet the aspirations for a sustainable and economically active area over the next 20 years and beyond.
- 1.1.3 This Equalities Duties Assessment Report has been prepared to accompany the Draft RTS for public and stakeholder consultation. The Draft RTS has been produced by SWestrans working collaboratively with Stantec. The Draft RTS is the product of an iterative process building on previous key stages in the iteration of Strategy development and equalities considerations:
- Scoping: an Equalities Impact Assessment Framing document was prepared in March 2022 (Stantec UK, 2022a) to outline the proposed scope and approach to undertaking an equalities impact assessment (EqIA) and to ensure that equalities issues are considered throughout the preparation of the RTS.
  - Case for Change: an Equalities Report was published alongside the RTS Case for Change document in April 2022 (Stantec UK, 2022b) which set out the findings of consideration of equalities issues in the Case for Change and an initial equalities impact assessment of the developing RTS objectives. The document was published on SWestrans' website and issued to a range of consultees including equalities stakeholder groups for comment on the scope and approach to the RTS and EqIA.
- 1.1.4 These stages have involved integrated working between the transport planning, equalities and environmental project teams to develop, review and refine the Strategy.
- 1.1.5 Equalities duties have been considered and assessed at each stage with equalities assessments reports published at the Framing and Case for Change stages. This document provides a report of the findings of the assessment of the three relevant equalities duties for the Draft RTS (see below) including the assessment of transport themes and priorities.
- 1.1.6 An Environmental Report, which sets out the findings of the Strategic Environmental Assessment (SEA) of the draft Strategy, is published separately and alongside this Equalities Duties report and the Draft RTS for consultation.

### The Equalities Impact Assessment (EqIA) Process

#### Overview

- 1.1.7 Equalities issues are a core consideration in transport planning and appraisal. Policy needs to recognise the different ways people interface with and experience the transport network and services. This trend towards a greater focus on inclusion is well articulated by the Scottish Government's National Transport Strategy 2 (NTS2) (2020), which targets 'reducing inequalities' as one of the four central priorities which now underpin national transport policy.

- 1.1.8 An Equalities Impact Assessment (EqIA) process is therefore being undertaken through the Strategy's development to apply relevant equalities duties and identify likely equalities impacts arising from RTS preparation. The EqIA is being undertaken in tandem with the development of the emerging RTS to allow assessment findings to influence the content of the RTS on an iterative basis.
- 1.1.9 Relevant equalities duties are being used as tools to inform and embed key equalities issues within the emerging RTS. Acting together with the Strategic Environmental Assessment (SEA) being carried out for the emerging RTS, this integrated approach allows the environmental, social and economic implications of all strategy components to be tested at the earliest opportunity and for any uncertainties or issues identified during impact assessment processes to be addressed during RTS preparation.

#### **Relevant Equalities Duties**

- 1.1.10 The only equalities duty applicable to SWestrans on a statutory duty level is the Public Sector Equality Duty (PSED). This EqIA also addresses the Fairer Scotland and Child Rights and Wellbeing duties insofar as relevant to the RTS on a voluntary basis.
- 1.1.11 In March 2022 an Equalities Impact Assessment Framing Document (Stantec UK, 2022a) was prepared to identify an evidence-based suite of key equalities issues which should be considered in the emerging RTS and taken account of in the EqIA process. A framework was also set out explaining how each of the applicable equalities duties would be applied and reported against throughout the development of the RTS in a way which helps to address the identified key equalities issues. Refinements to the framework and evidence base were then set out in the Case for Change Equalities Duties Report (Stantec UK, 2022b) and these have informed this report which captures the equalities assessment of all key stages of the RTS development (see Section 2.2).

### **1.2 Purpose and Objectives**

- 1.2.1 This report has been prepared by Stantec to assess the extent to which the Draft RTS addresses relevant equalities considerations. This forms part of the process of discharging relevant statutory equalities duties in the preparation of the new RTS.
- 1.2.2 The objectives of this report are to:
- i. Explain the approach which has been taken to consideration of equalities duties through the evolution of the RTS including the development of an Equalities Framework to support the assessment;
  - ii. Present a summary of the Draft RTS including a brief commentary on the coverage of key equalities issues identified within the draft Strategy;
  - iii. Set out the findings of the equalities impact assessment of the Draft RTS. This includes testing the compatibility of the proposed RTS Vision and Objectives with the duty requirements and the assessment of the impacts of the themes and priorities in the Draft RTS using the Equalities Framework; and
  - iv. Comment on key changes which were incorporated into the emerging RTS to improve the coverage of equalities issues and in doing so contribute to the on-going implementation of applicable equalities duties.

### **1.3 Report Structure**

- 1.3.1 This report is structured as follows:

- **Section 2 – Approach to Equalities Duties Assessment:** provides an overview of how applicable equalities duties have been addressed in the development of the RTS and the appraisal of its key elements.
- **Section 3 – Assessment Findings:** summarises the equalities evidence base which has informed the consideration of equalities in appraising the Draft RTS, sets out the findings of the compatibility appraisal of the RTS Vision and Objectives and presents the findings of the assessment of RTS Priorities.
- **Section 4 – Taking the Strategy Forward:** comments on the way in which the equalities process has informed the development of the RTS and sets out proposals for mitigation and monitoring of planned future implementation stages of the Strategy.
- **Section 5 – Next Steps:** briefly outlines the next steps leading to the finalisation of the new RTS and its delivery plan and how consultation on the Draft RTS will be managed.

1.3.2 The following appendices provide supporting information:

- **Appendix A** presents the equalities assessment criteria used to inform and classify the impacts predicted for the Draft RTS.
- **Appendix B** sets out the equalities evidence base for each of the three duties considered in the assessment.
- **Appendix C** includes detailed equalities assessment findings tables for the appraisal.

## 2 Approach to Equalities Duties

### 2.1 Introduction

2.1.1 This section provides a context for the Equalities Duties assessment and reporting. An overview of the structure and content of the Draft RTS is presented in Section 2.2 to set out the context for the consideration and assessment of equalities. Feedback from consultation relevant to the equalities assessment is discussed in Section 2.3. The staged approach to the equalities assessment of the RTS is described in Section 2.4 and the framework which has been developed to provide a structured approach to assessment is set out in Section 2.5 including the key guiding questions (criteria) which have informed the assessment.

### 2.2 The Draft Regional Transport Strategy

#### Development of the RTS

2.2.1 The Draft RTS has been prepared following a staged process of transport planning drawing on extensive baseline analysis and on consultation feedback. The key stages of the process are described below.

- The context for the RTS was established through a review of key policy drivers, the spatial and transport context for the Strategy and relevant travel behaviours and demand. This work involved identification of a detailed baseline of relevant transport, land use, socio-economic and environmental data.
- The findings of the transport and socio-economic context reviews were presented in the RTS Case for Change document (Stantec UK, 2022c). This document also set out the key findings of consultation held in 2018 as part of the South West Scotland Transport Study. The report presented an analysis of transport problems and the proposed Strategy Objectives for the RTS.
- Public and stakeholder consultation was undertaken on the Case for Change document in 2022 (see Section 2.3). The feedback from this exercise was reviewed and taken into account in the subsequent work on the RTS and its associated environmental and equalities assessments.
- Transport options were then generated and a preliminary appraisal of the options was undertaken following a method based on the Scottish Transport Appraisal Guidance (STAG) to determine those options which best meet the RTS Objectives and the various technical STAG criteria. The appraisal incorporated an equalities assessment for each option which was used to inform the selection of options which should be taken forward into development within the RTS.
- Building on the problems analysis framework prepared for the Case for Change, the Draft RTS presents an updated set of Strategy Objectives together with an overarching Vision for transport in Dumfries and Galloway. Drawing on the Strategy Objectives, and the options work, the document identifies a series of ten RTS Themes which provide the structure for the Strategy. The Draft RTS sets out a context discussion for each theme in turn with a series of proposed 'Priorities' which will form the basis of future policies, actions and interventions.

2.2.2 At each stage the environmental and equalities assessment teams have been involved in the analysis and review of data, the appraisal of key components of the Strategy and the assembly of the document. The RTS baseline data sets include information of relevance to the equalities assessments and key information has been used to inform the evidence base used to underpin the equalities impact assessment.



## RTS Components

2.2.3 The Draft RTS is a multi-layered document which draws on the findings of the key stages of development set out above. The initial chapters of the document (chapters 1 and 2) set out an introduction and a summary of the demographic, transport and land use context for the Strategy drawing on the detailed work presented in the Case for Change reporting. A summary of the analysis of transport problems and opportunities is then set out in chapter 3 with the analysis informing the development of the Strategy Objectives.

2.2.4 The Draft Strategy's Vision and Objectives are presented in chapter 4. The Vision outlines the ambition for Dumfries and Galloway and how transport can facilitate this. Providing an overarching context for the Strategy Objectives, the vision states:

***The South-West of Scotland will be an inclusive, prosperous and attractive place to live, work and visit supported by an integrated and sustainable transport system that is safe, affordable and accessible to all, resilient to climate change, allowing healthier lifestyles and supporting a contribution to net zero emissions targets reflecting the regional circumstances.***

2.2.5 The Strategy Objectives were initially developed at the Case for Change stage to reflect and respond to the transport planning problems and opportunities analysis. They are:

- **Strategy Objective 1** – To facilitate and encourage safe active travel for all by connecting communities and travel hubs.
- **Strategy Objective 2** – To improve the quality and sustainability of public transport within, and to / from the region.
- **Strategy Objective 3** – To widen access to, and improve connectivity by public transport within and to / from the region.
- **Strategy Objective 4** – To improve integration between all modes of travel and freight within and to / from the region.
- **Strategy Objective 5** – To provide improved, reliable, resilient, and safe road-based connectivity for the movement of people and goods within the region, and to key locations including Glasgow, Edinburgh, Carlisle and Cairnryan.
- **Strategy Objective 6** – To reduce the impact of transport on the people and environment of the region.

2.2.6 The objectives are supported by more detailed sub-objectives and a series of societal outcomes that the RTS aims to deliver from the perspective of users (passengers and businesses) of the transport networks in the south west of Scotland.

2.2.7 Ten supporting RTS Themes are presented at the end of chapter 4 and these form the basis of chapters 5 to 14 which discuss each theme in turn and set out a series of Priorities for the theme. The Themes, which were also used for the structuring of groups of options, are:

- 1. Enabling more sustainable development
- 2. Connecting our communities
- 3. Transforming travel in our towns
- 4. Reducing the impact of transport on our communities
- 5. Enhancing access to transport services

- 6. Sustainable and extended local and regional public transport connectivity
- 7. Improving the quality and affordability of our public transport offer
- 8. Supporting safe, effective and resilient connections to Loch Ryan and other strategic sites
- 9. Managing our car traffic
- 10. Making the most of new opportunities

2.2.8 The Priorities articulate the key policy focus and intention of the RTS and will be used to take forward more detailed and specific interventions in future stages of implementation of the Strategy.

2.2.9 In chapters 15 and 16 of the draft document, the proposals for future delivery and monitoring of the RTS are presented. The final chapter, chapter 17, collates the RTS priorities for ease of reference.

### Equalities Coverage in the Draft RTS

2.2.10 A key aspect of meeting the various equalities duties is to ensure that equalities issues are captured and incorporated within the development of the plan-making process and clearly evidenced in the Strategy reporting. During the development of the Draft RTS, the equalities assessment team therefore reviewed and provided input to the developing RTS outputs to ensure that equalities issues were appropriately covered and to inform strategy development which avoided adverse impacts on equalities. This focused particularly on the content of the Case for Change document and the Draft RTS.

### Case for Change

2.2.11 The coverage assessment of equalities issues for the Case for Change was reported in detail in the Case for Change Equalities Duties Report (Stantec UK, 2022b) based on a review by the equalities team of the developing Case for Change. This process allowed for the incorporation into the Case for Change document of a number of recommendations made in the review process to ensure comprehensive coverage of equalities issues. A summary of the key themes for equalities issues in the Case for Change is set out in Table 2.1.

**Table 2.1 Summary of Equalities Issues**

Key Issue	Equalities Issues Identified
<b>Transport and socio-economic context</b>	<ul style="list-style-type: none"> <li>▪ The analysis of transport planning and related baseline issues in the Case for Change identified a range of themes which have clear implications for equalities. These included considerations around past reductions in levels of public transport provision and challenges of demographic change and limitations in existing provision of active travel links.</li> <li>▪ The equalities review identified some areas to strengthen reference to equalities issues including for groups with protected characteristics and links between the socio-economic baseline and the equalities evidence base relating to socio-economic disadvantage and health.</li> </ul>
<b>Alignment with policy frameworks</b>	<ul style="list-style-type: none"> <li>▪ The review identified clear alignment of the Case for Change with wider national and regional policy priorities (including NTS2).</li> <li>▪ These include tackling inequalities alongside achieving net zero, delivering economic growth and improving health and wellbeing indicating that equalities issues are being progressed in the RTS as an integrated principle.</li> </ul>
<b>Consultation and engagement</b>	<ul style="list-style-type: none"> <li>▪ Issues raised in consultation on the Case for Change included those on public transport coverage and fragility (associated with rural peripherality), road traffic accident rates, active travel networks, issues</li> </ul>

Key Issue	Equalities Issues Identified
	around connectivity to health services, and integration of public transport (bus/rail) which all have implications for the equalities frameworks considered in this report.
<b>Transport problems analysis</b>	<ul style="list-style-type: none"> <li>▪ The analysis included a good range of reference to equalities issues and was updated to reflect some further suggestions from the equalities review.</li> <li>▪ These issues underpin the principles in each of the duties assessments considered for this equalities impact assessment.</li> </ul>
<b>Draft TPOs</b>	<ul style="list-style-type: none"> <li>▪ In response to the equalities review, updates to the wording of the TPOs were made to ensure a comprehensive framework was developed recognising the needs of people with protected characteristics.</li> </ul>
<b>Draft RTS Objectives</b>	<ul style="list-style-type: none"> <li>▪ Amendments were made to the supporting narratives for the draft objectives to capture equalities issues based on recommendations from the equalities review.</li> </ul>

2.2.12 Equalities issues were shown to be integral to many of the problems and issues considered in the Case for Change and in the derivation of TPOs and RTS objectives. The closely integrated nature of transport with social and economic wellbeing in Dumfries and Galloway was evident from the baseline data and analysis prepared and equalities issues were addressed consistently across the transport problems and modes considered. The analysis therefore demonstrated that key equalities issues identified through the application of relevant equalities duties were appropriately reflected within the Case for Change report.

#### Draft RTS

2.2.13 The draft Strategy includes a summary of the key demographic, transport and land use issues in south west Scotland and the analysis of the identified transport problems. Much of this information draws from the detailed work in the Case for Change and incorporates extensive reference to equalities issues at relevant points (and taking account of the equalities review at that stage as presented above).

2.2.14 A high level review of the initial Draft RTS was however undertaken by the equalities team and some further inputs and suggestions made to the transport planning team to ensure that relevant references to the requirements of the equalities frameworks was captured. Some additional text was incorporated to the document on the basis of this review to recognise equalities issues in the context sections of the document and in the presentation of the ten transport themes and their associated priorities.

2.2.15 The review did not identify any material omissions for equalities and the Draft RTS was considered appropriate for further assessment of equalities impacts, which are presented in Section 3 of this report. An important theme to take into account in the implementation of measures from the RTS relates to the increasing use of digital applications in the planning, access to, and information on, public transport services which will require careful consideration of the accessibility needs of all groups as it is deployed.

## 2.3 Responding to Consultation

2.3.1 An extensive public and stakeholder consultation exercise was undertaken in early 2022 on the draft Case for Change document, which was supported with equalities and SEA reports. A number of comments were received to the survey issued with the consultation which are relevant to the consideration of equalities in developing the Draft RTS. The key comments relating to equalities issues are summarised in Table 2.2.

**Table 2.2 Case for Change Consultation Comments Relevant to Equalities**

Respondent	Summary of Equalities Issues Comment
Irongray Community Council	<ul style="list-style-type: none"> <li>▪ Travel must be accessible to all</li> </ul>

Respondent	Summary of Equalities Issues Comment
Dumfries and Galloway Community Transport Public Social Partnership	<ul style="list-style-type: none"> <li>▪ It is really important that the equalities impact involves meaningful consultation with those with lived experience of inequalities, particularly those with mobility and disabilities</li> </ul>
Responses received from individual members of the public	<ul style="list-style-type: none"> <li>▪ Rail connectivity is more difficult to access in rural areas therefore car parking must be considered at existing and new stations</li> <li>▪ Infrequent and unreliable bus services in many towns puts young people at a disadvantage in accessing employment and education. Further consultation is needed on public transport services to improve connectivity in the region</li> <li>▪ Bus timetable information indicates gaps in service provision, which includes areas close to larger towns like Dumfries</li> <li>▪ There should be particular focus on accessibility for all</li> <li>▪ The challenges of chain journeys need to be addressed as well as recommendations from CEDAW on transport inequality</li> <li>▪ Embedding car dependency without genuine alternatives discriminates against those who can't afford a car or do not drive</li> <li>▪ Consideration of disabilities should include mental health and wellbeing. Affordability of transport options such as taxi is a key constraint on their use</li> </ul>

2.3.2 The consultation comments captured in the table reflect a diversity of issues for transport planning and equalities needs. Several of the points are particularly relevant to the development of themes and priorities in the Strategy relating to provision of, affordability, and accessibility to, public transport services and facilities.

2.3.3 Points raised which capture issues for consideration of the needs of people with protected characteristics such as women and young people are addressed through the equalities duties process including the refinement of Strategy content including the draft Priorities. They are also important to take into account as policies and transport measures are designed and implemented through the RTS delivery plan, along with continued consultation and engagement with key equalities groups.

## 2.4 Key Stages of the Equalities Assessment

2.4.1 The approach to the consideration of equalities issues, and the key requirements of the three relevant duties, has involved:

- liaison between the transport planning, environmental assessment and equalities assessment teams through the preparation and appraisal of the Draft RTS building on the work completed at the Case for Change stage;
- assessment of the Draft RTS Vision and Objectives through consideration of their compatibility with the equalities assessment framework, to update the initial assessment undertaken on the draft objectives at the Case for Change stage (the findings of the assessment of the objectives are presented in Section 3.3);
- assessment of the options which were generated and appraised following preparation of the Case for Change to inform the STAG appraisal and the process of options sifting and subsequent development of themes and priorities in the Draft RTS (the overall findings of the options equalities assessments are presented in Section 3.4); and
- assessment of the RTS priorities. A summary of the findings of this assessment is set out in Section 3.5 which is supported by more detailed assessment matrices presented in Appendix C.

2.4.2 The assessment of equalities issues has been undertaken in an integrated manner and concurrently with the appraisal of other impacts of the Draft RTS. This has allowed for full

consideration of equalities issues in the options appraisal, sifting and packaging process and in the specification, appraisal and refinement of the packages.

2.4.3 The framework which has been used to guide a consistent approach to equalities assessment at each stage is presented in Section 2.5. It has been applied as follows:

- the framing questions were used at a strategic level to inform the compatibility assessments of the RTS Vision and Objectives which are presented as a qualitative narrative;
- the transport options were appraised with reference to the framing questions and following a STAG based seven-point scale of impact criteria to assign an indication of significance of the predicted impact alongside the impact commentaries; and
- for the RTS themes and priorities the framework was used to allow for consistent 'scoring' and recording of predicted equalities impacts. A summary of the findings of this assessment is presented in Section 3.5 which is supported by more detailed assessment matrices in Appendix C.

2.4.4 The assessment scoring criteria used in the duty-specific assessments of the Strategy priorities are presented in Appendix A. In considering the potential equalities impacts of each RTS theme, cognisance was taken of the wording of the supporting narratives and lists of priorities identified in the Draft RTS. The appraisals were therefore based on successful and full future implementation of the 'intent' of the priorities, rather than just on the immediate activity needed to progress the outcomes desired. This approach helped to reduce uncertainty in the approach and to present a 'full' (and worst/best case) assessment of the likely outcomes of the measures resulting from policy implementation.

## 2.5 Equalities Assessment Framework

2.5.1 This section outlines the requirements of each of the equalities duties and details the criteria which have been used to iteratively assess all substantive components of the emerging RTS at each of the key stages described in Section 2.4.

### Public Sector Equality Duty

2.5.2 Section 149 of the Equality Act 2010 sets out a 'public sector equality duty' (PSED). This requires public authorities to have due regard to the need to eliminate discrimination, harassment, victimisation, advance equality of opportunity, and foster good relations between those with a protected characteristic and those without. The duty covers the following protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The public sector equality duty also covers marriage and civil partnerships, with regard to eliminating unlawful discrimination in employment.

2.5.3 The Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 require listed authorities to undertake an impact assessment in relation to the needs outlined in section 149(1) of the Act and take account of the results of the assessment in development of the policy. The approach to the assessment has been informed by reference to the Scottish Government's general guidance on the PSED (Scottish Government, 2016) and guidance on application of the duty in Scotland (Equality and Human Rights Commission, 2016).

2.5.4 The following guide questions have been designed to allow for testing the implementation of the PSED. They provide a framework to assess the extent to which emerging RTS components promote equality of opportunity, including the removal of physical and cultural barriers to accessing and benefiting from the transport system.

### **Assessment Framework: Public Sector Equality Duty**

*Will the emerging RTS and its associated delivery mechanisms...*

- *Result in any likely different or disproportionate direct or indirect effects on persons with protected characteristics as specified in the Equality Act 2010?*
- *Result in any unintended consequences for protected characteristic groups?*
- *Promote social cohesion and integration between people with different protected characteristics?*
- *Advance the SWestrans and Dumfries and Galloway Council equalities outcomes<sup>1</sup>?*
- *Provide equal access to employment opportunities, social and cultural activities, and public services and amenities for all?*
- *Promote public realm and design choices that provide a safe, secure, and accessible environment for all?*
- *Promote better health outcomes by facilitating active travel?*
- *Support the removal of barriers to travel and the improvement of equal access to travel?*
- *Contribute to the achievement of the Duty's aims and desired outcomes?*

*The framing questions have been applied in relation to the three key aims of the Duty:*

- *Eliminating discrimination, harassment and victimisation;*
- *Advancing equality of opportunity; and*
- *Fostering good relations.*

*The second of these aims involves:*

- *Removing or minimising disadvantages affecting people due to their protected characteristics;*
- *Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people; and*
- *Encouraging people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low.*

### **Fairer Scotland Duty**

2.5.5 The Fairer Scotland Duty (FSD) places a legal responsibility on certain public bodies in Scotland to actively consider how they can reduce inequalities of outcome caused by socio-economic disadvantage when making strategic decisions. This differs from the Public Sector Equality Duty which considers only reducing inequalities of opportunity. The Duty seeks to tackle socio-economic disadvantage and reduce the inequalities associated with being disadvantaged. It is closely related to issues of poverty which may affect outcomes across health, housing, education and training and employment prospects.

2.5.6 The FSD identifies a need to consider both 'communities of place' and 'communities of interest' in terms of people who share an experience and are particularly impacted by socio-economic disadvantage (Scottish Government, 2021a). Demographic groups who share one or more of the protected characteristics listed in Section 4 of the Equality Act 2010 can be considered 'communities of interest', meaning there is a direct link between the Fairer Scotland Duty and the Public Sector Equality Duty.

2.5.7 The following criteria have been applied to testing the performance of the emerging RTS in relation to implementing the FSD. This provides a framework to assess the extent to which

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<sup>1</sup> See Section 2.4

emerging RTS components reduce inequalities of outcome resulting from low income, low wealth and multiple deprivation.

#### **Assessment Framework: Fairer Scotland Duty**

*Will the emerging RTS and its associated delivery mechanisms...*

- *Help to reduce levels of absolute and relative income poverty, inequality in the distribution of household wealth, and levels of multiple deprivation affecting communities?*
- *Reduce physical and informational barriers to accessing and using all transport modes?*
- *Reduce cost related barriers to accessing and use of all transport modes?*
- *Reduce unequal access to employment opportunities, social and cultural activities, and public services and amenities for all?*
- *Improve accessibility to open spaces, and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage?*
- *Promote good local access to existing facilities, services, and employment, in particular for those facing socio-economic disadvantage?*
- *Contribute to the achievement of the Duty's aims and desired outcomes?*

*The framing questions have been applied in relation to the two key parts of the Duty:*

- *socio-economic disadvantage (influenced by income, wealth, material and area deprivation and socio-economic background); and*
- *inequality of outcome (including education, skills, employment, health and wellbeing, living standards and poverty).*

### **Child Rights and Wellbeing Duty**

2.5.8 The Children and Young People (Scotland) Act 2014 requires public bodies to consider whether existing and emerging legislation, policy and guidance have an impact on children and young people and to assess what further action is required to ensure compliance with the United Nations Convention on the Rights of the Child (UNCRC). There are four general principles of the UNCRC: apply rights without discrimination (Article 2); best interests of the child to be a principal consideration (Article 3); right to life, survival and development (Article 6); right to express and view and have that view taken into account (Article 12).

2.5.9 The following criteria have been applied to test and confirm the implementation of relevant Scottish Ministers' duties under the Children and Young People (Scotland) Act 2014 and the UNCRC in the emerging RTS. They have been formulated with reference to the approach recommended within the Scottish Government's Child Rights and Wellbeing (CRW) Impact Assessment Guidance (Scottish Government, 2021b).

#### **Assessment Framework: Child Rights and Wellbeing Duties**

- *How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?*
- *What impact might the intervention have on the rights of children and young people?*
- *Will the rights of one group of children in particular be affected, and to what extent?*
- *Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?*

- *Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?*
- *Will the intervention improve access using active travel and public transport to educational, social, and economic opportunities for children and young people?*
- *How will the RTS support or otherwise affect the implementation of relevant UNCRC Articles?*
- *The overall question to be answered in relation to the UNCRC is: to what extent does the policy help progress the realisation of children's rights, and safeguard support and promote the wellbeing of children and young people?*

*The framing questions has been applied in relation to the UNCRC articles and taking account of the Scottish Government's wellbeing indicators developed for the Getting it Right for Every Child (GIRFEC) approach to children's services provision in Scotland. These are: safe, healthy, achieving nurtured, active, respected, responsible & included.*



## 3 Assessment Findings

### 3.1 Introduction

- 3.1.1 This chapter presents the main findings of the assessment of equalities issues in the principal components of the Draft RTS. Section 3.2 sets out a summary of the key equalities issues which have formed the evidence base for the assessment of each duty (with more detailed evidence bases presented in Appendix B).
- 3.1.2 The assessment of equalities impacts is then summarised for the RTS' Strategic Framework covering its Vision and Objectives in Section 3.3. The findings of the assessment of the transport options are set out in Section 3.4 and a summary of findings of the Draft RTS Priorities is presented in Section 3.5. Finally Section 3.6 provides an overview of how equalities issues have informed the development of the RTS.

### 3.2 Key Equalities Issues

#### SWestrans Equalities Outcomes

- 3.2.1 SWestrans has established a set of equality outcomes for 2021-2025 (SWestrans, 2022) which provide an important context for the consideration of equalities issues in the RTS. The RTP is committed to the NTS2 priority to reduce inequality and the associated outcomes to ensure everyone will share in the benefits of a modern and accessible transport system that:
- will provide fair access to the services we need;
  - will be easy to use for all; and
  - will be affordable for all.
- 3.2.2 SWestrans is also committed to fulfilling the duties set out by The Equality Act 2010 and reporting on the areas relevant to the organisation as required by the specific duties under The Equalities Act 2010 (Specific Duties) (Scotland) Regulations 2012. The organisation's equality outcomes and relevant inequalities are set out in Table 3.1.

**Table 3.1 SWestrans Equalities Outcomes**

Inequality	Equality Outcome
The communication needs of different protected characteristics need to be more considered. Too often people do not have the information required, in the right format, to plan and undertake their journey.	EO1. Everyone will be able to easily access and understand the local bus service information they need.
Protected characteristic groups are more likely than most to use public transport and tend to be disproportionately affected by service reductions. The current local transport network is at risk and needs to be more flexible to meet the needs of those who need it most.	EO2. Public transport services are more flexible to meet the identified travel needs of those who need them most.
The affordability of transport and transport poverty is an issue across Scotland and within Dumfries and Galloway, especially in remote rural areas. Protected groups are more likely to be living in poverty and the lack of affordable transport contributes to the socio-economic disadvantages they experience.	EO3. Access and affordability issues are reduced through new transport solutions developed with partners.
The difficulties that people with protected characteristics experience when accessing and using	EO4. Our work is informed by a greater understanding of the transport and travel

Inequality	Equality Outcome
public transport and travel infrastructure could be more successfully addressed if more efficient engagement processes and data gathering were put in place.	needs, barriers faced and experiences of people with protected characteristics.

3.2.3 In reviewing and preparing the new RTS, SWestrans will continue to ensure that all protected characteristics are taken into account to allow for non-discriminatory and inclusive objectives for public transport in the region. This will support the mainstreaming of the equality outcomes in the planning and delivery of transport services.

### Dumfries and Galloway Council Equalities Outcomes

3.2.4 The outcomes presented above for transport also underpin the outcomes framework set out in Dumfries and Galloway Council's Local Outcomes Improvement Plan, in particular Outcome 7: People are well connected (Dumfries and Galloway Council, 2017). More broadly, equality of opportunity forms the basis for the equality outcomes established by Dumfries and Galloway Council in relation to its functions as a local authority (Dumfries and Galloway Council, 2020).

### Equalities Evidence Base Summary

3.2.5 A summary of key evidence base issues and findings which have informed the consideration of equalities issues and potential impacts in the Draft RTS and its equalities assessment is set out in Table 3.2. The table structures the summary for each of the separate equalities duties, but it is recognised there are considerable overlaps in the evidence between them. Further details on the evidence bases on which this summary is based are presented in Appendix B.

Table 3.2 Summary of Equalities Evidence Base

Duty	Key Evidence
Public Sector Equality Duty (PSED)	<p>People in protected characteristics groups typically face a range of issues in accessing and using transport which may affect the extent to which they experience discrimination and disadvantage. People with protected characteristics are more likely to use and rely on public transport, particularly bus services therefore a lack of public transport services and options disproportionately impacts on disabled people, women and the young and old in particular. Key points from the evidence base are summarised here.</p> <ul style="list-style-type: none"> <li>▪ Age: access to transport can act as a significant barrier to some groups, particularly for elderly people, which acts to disadvantage them in terms of reaching essential facilities such as social services and healthcare. Some older people are also disadvantaged through lack of access to, or skills and confidence to use, transport information in digital formats.</li> <li>▪ Disability: disabled people are less likely to live in households with access to a car. They experience a range of difficulties in accessing and using public transport (and in accessing information) which vary significantly by the groups affected and include difficulties with journey planning. In Dumfries and Galloway disabled people sometimes do not feel supported and comfortable when travelling and may choose not to make journeys at all as a result.</li> <li>▪ Gender reassignment: Transgender people are likely to have lower incomes and therefore, are at a higher risk of transport poverty. They typically experience hate crimes more regularly than non-protected groups and may have concerns about using public transport or public transport facilities due to fear of harassment or discrimination.</li> <li>▪ Pregnancy and maternity: pregnant women and people travelling on public transport with pushchairs and children often have complex journey patterns and may experience difficulties in accessing and using services.</li> </ul>

Duty	Key Evidence
	<ul style="list-style-type: none"> <li>▪ Race: people in minority ethnic groups typically take fewer walking and cycling trips than other groups and are often more reliant on public transport, but potentially at greater risk of disadvantage where services are reduced or become more expensive. Some groups are also more likely to experience hate crimes and discrimination creating a social barrier to transport.</li> <li>▪ Religion or belief: Discrimination, assault or harassment on the basis of religious identity may affect people of certain religious groups more than others, and this may affect their choice to use public transport and public transport facilities.</li> <li>▪ Sex: women are less likely to drive, are typically more dependent on public transport than men (for a diversity of journey purposes) and are more likely to be subject to harassment or assault, or the fear of these occurring.</li> <li>▪ Sexual orientation: People in this group may be concerned about being able to access public transport and public transport facilities, especially at night when these may be poorly lit, for fear of harassment or discrimination.</li> </ul>
<p>Fairer Scotland Duty (FSD)</p>	<p>The requirements of this duty link with those of the PSED since communities of interest considered under the FSD cover those groups with protected characteristics considered under the Equalities Act. Key issues from the evidence include:</p> <ul style="list-style-type: none"> <li>▪ The evidence indicates clear links between access to, and affordability of, public transport and household income with poorer areas more dependent on bus services but typically less well served.</li> <li>▪ Transport poverty occurs where a lack of affordable travel options restricts access to employment and services with relatively higher transport costs for people living in areas of high multiple deprivation (often in rural areas) compounding socio-economic disadvantage and outcomes.</li> <li>▪ In Dumfries and Galloway, where large areas of the region are classed as 'access deprived', the current level of public transport provision can act as a barrier to improving socio-economic outcomes including from issues such as accessing suitable employment, education and training opportunities.</li> <li>▪ Public transport costs can be significant for those on low incomes and particularly for people in rural areas who travel longer distances and face higher costs. People in low income households are often excluded from maintaining social connections or accessing employment and training opportunities due to the affordability and availability of transport options.</li> <li>▪ In rural areas, current levels of public transport provision and connectivity can act as barriers giving rise to a range of socio-economic impacts. There are particular challenges in the wake of the COVID-19 pandemic on declining public transport use in Dumfries and Galloway.</li> <li>▪ In some areas the low density of bus services and rural transport accessibility means many people are 'forced' to own a car for key journeys to work and to access services imposing a cost which disproportionately affects lower income households.</li> <li>▪ People in groups with protected characteristics (communities of interest) such as elderly or disabled people are also likely to experience inequalities of outcome through the relatively high costs of transport in relation to socio-economic disadvantage.</li> </ul>
<p>Child Rights and Wellbeing (CRW) Equality Duty</p>	<p>There are clear overlaps between the requirements of this duty and the issues considered under part of the protected characteristic for 'age' under the PSED. Other points from the evidence base which have been used to inform the Duty assessment are summarised here.</p> <ul style="list-style-type: none"> <li>▪ Key factors affecting the ability of children to access transport are their socio-economic background, geographical location and the accessibility and safety of the public transport available.</li> </ul>

Duty	Key Evidence
	<ul style="list-style-type: none"> <li>▪ The ability to access safe, convenient and cost-effective transport has an impact on the ability of children and young people to access education, public services and economic opportunities, particularly for low income households.</li> <li>▪ Children and young people in rural areas are typically more dependent on public transport, particularly for accessing education and training, than other age groups. The availability of public transport in rural areas is a significant challenge for young people.</li> <li>▪ The cost of transport can act as a barrier to accessing employment and education. Young people can be particularly affected by the cost of travelling to college or work, especially if they have to travel some distance or are only earning the lower minimum wage for young people.</li> <li>▪ Younger people may have a more local focus than the population as a whole suggesting young people from deprived areas may only look for jobs and training in their local area or where easily accessible by public transport.</li> <li>▪ The dispersed nature of the population in Dumfries and Galloway creates very specific public transport needs and challenges (including long travel times to school by public transport) to allow children and young people to access primary and secondary education.</li> <li>▪ Children and young people are more vulnerable than other age groups to the adverse effects on health of traffic related noise and air pollution. Safety is also a key issue for children with child pedestrian casualties in Scotland in 2019 accounting for 44% of all pedestrian casualties.</li> </ul>

3.2.6 The evidence base presented above and in Appendix B focuses on the literature and key research findings linking transport and equalities issues. These typically intersect with a range of demographic, socio-economic and health aspects and a more broad based summary of the baseline data for these issues is presented within the Draft RTS document (and preceding reports at the Case for Change stage) rather than in the equalities assessment reporting.

### 3.3 Compatibility Assessment of RTS Strategic Framework

#### Vision

3.3.1 Building on a contextual introduction to the Strategy and analysis of transport problems, the Draft RTS sets out a proposed Vision which provides an overarching context for the Strategy Objectives and drawing upon national, regional and local policy aspirations. A summary of the compatibility<sup>2</sup> of the Vision with the equalities assessment framework is presented in Table 3.3.

Table 3.3 Compatibility of RTS Vision with Equalities Framework

RTS Vision	Public Sector Equality	Fairer Scotland	Child Rights & Wellbeing
The South-West of Scotland will be an inclusive, prosperous and attractive place to live, work and visit supported by an integrated and sustainable transport system that is safe, affordable and accessible to all, resilient to climate change, allowing healthier lifestyles and supporting a contribution to net zero emissions targets reflecting the regional circumstances.	✓✓	✓	✓✓

<sup>2</sup> A key for the scoring criteria shown in the table is presented at the end of Table 3.4.

- 3.3.2 The high level nature of the Vision statement precludes the identification of a clear relationship with the specific requirements of each duty. However the vision narrative is sufficiently clear to establish that it is not incompatible with any of the equalities frameworks being considered. The Vision clearly articulates an ambition for transport in the region to be inclusive and accessible which is clearly aligned with the requirement of the PSED to eliminate disadvantage and meet the needs of people with protected characteristics (including children and young people hence the compatibility with the CRW duty). The statement aligns with the general intent of the FSD through reference to prosperity and affordability although this is not targeted particularly in relation to tackling socio-economic disadvantage or its associated outcomes.

### Strategy Objectives

- 3.3.3 At the Case for Change stage a series of six proposed Strategy Objectives were developed from the analysis of transport problems and their associated TPOs. An appraisal of the compatibility of the proposed RTS Objectives with the equalities assessment framework was undertaken as part of the Case for Change equalities assessment. This was completed through application at a strategic level of the question set and criteria in the equalities framework presented in **Section 2** of this report to the emerging RTS strategy objectives (and their supporting sub-objectives) to ensure the proposed objectives fully incorporate equalities considerations and to identify any potential gaps or issues for further consideration in the next stage of the RTS.
- 3.3.4 The compatibility assessment has been updated to ensure that the minor changes in the wording of RTS Objectives and sub-objectives which are presented in the Draft RTS were taken into account and the findings of the finalised compatibility assessment are presented in Table 3.4 overleaf.
- 3.3.5 Generally, the objectives perform well against the equalities assessment frameworks as they encompass a range of cost, affordability, environmental, health and socio-economic issues which are likely to have beneficial equalities impacts. Each objective has some level of compatibility with one or more of the sets of equalities requirements under the three main duties being considered. None of the objectives has been appraised as being incompatible or inconsistent with any of the duties. The first four strategy objectives in particular link clearly with the equalities duties frameworks given their clear reference to issues of accessibility and disadvantage.
- 3.3.6 Where relevant, the objectives (including the updated accompanying narratives for the sub-objectives and societal outcomes which are set out in the Draft RTS) include specific reference to social groups and protected characteristics. This will help to ensure that the different needs of these groups would be considered through the future implementation of policies and measures in the RTS's proposed delivery plan. As a strategic framework the objectives are considered to provide a broad and supportive overview of the outcomes the Draft RTS seeks to achieve in a manner which is fully inclusive of all groups.

Table 3.4 Compatibility of RTS Objectives with Equalities Assessment Framework

Objective	Public Sector Equality	Fairer Scotland	Child Rights & Wellbeing	Commentary
<b>Strategy Objective 1:</b> To facilitate and encourage safe active travel for all by connecting communities and travel hubs	✓✓	✓✓	✓✓	This objective performs strongly against the PSED, FSD and CRW assessment frameworks as there are explicit references (in the sub-objectives and societal outcomes) to meeting the needs of people with protected characteristics which would include children and young people and to promoting improved connectivity to employment and education locations. The objectives of the three duty frameworks would also indirectly benefit from improved health of people taking part in increased levels of active travel.
<b>Strategy Objective 2:</b> To improve the quality and sustainability of public transport within, and to / from the region	✓✓	✓	✓	This objective performs strongly against the PSED as there are explicit references (in the sub-objectives) to the accessibility of public transport vehicles and infrastructure for all groups which would advance equality of opportunity for people with protected characteristics. It is assessed as having implicit compatibility with the FSD framework through improving the reliability of public transport services (benefiting people reliant on services to access employment) and with the CRW framework through enhancing facilities, vehicles and information which would be accessed by children and young people.
<b>Strategy Objective 3:</b> To widen access to, and improve connectivity by public transport within and to / from the region	✓✓	✓✓	✓✓	This objective performs strongly against the PSED, FSD and CRW assessment frameworks as there is clear compatibility with the purposes of promoting a step change in accessibility for all groups including addressing socio-economic disadvantage and advancing equality of opportunity for protected groups (including potential health benefits). Enhanced opportunities for tourism would also have potential benefits in relation to the FSD through new business and employment creation.
<b>Strategy Objective 4:</b> To improve integration between all modes of travel and freight within and to / from the region	✓✓	✓	✓	This objective performs strongly against the PSED as there are explicit references (in the sub-objectives) to the accessibility of public transport vehicles and infrastructure for all groups which would advance equality of opportunity for people with protected characteristics. It is assessed as having implicit compatibility with the FSD framework through improving the reliability and connectivity of public transport services (benefiting people reliant on services to access employment) and with the CRW framework through enhancing information and some facilities which would be accessed and used by children and young people.
<b>Strategy Objective 5:</b> To provide improved, reliable, resilient, and safe road-based connectivity for the movement of people and goods	~	✓	~	The objective would have some compatibility with each of the equalities duty frameworks. Road based connectivity measures would not generally directly benefit protected characteristics groups or children/young people but some indirect beneficial effects may occur for example through more reliable journeys and journey times for public transport using

Objective	Public Sector Equality	Fairer Scotland	Child Rights & Wellbeing	Commentary
within the region, and to key locations including Glasgow, Edinburgh, Carlisle and Cairnryan				roads in the region and/or from improvements to road safety. Where the objective contributed to inclusive economic growth, there may be some benefits through helping to reduce inequalities of outcome for communities with socio-economic disadvantage although increased road traffic on key routes (e.g. to ports) could adversely affect health and wellbeing outcomes for some people including children and young people.
<b>Strategy Objective 6:</b> To reduce the impact of transport on the people and environment of the region	✓	✓	✓	This objective has implicit compatibility with the PSED, FSD and CRW assessment frameworks as reductions in the environmental and amenity impacts of transport have the potential to contribute to beneficial outcomes for all groups with protected characteristics including children and young people (who can be disproportionately affected by the environmental impacts of traffic). Where reduced environmental impacts contribute to improved health outcomes this would also benefit these groups and communities which have inequalities of outcome (including health) as a result of socio-economic disadvantage.

**Key**

Clear reference / compatibility	✓✓		Incompatible	X
Implicit compatibility	✓		No clear relationship	~

### 3.4 Assessment of Options

- 3.4.1 An option generation process was undertaken building on the problems analysis presented in the Case for Change report. This process generated a long list of options which were then packaged and assigned under the ten RTS themes. The 56 options were then taken forward to Preliminary Options Appraisal where the options were further defined and appraised against STAG criteria and the Strategy Objectives. The appraisal process also incorporated the findings of an equalities impact assessment which informed the identification of the performance of each option.
- 3.4.2 A summary of the overall findings of the equalities assessment for each RTS theme is presented in Table 3.5 to provide an overview of the assessment of each group of options against each of the three equalities duties. In some cases a range of impacts is presented reflecting variation in the equalities issues for the groups of options in each theme. These findings are set out in the colour coded boxes of the table and use a similar system to present the findings as that for the objectives compatibility work presented in Section 3.3<sup>3</sup>.

**Table 3.5 Summary of Equalities Assessment of RTS Options**

RTS Theme and Options	Public Sector Equality	Fairer Scotland	Child Rights & Wellbeing
<b>1: Enabling More Sustainable Development</b> <i>Options: 6 &amp; 7 relating to sustainable transport and ancillary facilities for new and existing developments</i>	✓	✓	✓
<b>2: Connecting Our Communities</b> <i>Options: 2 &amp; 4 on incremental improvements to existing active travel routes and new greenfield routes</i>	✓✓	✓✓	✓✓
<b>3: Transforming Travel in Our Towns</b> <i>Options: 3 &amp; 23 addressing reallocation of roadspace for active travel and bus priority measures</i>	✓	✓	✓
<b>4: Reducing the Impact of Transport on Our Communities</b> <i>Options: 44, 45 &amp; 53 car, taxi and commercial fleet decarbonisation and infrastructure measures including new bypasses</i>	0 - ✓	0 - ✓	0 - ✓
<b>5: Enhancing Access to Transport Services</b> <i>Options: 1, 11 &amp; 37, covering active travel route signing and information, wider bicycle availability and improved routes to (and accessibility of) railway stations</i>	✓✓	✓✓	✓
<b>6: Sustainable and Extended Local and Regional Public Transport Connectivity</b> <i>Options: 21, 22, 24, 25, 26, 27, 28, 29, 38, 39, 40, 41, 42 &amp; 43 various bus service and infrastructure improvements, DRT, and rail measures including upgrades and new stations and lines</i>	✓✓	✓✓	✓
<b>7: Improving the Quality of Our Public Transport Offer</b>	✓ - ✓✓	✓	✓

<sup>3</sup> STAG adopts a seven point scale and this was followed to provide equalities assessment inputs to the preliminary options appraisal on a basis consistent with the transport appraisal. The findings as presented in Table 3.5 are consistent with the scoring scales used for the other elements of the RTS.



RTS Theme and Options	Public Sector Equality	Fairer Scotland	Child Rights & Wellbeing
<b>Options:</b> 12, 13, 14, 15, 16, 17, 18, 19, 20, 30, 31, 32, 33, 34, 36 & 47 on ticketing, information, concessionary schemes & fares, multi-modal integration, rail rolling stock and electrification and station improvements			
<b>8:</b> Supporting Safe and Effective Connections to Loch Ryan and Other Strategic Sites  <b>Options:</b> 35, 46, 50, 51, 52, 54, 55 & 56 including road/rail freight integration, rest areas, strategic road and junction improvements and road safety measures	0 - ✓	0 - ✓	0 - ✓
<b>9:</b> Managing Our Car Traffic  <b>Options:</b> 5 & 49 with measures to reduce impacts of traffic on active travel users, and parking management measures	✓ - ✓✓	✓ - ✓✓	✓ - ✓✓
<b>10:</b> Making the Most of New Opportunities  <b>Options:</b> 8, 9, 10 & 48 on Mobility-as-a-Service (MaaS), shared mobility, micro mobility and in journey information on the road network	0 - ✓	0 - ✓	0 - ✓

**Key**

Major / moderate beneficial effect	✓✓	Major / moderate adverse effect	XX
Minor beneficial effect	✓	Minor adverse effect	X
Neutral / negligible effect	0	Uncertain effect	?

3.4.3 The assessment of the equalities impacts of the options was collated alongside environmental assessment findings and used to inform the overall appraisal for each option in the transport planning process. The equalities input to the appraisal was also used where appropriate in the refinement of the options and their development into the theme narratives and priorities set out in the RTS and which were subject to further equalities assessment (see Section 3.5). Since the options underpin most of the priorities presented in the Draft RTS, there is clear consistency of key findings of the equalities assessments at the options and draft Strategy stages. However, the Strategy assessment presented in Section 3.5 reflects the overall ‘settled view’ of the equalities implications of the Draft RTS and is based on more detailed duty-specific appraisals for each theme drawing on the schedules of priorities within each theme.

3.4.4 The findings of the individual options appraisals are recorded in the detailed STAG Appraisal Summary Tables in a Transport Options Appraisal Report (Stantec UK, 2022d) which has been made available alongside the draft RTS.

### 3.5 Assessment of Themes and Priorities

#### Introduction

3.5.1 The findings of the equalities assessment of the Draft RTS transport priorities are set out in this section. The findings of the assessment of equalities impacts for the groups of priorities within each of the ten RTS themes is presented in Table 3.6. The table sets out the predicted overall effects of the priorities across each of the duties considered to inform an appraisal at a theme

specific level. The findings draw from more detailed duty-specific assessments of each policy theme which are presented in Appendix C.

- 3.5.2 Further discussion of the findings specific to each individual equalities duty is then set out in the text following the table to provide a duty-specific summary narrative on the predicted equalities implications of the Draft RTS as a whole by consideration of the combined effects of the priorities in the Strategy.

### **Equalities Impacts of Priorities**

- 3.5.3 The assessment has identified clear synergies between the priorities and the objectives of each equalities duty framework. The findings of the assessment indicate potentially significant beneficial equalities impacts are predicted in relation to at least one of the duties for the following groups of priorities:

- Theme 5 - Enhancing Access to Transport Services;
- Theme 6 - Sustainable and Extended Local and Regional Public Transport Connectivity;
- Theme 7 - Improving the Quality of Our Public Transport Offer.

- 3.5.4 Each of these groups of priorities would involve the implementation of measures which support one or more of the duties and all of these themes were predicted to have significant beneficial impacts in relation to the Public Sector Equality Duty (PSED) due to their potential to address problems associated with equality of opportunity and meeting the needs of people with protected characteristics. These themes are also targeted specifically at aspects of public transport accessibility, quality and connections and at enhanced active travel. They contain a series of priorities which, if implemented fully, are considered to have potential to positively address equalities issues which relate to transport, mobility and access for key equalities groups.

- 3.5.5 The other transport themes are also assessed as having (generally minor) beneficial impacts in relation to all three equalities duties, albeit less significantly than the measures described above. The policies with predicted beneficial impacts across the duties are:

- Theme 1 - Enabling More Sustainable Development;
- Theme 2 – Connecting Our Communities;
- Theme 3 – Transforming Travel in Our Towns; and
- Theme 8 - Supporting Safe, Effective and Resilient Connections to Loch Ryan and Other Strategic Sites.

- 3.5.6 These themes scored positively due to their contribution either directly or indirectly to the equalities duties by potentially creating improved conditions for active travel, public transport, regional connections, safer travel and healthier environments.

- 3.5.7 The remaining three themes were assessed as having fewer potentially beneficial impacts on equalities outcomes, and were considered to be generally neutral in relation to the equalities duties. Nevertheless, the priorities which support reduced impacts of transport on communities (theme 4) and managing car traffic (theme 9) were considered to have a number of minor beneficial impacts in relation particularly to the Public Sector Equality Duty and for children and young people. Theme 10 (making the most of new opportunities) presented more uncertainties in its equalities impacts particularly for people in some protected groups associated with the challenges (and opportunities) of introducing digital platforms and sharing services which will meet the wide range of user requirements if they are to benefit all groups of people.

Table 3.6 Appraisal of RTS Themes and Priorities

Policy Theme & Priorities	Public Sector Equality	Fairer Scotland	Child Rights & Wellbeing	Commentary
<p><b>Theme 1: Enabling More Sustainable Development</b></p> <p><u>Priorities</u>  <i>i: locate development to reduce need to travel</i>  <i>ii. locate new development to be easily served by active travel and public transport links</i>  <i>iii. sustainable transport measures will be delivered through developer contributions</i>  <i>iv. 20 minute neighbourhoods</i>  <i>v. minimise environmental impacts of transport interventions</i>  <i>vi. major developments to apply an ‘infrastructure first’ approach</i>  <i>vii. sustainable transport measures at existing developments</i></p>	✓	✓	✓	<p>This group of priorities is well targeted to all of the equalities duties and the implementation of these measures would be predicted to have beneficial impacts on each of the duties’ requirements. Provided that new developments and neighbourhoods are delivered to meet the access needs of all groups and ages, the priorities are considered to link directly with and have beneficial impacts on the objectives of the <b>PSED</b> and <b>CRW</b> through longer term land use changes making it easier to access to jobs, facilities and services for equalities groups by public transport and active travel.</p> <p>The priorities support the <b>FSD</b> framework by seeking to reduce demand and dependency on cars and better integrate (existing and new) land use and transport which would have direct and/or indirect beneficial impacts on people with socio-economic disadvantage who typically are less likely to own a car but more likely to experience the adverse impacts of traffic and poorer levels of public transport service.</p>
<p><b>Theme 2: Connecting Our Communities</b></p> <p><u>Priorities</u>  <i>i: improvements to active travel network from incremental improvements to existing routes and new routes</i>  <i>ii: active travel network to be developed in accordance with relevant good practice guidance</i>  <i>iii: integrated active travel network linking within and between settlements</i>  <i>iv: Active Travel Strategy 2 to be reviewed and updated regularly to support implementation</i>  <i>v: Active Travel Team to prioritise, design and deliver schemes</i>  <i>vi: awareness raising to facilitate behaviour change through community engagement and campaigns</i>  <i>vii: SWestrans to spend at least 50% of capital budget on active travel</i></p>	✓	✓	✓	<p>The priorities in this theme are predicted to have some beneficial impacts on the <b>PSED</b> and <b>CRW</b> frameworks particularly for people with protected characteristics and who do not have private vehicles who would benefit from enhanced provision, accessibility and safety of use of active travel networks. Priorities (i),(iii) and (vii) have potential to substantially enhance active travel facilities offering opportunities for greater equality of opportunity in relation to low cost forms of transport for those groups who are able to use it (supported by priority (ii) to ensure facilities are designed to take account of the needs of all users).</p> <p>Enhanced active travel facilities and raised awareness would have some potentially significant beneficial impacts (<b>FSD</b>) in addressing socio-economic disadvantage through improving access to, and use of, lower cost and healthy forms of travel. There would be clear equalities benefits from these measures where some currently disadvantaged groups are unable to access or use active travel as a regular means of healthy and affordable transport.</p>

Policy Theme & Priorities	Public Sector Equality	Fairer Scotland	Child Rights & Wellbeing	Commentary
<p><b>Theme 3: Transforming Travel in Our Towns</b></p> <p><u>Priorities</u>  <i>i: roadspace reallocated to prioritise walking, wheeling, cycling and public transport in towns and settlements</i>  <i>ii: NTS2 sustainable travel hierarchy to be applied to reprioritise road network wherever possible</i>  <i>iii: identify suitable locations and interventions for roadspace reallocation</i></p>	✓	✓	✓	<p>These priorities focus on reallocation of road space, particularly in towns, to repurpose corridors for public and active travel routes. Generally this is predicted to have minor beneficial impacts in relation to the <b>PSED</b> equalities framework for some protected characteristics groups who would benefit from enhanced provision, accessibility and safety of use of public and active travel networks. Similar beneficial health and wellbeing impacts would be predicted in relation to the <b>CRW</b> for children and young people.</p> <p>The proposed measures would have some beneficial impacts for people in towns and larger settlements in addressing socio-economic disadvantage, supporting the objectives of the <b>FSD</b> duty framework. These are predicted from improving access to, and use of, lower cost and healthy forms of travel to better access employment and training opportunities. Impacts would be unlikely to be significant unless implementing measures were deployed at scale.</p>
<p><b>Theme 4: Reducing the Impact of Transport on Our Communities</b></p> <p><u>Priorities</u>  <i>i: Investigate feasibility of bypasses for Crocketford and Springholm (A75) as well as other communities on the A7, A75, A76, A77 &amp; A709 including Dumfries</i>  <i>ii: support decarbonisation of the car, taxi and commercial vehicle fleet through:</i>            a) EV charging points            b) regional EV car sharing            c) grants/loans for electric / hybrid vehicles            d) Low Emission Zones (LEZs)            e) new rail freight hubs            f) alternative fuels e.g. green hydrogen</p>	0 / ✓	0 / ✓	0	<p>Priorities in this theme which are predicted to have beneficial impacts on the <b>PSED</b> framework are those associated with financial support for electric vehicles (EVs), EV car sharing and low emissions zones (LEZs) where these support better health outcomes. The impacts of measures in priority (i) to introduce bypasses are difficult to predict but may offer opportunities to enhance public realm and opportunities for active and public transport in bypassed communities.</p> <p>Some minor beneficial impacts are predicted for the priorities that support people with socio-economic disadvantage such as measures (ii) (b) and (c) on car sharing and grants/loans for EVs. However, these priorities are not predicted to significantly advance the objectives of the <b>FSD</b> duty in relation to tackling socio-economic disadvantage and inequalities of outcome arising from it. Beneficial outcomes would also be expected from improved air quality associated with implementation.</p> <p>Whilst the priority to introduce low emissions zones (ii) (d) has some potential for longer term health and wellbeing benefits through improved air quality, the theme is generally not assessed as having any significant impacts for children and young people under the <b>CRW</b> duty framework.</p>

Policy Theme & Priorities	Public Sector Equality	Fairer Scotland	Child Rights & Wellbeing	Commentary
<p><b>Theme 5: Enhancing Access to Transport Services</b></p> <p><i>i: enhance the customer experience when using public transport particularly for vulnerable users</i></p> <p><i>ii: public and active travel networks should provide equal access for all including vulnerable groups</i></p> <p><i>iii: journey planning information should be available in various formats to meet needs of differing users</i></p> <p><i>iv: real time passenger information should be made available for all public transport modes at stations, stops and on-board services</i></p> <p><i>v: implement measures to encourage active travel</i></p> <p><i>vi: facilitate access to bicycles and e-bikes through grants/loans and regional hire scheme</i></p> <p><i>vii: improve accessibility to rail stations for disabled users</i></p> <p><i>viii: encourage access to stations in line with Sustainable Travel Hierarchy</i></p> <p><i>ix: improve security of taxi use through background checks in taxi licensing</i></p>	✓✓	✓	✓	<p>The priorities in this theme are clearly aligned with the objectives of the <b>PSED</b> by supporting access to, and use of, public and active travel by all groups. Implementation of the priorities would support a range of protected characteristics groups through improved support, physical access, information, affordability and security which are predicted to have significant and widespread beneficial equalities impacts.</p> <p>The priorities are supportive of addressing the key objectives of the <b>FSD</b> duty to reduce inequality of outcome associated with socio-economic disadvantage, particularly through measures which significantly improve access, availability and affordability of active travel (e.g. priority (vi) on use of grants and loans for purchase of bicycles and introduction of regional cycle hire schemes). These have some potential to address gaps in provision of affordable transport and promote health and wellbeing for communities with socio-economic disadvantage.</p> <p>Similar benefits would be predicted for children and young people (<b>CRW</b>) by improving availability and safety of public transport and active travel. Priority (ii) makes specific reference to younger people in the provision of equal and improved access to public and active travel networks.</p>
<p><b>Theme 6: Sustainable and Extended Local and Regional Public Transport Connectivity</b></p> <p><u>Priorities</u></p> <p><i>i: deliver a new public transport model on a needs-based and tiered approach</i></p> <p><i>ii: bus service improvements focused in areas of transport poverty and deprivation</i></p> <p><i>iii: demand responsive transport (DRT)</i></p> <p><i>iv: business case for DGC buses to become a Passenger Service Vehicle (PSV) operator</i></p> <p><i>v: assess potential for bus station in Dumfries</i></p> <p><i>vi: increase the carriage of bikes on buses</i></p> <p><i>vii: network of mobility hubs</i></p> <p><i>viii: create a Bus Service Improvement Partnership (BSIP)</i></p> <p><i>ix: improve rail services where provision is poor</i></p>	✓✓	✓	✓	<p>The priorities in this theme around public transport improvement are strongly compatible with the equalities objectives of the <b>PSED</b> framework. Beneficial impacts would be predicted for many protected characteristics groups provided measures including those on community and demand responsive transport were implemented with full consideration of the mobility and access requirements of key groups such as older people and disabled people. Priorities (i) to (iv) on reform of public transport models for bus services and enhancement of DRT offer particular potential for significant beneficial equalities impacts.</p> <p>This package offers a substantial improvement in provision and quality of public transport services across bus and rail. Implementation of the priorities at scale across the region would have beneficial equalities impacts in relation to the <b>FSD</b> framework in addressing transport and access related aspects of deprivation and contribute to tackling socio-economic disadvantage and associated inequalities of outcome. Priority (ii) is particularly beneficial in focusing bus service improvements in areas of greatest risk of transport poverty and deprivation.</p>

Policy Theme & Priorities	Public Sector Equality	Fairer Scotland	Child Rights & Wellbeing	Commentary
<p><i>x: investigate local rail service on WCML</i>  <i>xi: consider rail network upgrades to reduce journey times and increase capacity</i>  <i>xii: explore quadrupling WCML through Lockerbie</i>  <i>xiii: investigate locally situated train crews</i>  <i>xiv: reopen stations at Beattock, Eastriggs and Thornhill</i>  <i>xv: relocate rail station at Stranraer</i>  <i>xvi: consider former rail line reinstatements</i>  <i>xvii: explore light rail solutions where practical</i></p>				<p>Improvements to public transport across bus and rail services would be predicted to provide improved opportunities for children and young people to access education, recreation and other facilities, with beneficial impacts on their rights and wellbeing (<b>CRW</b>). The focus of some priorities on areas / communities of disadvantage would also help children living in households with socio-economic disadvantage.</p>
<p><b>Theme 7: Improving the Quality and Affordability of Our Public Transport Offer</b></p> <p><u>Priorities</u>  <i>i: expand eligibility of existing concessionary travel schemes or create new schemes</i>  <i>ii: expand concessionary schemes to rail</i>  <i>iii: introduce new rail fare structures to remove inequalities</i>  <i>iv: integrated ticketing solutions</i>  <i>v: improve links between transport modes</i>  <i>vi: enhance bus stops</i>  <i>vii: support decarbonisation of rail network</i>  <i>viii: replace bus fleet with low emissions vehicles</i>  <i>ix: replacement of rail rolling stock</i>  <i>x: bikes on board trains to be explored</i></p>	<p>✓✓</p>	<p>✓✓</p>	<p>✓</p>	<p>The priorities in this theme have the potential for significant beneficial impacts on protected characteristics groups particularly through advancing equality of opportunity (<b>PSED</b>). Proposals for decarbonisation of rail and bus transport are not directly targeted at equalities outcomes however they have potential to support a number of aspects of the <b>PSED</b> framework indirectly by providing opportunities to bring forward modernisation of fleets of buses, trains and community transport which better accommodate the accessibility needs of all users.</p> <p>The priorities for concessionary fares and ticketing schemes are strongly supportive of addressing the key objectives of the <b>FSD</b> duty to reduce inequality of outcome associated with socio-economic disadvantage through making public transport more affordable and making rail ticket pricing more equitable. Measures to decarbonise bus and rail fleets and facilities also have potential for indirect benefits associated with general improvements to public transport.</p> <p>The measures in this theme are generally beneficial in relation to the objectives of the <b>CRW</b> duty framework particularly priorities which make bus and rail services more affordable for young people and which enhance the quality of bus stops and rail stations. The priorities for decarbonisation offer potential for upgraded and improved public transport vehicles which would also indirectly benefit children and young people.</p>
<p><b>Theme 8: Supporting Safe, Effective and Resilient Connections to Loch Ryan and Other Strategic Sites</b></p> <p><u>Priorities</u></p>	<p>0 / ✓</p>	<p>0 / ✓</p>	<p>0 / ✓</p>	<p>The impacts of the priorities in this theme for people with protected characteristics under the <b>PSED</b> would depend on the nature of the measures being implemented. Whilst most of the roads-based measures are not predicted to have beneficial equalities impacts, some minor indirect benefits may occur where the implementing measures have potential to improve journey making for disabled</p>

Policy Theme & Priorities	Public Sector Equality	Fairer Scotland	Child Rights & Wellbeing	Commentary
<p><i>i: increase connectivity to Lockerbie station</i>  <i>ii: enhance the strategic road network (A7, A75, A76, A77, A709)</i>  <i>iii: rail and intermodal freight hubs</i>  <i>iv: junction improvements at collision clusters</i>  <i>v: road safety and traffic calming measures</i>  <i>vi: improve quality of road network / surfacing</i>  <i>vii: rest areas and motorhome park-ups</i></p>				<p>people and other groups reliant on roads based transport (including bus services). Road safety measures and removal of freight from the roads through mode shift also have potential for minor benefits to some groups in the longer term.</p> <p>Whilst the priorities on road safety and accident reduction do not have a direct relationship with the <b>FSD</b> framework, measures which help to make active and public transport more accessible and attractive would complement the objectives of the equalities duties. Enhanced transport connections throughout the region and with more distant regions may provide opportunities to generate new employment and access to employment for people in the region.</p> <p>Accident reduction and road safety measures, if implemented at scale and effectively, have potential for beneficial impacts for children and young people's wellbeing in the longer term (<b>CRW</b>). Children are vulnerable users given their propensity to make pedestrian and other active travel journeys and would particularly benefit from improved safety including on journeys to and from school.</p>
<p><b>Theme 9: Managing Our Car Traffic</b></p> <p><u>Priorities</u>  <i>i: contribute to Scottish Government targets to reduce car km by 20% by 2030</i>  <i>ii: reduce single occupancy car journeys through enhanced active travel, public transport, shared mobility and digital infrastructure</i>  <i>iii: behaviour change, demand management and parking measures to support modal shift</i></p>	✓	0	✓	<p>The priorities to reduce car traffic are not predicted to have direct material impacts on the protected characteristics of groups under the <b>PSED</b>. There are predicted to be some wider indirect beneficial impacts from measures which reduce levels of car traffic through opportunities to improve the amenity of communities and to make active travel safer and more attractive for people in key equalities groups including children (<b>CRW</b>). Measures would need to be implemented at scale to generate noticeable reductions in traffic however and no significant beneficial impacts are therefore predicted. Parking policies would need to be carefully implemented to take account of the needs of protected characteristics groups such as some older and disabled people.</p> <p>Reduction in levels of car traffic may have some minor indirect benefits on some people with socio-economic disadvantage (<b>FSD</b>) who typically are less likely to own a car but more likely to experience the adverse impacts of traffic. As part of wider measures to improve public transport, reducing dependency on car travel would be predicted to have some minor beneficial impacts in reducing inequalities of outcome associated with socio-economic disadvantage.</p>
<p><b>Theme 10: Making the Most of New Opportunities</b></p>	? / ✓	✓	✓	<p>Introduction of digital based accessibility schemes and shared mobility platforms will require careful consideration of the needs of people with protected</p>

Policy Theme & Priorities	Public Sector Equality	Fairer Scotland	Child Rights & Wellbeing	Commentary
<p><u>Priorities</u></p> <p><i>i: implement Mobility as a Service (MaaS)</i></p> <p><i>ii: take forward shared mobility measures to provide access to transport without requiring ownership</i></p> <p><i>iii: micro mobility and mobility hubs</i></p> <p><i>iv: ITS to be implemented to improve the safety and efficiency of road operation</i></p>				<p>characteristics to engage with the technology, hence there is some uncertainty in their impact. There are potential equalities benefits however where these schemes promote wider mobility and accessibility for people with protected characteristics (<b>PSED</b>). Shared transport may assist some people with protected characteristics who have more limited transport options and have difficulty accessing public transport even where it is available (<b>PSED, CRW</b>).</p> <p>Micro mobility offers some potential for enhanced access by children and young people (<b>CRW</b>) and for people in protected groups and including disabled people where suitable adjustments can be made to vehicles for specific mobility needs.</p> <p>The priorities have some potential to reduce the costs of transport for example through participation in shared mobility and services which avoid the need to purchase vehicles, bicycles etc. The potential impacts on the <b>FSD</b> framework are not predicted to be significant for people with socio-economic disadvantage and there is some inherent uncertainty in the contribution they can make to people's lives and the pace at which technology changes will be implemented. For beneficial impacts to be realised it will be important that schemes are affordable for all members of the community to support increasing active travel and enhanced access for young people to key facilities using low cost transport.</p>

**Key**

<p><b>Major beneficial effect</b></p> <p><i>The policy contributes significantly to the requirements of the duty</i></p>	✓✓	<p><b>Major adverse effect</b></p> <p><i>The policy significantly adversely affects the requirements of the duty</i></p>	-XX
<p><b>Minor beneficial effect</b></p> <p><i>The policy contributes to the requirements of the duty</i></p>	✓	<p><b>Minor adverse effect</b></p> <p><i>The policy adversely affects the requirements of the duty</i></p>	X
<p><b>Neutral / negligible effect</b></p> <p><i>The policy has no material impact on the requirements of the duty</i></p>	0	<p><b>Uncertain effect</b></p> <p><i>The policy has an uncertain relationship to the duty or insufficient information is available to enable a clear assessment to be made</i></p>	?



- 3.5.8 At this stage no significant adverse impacts of the priorities have been predicted in relation to the equalities duties. In some cases the analysis shows that there was some uncertainty about the equalities impacts of policy themes on some aspects of the duty frameworks. Further information would be required to understand equalities impacts in these cases and it is recommended that as more detailed implementation of the RTS is rolled out (e.g. through the proposed RTS Delivery Plan) that equalities issues continue to be considered on an iterative basis as policy design and delivery is progressed in more detail.
- 3.5.9 It is also considered that many of the policy themes would be mutually reinforcing when implemented together as a strategy. The potential for cumulative beneficial equalities impacts when the RTS is delivered is therefore significant, depending on the extent of spatial delivery of the future interventions and their level of ambition in addressing the identified transport problems.

### Summary of Equalities Impacts by Duty

#### Public Sector Equality Duty

- 3.5.10 The Draft RTS themes and priorities are predicted to align closely with the objectives of this equalities duty, particularly in relation to the need to advance equality of opportunity and meet the needs of people with protected characteristics. Potentially significant beneficial equalities impacts have been predicted for three of the overall themes (see Table 3.6). These are theme 5 (Enhancing access to transport services), theme 6 (Sustainable and extended local and regional public transport connectivity) and theme 7 (Improving the quality and affordability of our public transport offer) where a range of beneficial impacts on protected characteristics groups would be expected from implementation of the priorities and/or where the individual priorities are specifically targeted at (or make reference to) equalities groups.
- 3.5.11 A further six priority themes have been assessed as having minor beneficial equalities impacts overall with only one theme (theme 10) assessed as being uncertain. No significant adverse policy impacts on the PSED were identified.
- 3.5.12 Specific priorities in the Draft RTS which are particularly considered to have potential for significant beneficial impacts on the framework for this equalities duty are listed below.

PSED – Key Supporting Priorities	
Theme	Priorities
1 – Enabling more sustainable development	<ul style="list-style-type: none"> <li>▪ i: <i>Locate new development to reduce the need to travel</i></li> <li>▪ ii: <i>Locate new development where it can be easily served by active travel and public transport links</i></li> <li>▪ iv: <i>20 minute neighbourhoods</i></li> <li>▪ vii: <i>Sustainable transport measures at existing developments</i></li> </ul>
2 – Connecting our communities	<ul style="list-style-type: none"> <li>▪ i: <i>Improvements to the active travel network from incremental improvements to existing routes and new greenfield routes</i></li> <li>▪ ii: <i>Active travel network to be developed in accordance with relevant design standards / good practice guidance</i></li> <li>▪ iii: <i>Integrated active travel network linking within and between settlements</i></li> <li>▪ vii: <i>SWestrans to spend at least 50% of capital budget on active travel</i></li> </ul>
3 - Transforming travel in our towns	<ul style="list-style-type: none"> <li>▪ i: <i>Roadspace reallocated to prioritise walking, wheeling, cycling and public transport in towns and settlements</i></li> </ul>
4 - Reducing the impact of transport on our communities	<ul style="list-style-type: none"> <li>▪ ii: <i>Support decarbonisation of the car, taxi and commercial vehicle fleet</i></li> </ul>
5 - Enhancing access to transport services	<ul style="list-style-type: none"> <li>▪ i: <i>Enhance the customer experience when using public transport particularly for vulnerable users</i></li> <li>▪ ii: <i>Public and active travel networks should provide equal access for all including vulnerable groups</i></li> <li>▪ iii: <i>Journey planning information should be available in various formats to meet needs of differing users</i></li> <li>▪ vii: <i>Improve accessibility to rail stations for disabled users</i></li> <li>▪ ix: <i>Improve security of taxi use through background checks in taxi licensing</i></li> </ul>
6 - Sustainable and extended local and regional public transport connectivity	<ul style="list-style-type: none"> <li>▪ i: <i>Deliver a new public transport model on a needs-based and tiered approach</i></li> <li>▪ ii: <i>Bus service improvements focused in areas of transport poverty and deprivation</i></li> <li>▪ iii: <i>Demand responsive transport (DRT)</i></li> <li>▪ iv: <i>Business case for DGC Buses to become a Passenger Service Vehicle (PSV) operator</i></li> </ul>
7 - Improving the quality and affordability of our public transport offer	<ul style="list-style-type: none"> <li>▪ i: <i>Expand eligibility of existing concessionary travel schemes or create new schemes</i></li> <li>▪ ii: <i>Expand concessionary schemes to rail</i></li> <li>▪ iii: <i>Introduce new rail fare structures to remove inequalities</i></li> <li>▪ vi: <i>Enhance bus stops</i></li> </ul>
8 - Supporting safe, effective and resilient connections to Loch Ryan and other strategic sites	<ul style="list-style-type: none"> <li>▪ v: <i>Road safety and traffic calming measures</i></li> </ul>
9 - Managing our car traffic	<ul style="list-style-type: none"> <li>▪ ii: <i>Reduce single occupancy car journeys through enhanced active travel, public transport, shared mobility and digital infrastructure</i></li> </ul>
10 - Making the most of new opportunities	<ul style="list-style-type: none"> <li>▪ ii: <i>Take forward shared mobility measures to provide access to transport without requiring ownership</i></li> </ul>

3.5.1 Overall the themes of the Draft RTS are considered to be well aligned with the objectives of the PSED. The implementing measures of the Strategy (as evidenced through the transport priorities linked to each theme) have clear potential to materially address transport, mobility and accessibility issues which the evidence base indicates currently contribute to aspects of discrimination and disadvantage for people with protected characteristics under the Equality Act.

3.5.2 With effective and sustained interventions based on the policy framework in the Draft RTS it is predicted that Strategy implementation would materially support advancing equality of opportunity and meeting the needs of people with protected characteristics in the south west of Scotland over the next 10-15 years.

- 3.5.3 The specific duties of the PSED on public authorities in Scotland requires that the three key needs of the Duty are considered with respect to each of the protected characteristics of people who may be affected. These needs are (i) the elimination of unlawful discrimination, harassment and victimisation, (ii) advancing equality of opportunity and (iii) fostering good relations between people who share a protected characteristic and those who do not (see Section 2.5). A specific assessment of the impact of applying the proposed RTS priorities against the needs of the general equality duty has therefore been undertaken to support the more general equalities impact assessment reported above. The detailed PSED assessment presented in Appendix C incorporates this consideration of the specific duties.
- 3.5.4 The strategic nature of the RTS and its broad and relatively high-level focus at this stage generally precludes the identification of specific impacts on persons with individual protected characteristics. However, taken as a whole, the Draft RTS provides a positive framework to eliminate discrimination, harassment and victimisation, advance equality of opportunity and foster good relations between people with or within individual protected characteristics (within the context of its role in active and public transport).
- 3.5.5 Overall the Strategy is considered to clearly support the first two aims of the Duty (to eliminate discrimination, harassment and victimisation and to advance equality of opportunity) and to be generally neutral in relation to the third aim relating to fostering good relations. The Draft RTS is also considered to be consistent with, and supportive of, SWestran's equalities objectives.

### Fairer Scotland Duty

- 3.5.6 The Draft RTS priorities are predicted to perform positively in relation to the objectives of the Fairer Scotland Duty. Potentially significant beneficial equalities impacts have been predicted for one of the overall ten themes (see Table 3.6). This is theme 7 (improving the quality and affordability of our public transport offer) which includes a suite of measures directly relevant to alleviating socio-economic disadvantage and tackling related inequalities of outcome. A further seven themes (themes 1, 2, 3, 5, 6, 8 and 10) have been assessed as having minor beneficial equalities impacts overall with the FSD framework, with two others (themes 4 and 9) assessed as being neutral. No significant adverse equalities impacts on the FSD have been identified at this stage.
- 3.5.7 A range of beneficial impacts on key drivers of socio-economic disadvantage and inequalities of outcome (including income, deprivation, education and skills, employment and health/wellbeing) would be expected from implementation of the priorities and/or where the individual measures are specifically targeted at (or make reference to) socio-economic and deprivation issues. Key priorities which target affordability and availability of transport infrastructure and services have clear beneficial implications in addressing disadvantage for affected localities (communities of place) and for people with protected characteristics who also typically experience higher levels of socio-economic disadvantage (communities of interest).
- 3.5.8 Specific priorities in the Draft RTS which are particularly considered to have potential for significant beneficial impacts on the framework for this equalities duty are listed below.

FSD – Key Supporting Priorities	
Theme	Priorities
1 – Enabling more sustainable development	<ul style="list-style-type: none"> <li>▪ i: <i>Locate new development to reduce the need to travel</i></li> <li>▪ ii: <i>Locate new development where it can be easily served by active travel and public transport links</i></li> <li>▪ v: <i>Mitigation of environmental impacts of transport interventions</i></li> </ul>
2 – Connecting our communities	<ul style="list-style-type: none"> <li>▪ iii: <i>Integrated active travel network linking within and between settlements</i></li> <li>▪ vii: <i>SWestrans to spend at least 50% of capital budget on active travel</i></li> </ul>
3 - Transforming travel in our towns	<ul style="list-style-type: none"> <li>▪ i: <i>Roadspace reallocated to prioritise walking, wheeling, cycling and public transport in towns and settlements</i></li> </ul>
4 - Reducing the impact of transport on our communities	<ul style="list-style-type: none"> <li>▪ ii: <i>Support decarbonisation of the car, taxi and commercial vehicle fleet</i></li> </ul>
5 - Enhancing access to transport services	<ul style="list-style-type: none"> <li>▪ vi: <i>Facilitate access to bicycles and e-bikes through grants/loans and regional hire scheme</i></li> </ul>
6 - Sustainable and extended local and regional public transport connectivity	<ul style="list-style-type: none"> <li>▪ i: <i>Deliver a new public transport model on a needs-based and tiered approach</i></li> <li>▪ ii: <i>Bus service improvements focused in areas of transport poverty and deprivation</i></li> </ul>
7 - Improving the quality and affordability of our public transport offer	<ul style="list-style-type: none"> <li>▪ i: <i>Expand eligibility of existing concessionary travel schemes or create new schemes</i></li> <li>▪ ii: <i>Expand concessionary schemes to rail</i></li> <li>▪ iii: <i>Introduce new rail fare structures to remove inequalities</i></li> <li>▪ iv: <i>Integrated ticketing solutions</i></li> </ul>
8 - Supporting safe, effective and resilient connections to Loch Ryan and other strategic sites	<ul style="list-style-type: none"> <li>▪ i: <i>Increase connectivity to Lockerbie station</i></li> <li>▪ ii: <i>Enhance the strategic road network (A7, A75, A76, A77, A709)</i></li> </ul>
10 - Making the most of new opportunities	<ul style="list-style-type: none"> <li>▪ ii: <i>Take forward shared mobility measures to provide access to transport without requiring ownership</i></li> </ul>

3.5.9 Overall the priorities of the Draft RTS are considered to be aligned with the objectives of the duty. The implementing measures of relevant parts of the RTS have clear potential to materially address transport accessibility, affordability and level/coverage of public transport service issues which the evidence base indicates are currently contributing to socio-economic disadvantage and its associated inequalities of outcome, including for people with protected characteristics under the Equality Act.

3.5.10 In taking forward the RTS, and particularly the most effective priorities relevant to the FSD, it will be important that implementing measures such as detailed policies and specific interventions take full account of the key drivers of deprivation in affected communities (of place and interest). This will help to ensure that opportunities to promote enhanced and affordable public transport services, better active travel facilities and other key relevant measures are suitably designed to target key groups and to maximise all beneficial socio-economic impacts.

### Child Rights and Wellbeing Duty

3.5.11 The Draft RTS priorities are predicted to support the objectives of this equalities duty. Overall, none of the individual transport themes was predicted to have significant beneficial equalities impacts for children and young people (see Table 3.6). However, a range of more minor beneficial impacts on children and young people would be expected from implementation of several of the individual priorities particularly within themes 2 (connecting our communities), 5 (enhancing access to transport services), 6 (sustainable and extended local and regional public transport connectivity) and 7 (improving the quality and affordability of our public transport offer).

3.5.12 Eight of the themes have been assessed as having overall minor beneficial equalities impacts with two groups (themes 4 and 8) assessed as being neutral overall. No significant adverse policy impacts on the CRW framework have been identified.

3.5.13 Specific measures in the Draft RTS which are particularly considered to have potential for some significant beneficial impacts on the objectives of this equalities duty are listed below.

CRW – Key Supporting Priorities	
Theme	Priorities
1 – Enabling more sustainable development	<ul style="list-style-type: none"> <li>▪ i: <i>Locate new development where it can be easily served by active travel and public transport links</i></li> <li>▪ iv: <i>20 minute neighbourhoods</i></li> <li>▪ v: <i>Mitigation of environmental impacts of transport interventions</i></li> </ul>
2 – Connecting our communities	<ul style="list-style-type: none"> <li>▪ iii: <i>Integrated active travel network linking within and between settlements</i></li> <li>▪ vii: <i>SWestrans to spend at least 50% of capital budget on active travel</i></li> </ul>
3 - Transforming travel in our towns	<ul style="list-style-type: none"> <li>▪ i: <i>Roadspace reallocated to prioritise walking, wheeling, cycling and public transport in towns and settlements</i></li> </ul>
4 - Reducing the impact of transport on our communities	<ul style="list-style-type: none"> <li>▪ ii: <i>Support decarbonisation of the car, taxi and commercial vehicle fleet</i></li> </ul>
5 - Enhancing access to transport services	<ul style="list-style-type: none"> <li>▪ ii: <i>Public and active travel networks should provide equal access for all including vulnerable groups</i></li> <li>▪ v: <i>Implement measures to encourage active travel</i></li> <li>▪ vi: <i>Facilitate access to bicycles and e-bikes through grants/loans and regional hire scheme</i></li> </ul>
6 - Sustainable and extended local and regional public transport connectivity	<ul style="list-style-type: none"> <li>▪ ii: <i>Bus service improvements focused in areas of transport poverty and deprivation</i></li> <li>▪ vi: <i>Increase the carriage of bikes on buses</i></li> </ul>
7 - Improving the quality and affordability of our public transport offer	<ul style="list-style-type: none"> <li>▪ ii: <i>Expand concessionary schemes to rail</i></li> <li>▪ iii: <i>Introduce new rail fare structures to remove inequalities</i></li> <li>▪ iv: <i>Integrated ticketing solutions</i></li> </ul>
8 - Supporting safe, effective and resilient connections to Loch Ryan and other strategic sites	<ul style="list-style-type: none"> <li>▪ iv: <i>Junction improvements at collision clusters</i></li> <li>▪ v: <i>Road safety and traffic calming measures</i></li> </ul>
9 - Managing our car traffic	<ul style="list-style-type: none"> <li>▪ ii: <i>Reduce single occupancy car journeys through enhanced active travel, public transport, shared mobility and digital infrastructure</i></li> </ul>
10 - Making the most of new opportunities	<ul style="list-style-type: none"> <li>▪ ii: <i>Take forward shared mobility measures to provide access to transport without requiring ownership</i></li> </ul>

3.5.1 Overall the Draft RTS is considered to be compatible with the objectives of the CRW framework. The implementing measures of the RTS have clear potential to address public transport services, accessibility and active travel issues in particular which the evidence base indicates are currently contributing to aspects of disadvantage for children and young people in relation to the core articles of the UNCRC and to their health and wellbeing in general.

3.5.2 With effective and sustained interventions based on the framework of priorities in the Draft RTS it is predicted that Strategy implementation could support advancing equality of opportunity and meeting the needs of children and young people including those with protected characteristics and experiencing socio-economic disadvantage in the region over the next 10-15 years.

3.5.3 In taking forward the RTS, and particularly the most effective priorities relevant to this equalities group, it will be important that implementing measures such as detailed policies and specific interventions take full account of the diverse needs of children and young people and that opportunities to upgrade transport systems, ticketing / fares, passenger facilities and active travel links are designed to maximise all beneficial equalities outcomes. Policies and interventions should be developed consistently with other relevant frameworks for child protection and poverty alleviation including the Local Child Poverty Action Reports prepared annually by local authorities and regional health boards.

## 4 Taking the Strategy Forward

### 4.1 Introduction

4.1.1 This section presents an overview of how the consideration of equalities, including the assessment of potential equalities impacts, has informed the development of the Draft RTS and its key components (in Section 4.2). Consideration of equalities issues will be important in the next stages of RTS development and Section 4.3 sets out developing proposals to ensure equalities issues are taken into account as more specific delivery of the Strategy is implemented, including monitoring the effectiveness of future delivery.

### 4.2 How the EqIA has informed the RTS

4.2.1 The consideration of equalities issues has been undertaken at each key stage of the development of the RTS from initial identification of key transport problems and opportunities, through the articulation and analyses of these in the Case for Change and as the context of the Draft RTS has evolved in response to options appraisal and formulation of priorities. Stakeholder consultation and engagement at the key stages of the RTS preparation has also included equalities groups and relevant feedback has been taken into account in the development of the options and the draft Strategy. This iterative approach has allowed for any identified uncertainties and opportunities to improve the clarity of the emerging RTS to be incorporated at each stage.

4.2.2 Through the objective review and appraisal of equalities coverage and potential impacts and feedback of findings from the equalities assessments to the transport planning team and SWestrans, the RTS has been shaped at each stage and the resultant Draft RTS incorporates clear equalities themes, from the vision and objectives to the narratives in the identified themes and their supporting priorities. This is evidenced from the findings of the assessment of the Draft RTS components in Section 3.5 which are predicted to be predominantly of a beneficial nature in relation to the objectives of the three equalities duties.

4.2.3 Inputs from the equalities assessment process at the RTS Case for Change stage included amendments to the transport problems framework, the TPOs and the supporting sub-objectives to the Strategy Objectives. This allowed for more robust reference to equalities issues in the developing Strategy and specific reference to the accessibility needs of people with protected characteristics. The Draft RTS also now includes an over-arching Vision (with specific reference to inclusivity and accessibility of the transport system) following recommendations from the equalities assessment of the Case for Change.

4.2.4 The integration of the consideration of issues relating to the equalities duties has therefore helped to shape the content and key themes in the Draft RTS. It is considered that the Strategy is consistent and compliant with the aims and requirements of the duties and that implementing the priorities of the RTS offers beneficial impacts and reinforcement of positive outcomes for people affected by equalities issues around discrimination and disadvantage of all types.

4.2.5 No further specific amendments to the wording of the objectives, themes and priorities are proposed for the RTS at this stage however all feedback from stakeholders during the forthcoming consultation on the Draft RTS (see **Section 5**) will be taken into account in its finalisation.

### 4.3 Mitigation and Monitoring

4.3.1 The equalities evidence base and framework which has been developed to underpin the duties assessments for the Draft RTS also provides a robust tool to support the implementation of the RTS following its adoption. The next stage of RTS delivery would involve the preparation and agreement of an RTS Delivery Plan and the equalities framework should be used to continue to ensure that detailed policies and implementation measures take account of the requirements of

- the respective duties. SWestrans will continue to monitor the plans, programmes and projects which develop through RTS implementation and determine at which points further equalities input or assessment is necessary to ensure legislative duties and best practice are followed.
- 4.3.2 Equalities assessment of the draft Strategy options and priorities to date has identified a number of recommendations, in the form of mitigation proposals, which will be taken into account as the RTS is developed and implemented into more specific policies and measures. Key mitigation which is proposed to be incorporated in this process and inform the RTS Delivery Plan is set out in [Table 4.1](#) with an indication of the relevant equalities duty framework(s) in each case.
- 4.3.3 The Draft RTS includes (in chapter 16 of the document) a series of commitments for monitoring and evaluation of the success of RTS implementation. Monitoring indicators are listed and include a range of data points which are relevant to informing an understanding of the effectiveness of the measures for achieving improved equalities outcomes.
- 4.3.4 It is recommended that as the RTS Delivery Plan and monitoring framework are developed, further indicators could be included to capture the contribution of key measures to the wider equalities outcomes relevant to the equalities duties considered in this report and to SWestrans' organisational equalities outcomes framework. It is proposed that any additional indicators would be consistent with those used at a national level to monitor implementation of NTS2, supported with secondary data readily available at the Dumfries and Galloway level. For example an indicator on 'perception of safety travelling by public transport and active modes', using existing data from the Scottish Household Survey would inform equalities monitoring in relation to objectives 1 to 4 of the Strategy. Future indicators could also draw on data gathered by SWestrans and/or transport operators in the region which supported monitoring of the four key SWestrans equalities outcomes (see Section 3.2).

Table 4.1 Mitigation Proposals

Mitigation Measures	PSED	FSD	CRW
<b>Active Travel, Cycling and Related Measures</b>			
▪ Active travel facilities would need to be designed to relevant standards so they could be accessed by all.	✓	✓	✓
▪ Electric bike support measures may require financial / subsidy support to make bikes accessible to a wider range of groups.	✓	✓	x
<b>Public Transport, Travel Planning, Ticketing and Related Measures</b>			
▪ Journey planning information needs to be delivered in formats accessible to people with some disabilities who may experience difficulties in accessing information digitally.	✓	✓	✓
▪ The needs of relevant protected groups in delivery of real time passenger information would need to be accommodated.	✓	✓	✓
▪ Upgrades to ticket systems would need to consider the requirements of some users in relation to digital access to ticketing information/registration and physical aspects of smart ticketing systems in stations and on public transport.	✓	✓	x
▪ New buses (vehicles) and bus infrastructure / facilities such as bus stations and stops would need to be designed to relevant standards so they could be accessed by all.	✓	x	✓
▪ A range of equalities issues needs to be considered in taking forward MaaS and shared mobility schemes equitably and affordably.	✓	✓	x
<b>Decarbonisation, Emissions Reductions and Related Measures</b>			
▪ Where new (low emissions) public and community transport vehicles are introduced these would need to be designed to relevant standards so they could be accessed by all users.	✓	x	✓
▪ Implementation of Low Emissions Zones (LEZ) and related emissions management proposals may offer opportunities for further car restraint measures to enhance access for people walking, wheeling and cycling and using public transport.	✓	✓	✓
<b>Road Infrastructure and Capacity Enhancement Measures</b>			
▪ Options to address local road capacity constraints should be delivered together with complementary measures to ensure overall increases in road traffic are not encouraged and to enhance the public realm where possible.	✓	✓	✓
▪ New road connections should be designed to support enhanced accessibility to communities currently poorly served by public transport and incorporate dedicated public transport space/facilities (e.g. active travel and bus only lanes).	✓	✓	✓
<b>Other Measures</b>			
▪ Land use change is a long term process so measures such as 20 minute neighbourhoods would need to be introduced rapidly and at scale to achieve realisable equalities benefits in the medium term.	✓	x	✓



## 5 Next Steps

- 5.1.1 This Equalities Duties Assessment Report is being published for consultation alongside the SWestrans Draft Regional Transport Strategy (RTS) and the SEA Environmental Report which have been prepared by SWestrans (with support from Stantec).
- 5.1.2 The Draft RTS and supporting assessment reports including this equalities assessment will be published for consultation in the autumn of 2022. The consultation process will reach a broad range of stakeholders and the general public who will be able to provide their feedback through a dedicated website facility (see below). The reports will be made available for public access on the SWestrans website. The documents will also be made available in hard copy for inspection, should this be requested, at the principal offices of SWestrans.
- 5.1.3 Details of how to participate in the consultation will be published by SWestrans. A web-based consultation facility will be established with access to the on-line feedback forms.
- 5.1.4 In accordance with best practice, relevant equalities duties have been applied from the outset and in tandem with the development of the emerging RTS to allow key equalities issues to inform its content. All consultation received in respect of the Draft RTS, the SEA Environmental Report and this Equalities Duties Assessment Report will be reviewed and used to inform the development of the final RTS which will then be submitted to the Scottish Ministers for approval and subsequent adoption by SWestrans.

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## Appendix A Equalities Assessment Scoring Criteria

This appendix sets out the impact assessment criteria which have been used to inform the equalities assessment of the packages of transport priorities for the Draft RTS.

### Public Sector Equalities Duty Assessment Criteria

The scores used to help assess the equalities impacts of the RTS priorities, and as presented in the assessment frameworks in Appendix C of this report are based on the assessment criteria which are set out in the table below.

Table A1 Public Sector Equalities Duty Impact Assessment Criteria

Impact Score	Description	Symbol
Major Beneficial Impact	The package/intervention contributes significantly to the requirements of the PSED, particularly to advancing equality of opportunity and meeting the needs of people with protected characteristics	✓✓
Minor Beneficial Impact	The package/intervention contributes to the requirements of the PSED, particularly to advancing equality of opportunity and meeting the needs of people with protected characteristics, economic and social issues, but not significantly	✓
Neutral / Negligible Impact	The package/intervention has no clear relationship with the requirements of the PSED or the relationship is negligible	0
Minor Adverse Impact	The package/intervention adversely affects the requirements of the PSED particularly with respect to advancing equality of opportunity and meeting the needs of people with protected characteristics	X
Major Adverse Impact	The package/intervention significantly adversely affects the requirements of the PSED particularly with respect to advancing equality of opportunity and meeting the needs of people with protected characteristics	XX
Uncertain Impact	The package/intervention has an uncertain relationship to the PSED requirements or insufficient detail or information may be available to enable an assessment to be made.	?
No Clear Relationship	There is no clear relationship between the proposed intervention and the achievement of the PSED	~

### Fairer Scotland Duty Assessment Criteria

The scores used to help assess the equalities impacts of the RTS priorities, and as presented in the assessment frameworks in Appendix C of this report are based on the assessment criteria which are set out in the table below.

Table A2 Fairer Scotland Duty Impact Assessment Criteria

Impact Score	Description	Symbol
Major Beneficial Impact	The package/intervention contributes significantly to reducing inequalities of outcome which result from socio-economic disadvantage for key communities of place and/or interest	✓✓

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

### Child Rights and Wellbeing Assessment Criteria

The scores used to help assess the equalities impacts of the RTS priorities on the CRW framework, and as presented in the assessment frameworks in Appendix C of this report are based on the assessment criteria which are set out in the table below.

**Table A3 Child Rights and Wellbeing Duty Impact Assessment Criteria**

Impact Score	Description	Symbol
Major Beneficial Impact	The package/intervention complies with the UNCRC requirements and contributes significantly to advancement of the realisation of children's rights and improved wellbeing	✓✓
Minor Beneficial Impact	The package/intervention complies with the UNCRC requirements and may contribute to advancement of the realisation of children's rights and improved wellbeing, but not significantly	✓
Neutral / Negligible Impact	The package/intervention has no clear relationship with the requirements of the CRW Duties or the relationship is negligible	0
Minor Adverse Impact	The package/intervention does not comply with the UNCRC requirements and may adversely affect the realisation of children's rights and improved wellbeing	X
Major Adverse Impact	The package/intervention does not comply with the UNCRC's requirements and may significantly adversely affect the realisation of children's rights and improved wellbeing	XX
Uncertain Impact	The package/intervention has an uncertain relationship to the CRW Duty's requirements or insufficient detail or information may be available to enable an assessment to be made.	?
No Clear Relationship	There is no clear relationship between the proposed intervention and the achievement of the CRW Duties	~

## Appendix B Equalities Duties Evidence Base

This appendix presents the evidence bases which have been collated to inform the equalities assessment of the Draft RTS.

### Public Sector Equalities Duty

Different people use the transport network at different times, more or less frequently, and for different purposes. People with protected characteristics<sup>4</sup> are more likely to use and rely on public transport, particularly bus services therefore a lack of public transport services and options disproportionately impacts on disabled people, women and the young and old in particular. Some groups of people, such as people from ethnic minority groups, disabled people, young carers, young mothers, and care leavers, are typically less mobile and more reliant on public transport (Scottish Government 2017). This may result in differential impacts of changes to service provision for a particular time of day or route for people in different groups of protected characteristics. Policies or measures around service provision, information, price and scheduling in the emerging RTS are therefore likely to impact groups related to protected characteristics in different ways.

It is also important to acknowledge the links between socio-economic disadvantage (which is expressly considered as part of the FSD, see below) and many of the groups with protected characteristics. Women, people with disabilities and people in some ethnic groups are more likely to have lower incomes or live in areas of deprivation therefore they are typically also affected by issues around affordability of transport, and dependency on public transport to access employment, health facilities and other services.

Impacts are likely to be compounded in rural areas, such as Dumfries and Galloway, where current levels of public transport provision and connectivity can act as barriers giving rise to a range of socio-economic impacts and equalities issues. Retention of bus services is essential in rural areas as a lifeline service for many people who do not have any alternative transport options. A study of bus users in Dumfries and Galloway (SWestrans, 2022) identified that 56% of respondents cited their reason for using the bus as 'no option to travel by other means' (12% higher than the Scottish average). There are particular challenges in the wake of the effects of the COVID-19 pandemic on declining public transport use particularly in Dumfries and Galloway where rural bus service provision is a complex balance between commercial and supported services including school buses.

Review of key information sources and recent literature has suggested several trends and issues relating to a number of the protected characteristics which should be considered in the EqIA process. These are considered below.

#### Age

Elderly people tend to travel relatively less often and for shorter distances than other adults (Fatima, et al. 2020) although they are more likely to use public transport for journeys in comparison with other age groups. They are also less likely to drive every day or hold a driving licence. For those older people who are no longer working, many are more likely to travel between the hours of 9:00 and 15:00, with most trips for shopping (mostly undertaken by older women) (Su and Bell 2012). Accessibility issues are more likely to affect older people than other age groups with some older people having more limited mobility, hearing or vision impairments and difficulties in alighting to and from transport services, using station facilities or standing for long periods of time (Jacobs and AECOM, 2022). Older people experiencing difficulties of access to public transport may be hampered in accessing key services such as healthcare.

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<sup>4</sup> The Equality Act 2010 provides protection for people in protected characteristics groups. These are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

According to Davis (2014), young people may have a more local focus than the population as a whole. This suggests that young people from deprived areas may look for jobs and training opportunities only in their local area and those easily accessible via public transport.

Disabled people and older people with mobility needs have found the significant reduction in public transport services following COVID-19 to be particularly difficult to deal with. These groups often do not have access to reliable and accurate information when trying to make travel plans. They can be excluded from accessing information provided in digital formats due to a lack of access to, or the skills and confidence to use (and/or afford) digital technology (SWestrans, 2022).

Equalities issues relevant to children and young people who form part of this protected characteristic group are addressed in more detail in the evidence base presented below in support of the CRW duty assessment.

### **Disability**

Permanently sick or disabled adults in Scotland are significantly more likely to travel by bus (19% travelling 2 or 3 times per week compared to 9% of all adults in 2019) and they are less likely to travel by train compared to all adults (Transport Scotland, 2019b). These groups often experience higher levels of inequality and accessible transport is an important aspect of helping disabled people enjoy a better quality of life.

People who have a long term illness or disability that limits their daily activities are more likely to live in households that do not have access to a private car. An individual will generally use public transport less frequently if they experience a greater number of difficulties completing daily tasks or where lack of accessible infrastructure and services presents a barrier (Yarde, et al. 2020). This may include:

- a lack of cycle infrastructure for adapted bicycles and costs associated with non-standard cycles; and
- safety and security concerns when using public transport, especially at night.

In Dumfries and Galloway disabled people sometimes do not feel supported and comfortable when travelling and sometimes choose not to make journeys at all due to the difficulties involved. This may act to compound challenges faced by disabled people including isolation (Dumfries and Galloway Council, 2018). Similarly, a lack of information and advice about availability of public services (particularly following the impact of the COVID-19 pandemic) has been particularly difficult for disabled people and elderly people with mobility needs to deal with (SWestrans, 2022).

A lack of accessible travel information including timetables, journey planning information and audio / visual announcements can create barriers for those with sight or hearing impairments, cognitive impairments, mental health conditions or neuro-diverse conditions (Jarvis 2020). However, travel behaviour among groups of people with disabilities varies widely as the behaviour of people with specific types of disabilities is often markedly different to each other (Clery, et al. 2017). Whilst most disabled travellers in Scotland rely on public transport, many experience difficulties when travelling. Problems include poor service frequency, inadequate infrastructure between home and stop or station, lack of suitable facilities while travelling (e.g. toilets) and difficulties physically accessing the transport (Disability Equality Scotland 2017). Other access difficulties encountered by disabled travellers include steps or multi-layered stations, lack of trained support staff and lack of accessible connectivity between modes (Jacobs and AECOM, 2022). Women and disabled people may also face safety issues when using public transport, particularly where bus stops are situated in isolated or unsafe places (Duchene 2011).

A 2018 survey (Disability Equality Scotland 2018) found that access to hospitals by transport for disabled people was most difficult in rural areas, evidencing a clear link between lack of transport and an ability for people to achieve the highest standard of physical and mental health. In Dumfries and Galloway journey times by public transport are often long and involve at least one interchange. Problems of access to health facilities for non-car users may be impacting upon health outcomes and contributing to higher NHS costs (AECOM and Stantec, 2020).



### **Gender reassignment**

Transgender people typically experience hate crimes more regularly than other groups and fear of harassment can prevent them from accessing public transport and other services (Scottish Trans Alliance, 2016).

Transgender people are likely to have lower incomes and therefore, are at a higher risk of transport poverty. They may have concerns about using public transport or public transport facilities, such as toilets, for fear of being harassed or discriminated against (Valentine 2016). Limited information and data are available on the transgender population including the lived experiences of this group with regards to transport (Transport Scotland 2021).

### **Pregnancy and maternity**

Mothers often have complex journey patterns e.g. making journeys between home, work, nursery, the school run and groups/clubs. Pregnant women and people travelling on public transport with pushchairs and children may experience difficulties in accessing and using services associated with accessing vehicles/infrastructure and also difficulties on-board vehicles due to restrictions in their mobility levels. Pregnant women may have safety concerns about travelling at night or during isolated times of day. They may also find it difficult to travel safely during peak hours (Transport Scotland 2021).

### **Race**

Data at a Scotland-level is limited on different ethnic minority groups (Scottish Government 2015) and any analysis of race-based discrimination must consider the differences in people's experiences and preferences both between and within different ethnic groups (Gentin 2011). Recent research suggests that black and ethnic minority individuals take relatively few active leisure trips such as walking or cycling (Colley and Irvine 2018). Potential explanations can include socio-economic disadvantage, fear of discrimination, and language barriers.

Some ethnic minority groups are more likely to be subject to hate crimes and discrimination and this could create barriers to using public transport services and facilities for these groups (Transport Scotland 2021). Evidence in Dumfries and Galloway suggests that people with protected characteristic groups such as sexual orientation and race are affected by social barriers to transport (SWestrans, 2022).

People in ethnic minority groups are less likely to have access to a car and more likely to experience higher rates of poverty and rely on public transport more than other groups and are potentially more vulnerable to disadvantage where transport services are changed, reduced or become more expensive. Issues of transport cost and safety may therefore disproportionately affect these groups and affect their health and socio-economic outcomes.

### **Religion or belief**

There is a limited evidence base detailing how this protected characteristic relates to inequalities on the transport system. Discrimination, assault or harassment on the basis of religious identity may affect people of certain religious groups more than others, and this may affect their choice to use public transport and public transport facilities.

### **Sex**

Women and disabled people are less likely to drive and more likely to use buses yet they have particular needs that are often not taken into account by transport systems which tend to be designed around the needs of some travellers and not others (Poverty and Inequality Commission, 2019). Women are much more likely to be the head of single parent households, which have lower rates of personal car ownership than two parent households.

In general, women engage in travel linked to caring responsibilities and domestic commitments and are more likely to travel with young people and the elderly (Duchene 2011) (Sanchez de Madariaga, 2013)

and make multi-purpose trips. This influences travel behaviour and women tend to travel shorter distances within a more restricted geographical area, make more multi-stop trips, and rely more on public transport. Women are also more likely to be the victim of, and have concerns about, sexual assault or harassment on public transport, particularly at night.

### **Sexual orientation**

People in this group may be concerned about being able to access public transport and public transport facilities, especially at night when these may be poorly lit, for fear of harassment or discrimination (Transport Scotland 2021). A survey in 2017 (LGBT Youth Scotland 2017) identified there has been a decline in the percentage of LGBT young people overall who say they feel safe on public transport, from 70% in 2012 to 67% in 2017. Overall, 51% of transgender young people in the survey felt safe when using public transportation.

Limited information and data are available on the lived experiences of this group with regards to transport.

## **Fairer Scotland Duty**

### **Introduction**

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

This section summarises some of the key equalities issues and evidence relating to socio-economic disadvantage as it relates to transport issues. More detailed and general socio-economic profile information for the region is set out in the RTS Case for Change (and summarised in the Draft RTS) and is not reproduced here.

### **Socio-Economic Disadvantage**

Access to transport can reinforce or lessen the impact of poverty. Being unable to access or afford transport can prevent people accessing services, reduce quality of life and lead to social isolation (Titheridge, Christie, Mackett, Hernandez, & Ye, 2014). This can increase inequalities linked to income, such as health inequalities (K. S. Lucas 2019) and generally contribute to and intensify the experience of poverty and social inequalities that persist.

People living in rural areas are likely to have reduced access to employment and essential services. Public transport travel often involves long journeys, sparse timetables and expensive ticketing in comparison with urban areas. Evidence also indicates limited integration between public transport services and modes, particularly in rural areas (Jacobs and AECOM, 2021a). In Dumfries and Galloway, the current level of public transport provision and connectivity issues can act as barriers to a range of socio-economic issues including difficulty accessing suitable employment, education and training opportunities (SWestrans, 2022).

The affordability, availability and integration of transport to people facing socio-economic disadvantage through low incomes and wealth is a key equalities issue. This characteristic influences how people use and experience the transport network. Further, the transport network itself influences inequalities of opportunity and outcome related to income and socio-economic status. People living in areas with higher levels of deprivation tend to have worse public transport links, fewer employment opportunities and in some cases fewer local services (Poverty and Inequality Commission, 2019). Those living in the 10% most deprived areas are more likely to walk or catch the bus to travel to work or school (Transport

Scotland, 2020a). Being able to access education, employment and training is critical for low income households as a means of escaping poverty, as well as for general wellbeing (Transport Scotland, 2021).

How a person interacts with the transport network is influenced by their income. Statistics published nationally (Transport Scotland, 2019a) (Transport Scotland, 2020b) have shown that people in lower income households are significantly more dependent on public transport and they are more likely to travel by bus, while people in higher income households are more likely to drive. There is also a spatial relationship between transport connectivity and material wealth with deprived areas tending to have poorer public transport links than areas with high material wealth, in terms of both service quality and the range of options available (Lucas, 2011; Titheridge, 2014).

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

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

- Cost – the cost of journeys is particularly crucial when travelling with children as high fares can make journeys expensive;
- Scheduling – inflexible timings often cause problems for shift workers, those with caring responsibilities or connecting between different forms of transport; and
- Infrastructure and services – significant wait times between services where these are operated by different bus companies with extended travel times.

Public transport costs can be significant for those on low incomes and particularly for people in rural areas who travel longer distances and face higher costs (Poverty and Inequality Commission, 2019). The affordability of bus services varies across Scotland with costs of travel to essential services generally much higher in remote rural areas (Citizens Advice Bureau 2016). Evidence indicates that people in low income households are often excluded from maintaining social connections or accessing employment and training opportunities due to the affordability and availability of transport options. The single most important factor cited by those on low incomes as the greatest transport-related barrier is cost (Transport Scotland 2020) and transport fares represents a significant cost for groups including low paid, low-skilled, people working irregular shifts/hours and people experiencing in-work poverty (Scottish Government, 2019).

In Dumfries and Galloway, the price of fares on commercially funded bus services and the lack of integrated ticketing across multiple operators and routes is an issue. An analysis of bus fares against the equivalent cost of travelling by car has highlighted the financial disadvantage placed on those reliant on public transport services (AECOM and Stantec, 2020). People on low incomes in rural areas of Dumfries and Galloway typically face higher household costs than in Dumfries itself partly as a result of poor public transport increasing the necessity of having a private car (and penalising those without one) (ipb Strategy & Research and Nick Hopkins Consulting, 2021). SWestrans' own equalities outcomes work (SWestrans, 2022) has identified that affordability of transport and transport poverty is an issue within Dumfries and Galloway. Protected groups are more likely to be living in poverty and the lack of affordable transport contributes to the socio-economic disadvantages they experience.

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

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

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

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

'Forced car ownership' occurs in urban and suburban areas, but it is particularly a concern for low-income households in rural areas (Crisp, Gore and McCarthy 2017). Low public transport accessibility can make car ownership a necessity for people to commute to work or access basic services (Curl, Clark and Kearns 2017). The issue of forced car ownership can also be compounded, and likely influenced by, higher fares for bus travel in rural areas across Scotland (Citizens Advice Bureau, 2016). In Dumfries and Galloway nearly 40% of the data zones are classified as access deprived (and around 1 in 5 households do not have access to a car or van) highlighting the extent of potential impacts of changes and reductions in public transport services on socio-economic outcomes for people living in these areas without car access. The economy of the region is heavily dependent on Dumfries & Lochaber (and Carlisle to the south) as an employment hub (AECOM and Stantec, 2020) which limits opportunities for people reliant on public transport in central and western Dumfries and Galloway to access these locations due to the length or inconvenience of bus journeys.

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

### **Communities of Interest**

Many people living with socio-economic disadvantage also have protected characteristics ('communities of interest') that may exacerbate the difficulties they experience. People facing other forms of structural

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

Evidence suggests that bus fare rises in particular have a disproportionate impact on women, younger people, disabled people, black and ethnic minority people, people who are unemployed and seeking work, and lower income households as people in these groups are more likely to use buses to meet their everyday travel needs (Transport Scotland, 2020a)<sup>5</sup>.

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

- Women in Scotland are more likely to be in low-paid work than men, with 61% of people paid below the Living Wage being female (Scottish Parliament 2020). In particular, lone parents, the vast majority of whom are women, are more likely to be living in poverty than other single working-age adults in Scotland (Scottish Government, 2021c). Over the period 2014-16, 38.4% of lone households in Scotland were in relative poverty before housing costs. Further, a lone-parents' ability to work is structured by the availability of childcare.
- While there is a National Concessionary Travel Scheme for those eligible, disabled people are more likely to experience affordability barriers to transport relative to people without disabilities. Individuals who live in households with a disabled person are more likely to experience income poverty than those without (UK Department for Work and Pensions 2021).
- Ethnic minorities also face a disproportionately higher rate of relative poverty. All ethnic minority groups have higher rates of poverty than White British households. Those in the Mixed, Black, and Other ethnicity group face a rate of relative poverty after housing costs more than double that of White British households (UK Government 2018).
- There is a lack of data which evidences a direct relationship between being transgender and income inequality. However, such persons are likely to have lower income and wealth and are therefore at a higher risk of transport poverty<sup>6</sup>. Transgender people face widespread discrimination and targeted hostility, unequal access to services, and workplace discrimination (Equalities and Human Rights Commission 2010). Difficulties accessing employment and services which increase disposable income (including healthcare free at the point of use and housing) suggest lower income and associated affordability barriers to transport.

Differential impacts between such groups are likely to also be manifest within and between groups with other characteristics and social identities with disproportionate rates of poverty and low income and wealth.

### **Child Rights and Wellbeing Duty**

There are clear overlaps between the requirements of this duty and the issues considered under part of the protected characteristic for 'age' under the Public Sector Equalities Duty (PSED). There are also overlaps with the evidence base presented for the Fairer Scotland Duty assessment (see above) where children and young people live within families who experience socio-economic disadvantage.

<sup>5</sup> Some of the challenges in relation to affordability of bus fares for young people may have been alleviated since the introduction across Scotland in early 2022 of a concessionary bus scheme for people under 22.

<sup>6</sup> Limited data does exist, for example, a 2007 survey of 71 transgender people in Scotland found that 30% of respondents had an income of over £20,000, and 48% of respondents had an income under £10,001. Scottish Transgender Alliance (2008). Transgender Experiences in Scotland Research Summary.

## Transport and Accessibility

The key factors affecting the ability of children and young people to access transport are their socio-economic background, geographical location and the accessibility and safety of public transport available (Transport Scotland, 2021). The ability to access safe, convenient and cost-effective transport has an impact on the ability of children and young people to access education, public services and economic opportunities, particularly for children from low income and deprived socio-economic backgrounds (Transport Scotland, 2022a). Young people in Scotland were less likely (in 2019) to drive every day, less likely to hold a driving licence and (along with older people) travel by bus more regularly than other groups.

Location, convenience and cost of public transport are typically the key factors affecting inequality and transport, particularly for low income families. Children and young people are more likely to rely on public transport, and active travel is a key mode for journeys to school by children particularly for those in more urban areas (and lower income groups). Being able to access education, employment and training is critical for low income households as a means of escaping poverty and for general wellbeing (McHardy & Robertson, 2021).

Children and young people in rural areas are typically more dependent on public transport, particularly for accessing education and training, public services and economic opportunities. The availability, cost and frequency of public transport in rural areas is often a significant challenge for young people. For many young people in rural areas, having a driving licence and being able to access a car is essential to reach key education, training and employment destinations (Transport Scotland, 2020c).

According to Davis (2014), young people may have a more local focus than the population as a whole. This suggests that young people from deprived areas may look for jobs and training opportunities only in their local area and those easily accessible via public transport.

The dispersed nature of the population in Dumfries and Galloway creates very specific public transport needs and challenges to allow children and young people to access primary and secondary education. Travel distances to schools by public transport in the most access deprived locations are up to 54 minutes (Dumfries and Galloway Council, 2021b).

## Affordability

The cost of transport can act as a barrier to accessing employment and education and can act as a barrier to their educational choices and progress into employment. Young people can be particularly hit by the cost of travelling to college or work, especially if they have to travel some distance or are only earning the lower minimum wage for young people. Where there are concessionary fares available for young people they may not include peak time travel which typically means they will not benefit those travelling to work or college (Poverty and Inequality Commission, 2019). A survey of young people (aged 16-26) found that almost half of respondents said that transport costs had prevented them from accessing suitable employment, and a fifth of respondents had missed out on education opportunities (Scottish Rural Action 2018).

A survey of young people by the Scottish Youth Parliament found that many young people considered the cost of fares was too high in relation to the wages they earn (Scottish Youth Parliament 2019). Rail and particularly bus fare rises above levels of inflation in recent years have a disproportionate effect on young people and other protected groups who are more likely to use buses to meet everyday travel needs.

Younger people may have a more local focus than the population as a whole suggesting young people from deprived areas may only look for jobs and training in their local area or where easily accessible by public transport. Recent research on behalf of Transport Scotland (McHardy & Robertson, 2021) into transport and child poverty identified that transport was an essential part of the lives of low income families and critical in shaping their experience of poverty. Choices for parents and carers were shaped by transport costs which could place additional stress on families with some drawing on support networks with access to private transport. Young people reported transition points such as moving into

further/higher education or accessing employment as financial pressures in their usage of public transport.

Child poverty is identified as a particular concern in Dumfries and Galloway with over 26% of children living in households below 60% median income before housing costs, a level which has increased in recent years (Dumfries and Galloway Council, 2021a). Poverty is spread broadly across the region with some concentrations in areas of North West Dumfries, Stranraer and the Rhins, Mid and Upper Nithsdale, Annandale South and Nith. Local authorities and regional health boards are now required under the Child Poverty (Scotland) Act 2017 to produce Local Child Poverty Action Reports to set out ongoing and planned action to tackle child poverty at the local level.

### **Health and Active Travel**

Previous research by Sustrans (White 2019) has shown the importance of walking and cycling to school to increase children's physical activity rates and establish sustainable behaviours at an early age.

Data from the Scottish Health Survey indicates 26% of children aged 2-15 are at risk of being overweight including 13% at risk of obesity. Access to active travel that encourages regular physical activity is therefore important in addressing these trends and generally benefiting mental health and wellbeing of young people (Transport Scotland, 2022b).

Children and young people are more vulnerable than other age groups to the adverse effects on health of traffic related noise and air pollution and as they are more likely to use active travel, they are potentially more vulnerable to the adverse effects of noise and emissions from other forms of (motorised) transport. Conversely, access to active travel and transport systems that encourage regular physical activity is a key factor in combating rising levels of childhood obesity and contributing to improved mental health and wellbeing.

Safety is also a key issue for children with child pedestrian casualties in Scotland in 2019 accounting for 44% of all pedestrian casualties and with children most at risk of road traffic accidents on their journeys to and from school. Children from deprived areas and certain ethnic minority groups are also more at risk of accidents as pedestrians (Transport Scotland, 2022b). Research by Sustrans identified that children living in socio-economically disadvantaged areas are more likely to be adversely affected by road traffic and safety problems (Sustrans 2019).

## Appendix C Equalities Assessment of RTS Priorities

This appendix sets out the three duty-specific detailed equalities impact assessment findings for the Draft RTS priorities. The findings are set out in assessment matrices presented in Tables C1 to C3 below.

The assessments use the criteria underpinning the equalities frameworks (as set out in Appendix A) to provide a consistent and structured approach to consideration of the potential impacts of the priorities on the relevant needs of each duty. In each table the predicted impacts of the priorities are considered under each of the ten themes for the RTS and the identified 'score' for each criteria is assigned in the tables. The tables then set out a short description of the key predicted equalities issues on a theme specific basis.

The ten themes of the Draft RTS are summarised below for reference.

Theme 1	Enabling more sustainable development
Theme 2	Connecting our communities
Theme 3	Transforming travel in our towns
Theme 4	Reducing the impact of transport on our communities
Theme 5	Enhancing access to transport services
Theme 6	Sustainable and extended local and regional public transport connectivity
Theme 7	Improving the quality and affordability of our public transport offer
Theme 8	Supporting safe, effective and resilient connections to Loch Ryan and other strategic sites
Theme 9	Managing our car traffic
Theme 10	Making the most of new opportunities



Table C1 Predicted Public Sector Equalities Duty Impacts

PSED Framework Criteria	Assessment of Priorities Equalities Impacts by Theme									
	1	2	3	4	5	6	7	8	9	10
<b>Will the emerging RTS and its associated delivery mechanisms.....</b>										
▪ Result in any likely different or disproportionate effects on persons with protected characteristics as specified in the Equality Act 2010? (Overall Impact)	✓	✓	0	0	✓✓	✓✓	✓	0	0	?/✓
Specific assessment with respect to each protected characteristic group is provided in the following rows of this framework:										
▪ Age	✓	✓	✓	0/✓	✓✓	✓✓	✓	0	0	?/✓
▪ Disability	✓	✓	✓	0/✓	✓✓	✓✓	✓	0	0	?/✓
▪ Gender Reassignment	✓	✓	0	0	✓	✓	✓	0	0	?/✓
▪ Pregnancy and Maternity	✓	✓	0	0	✓	✓	✓	0	0	?/✓
▪ Race	✓	✓	0	0	✓	✓	✓	0	0	?/✓
▪ Religion or Belief	✓	✓	0	0	✓	✓	✓	0	0	?/✓
▪ Sex	✓	✓	✓	0/✓	✓	✓	✓	0	0	?/✓
▪ Sexual Orientation	✓	✓	0	0	✓	✓	✓	0	0	?/✓

PSED Framework Criteria	Assessment of Priorities Equalities Impacts by Theme									
Will the emerging RTS and its associated delivery mechanisms.....	1	2	3	4	5	6	7	8	9	10
▪ Result in any unintended consequences for protected characteristics groups?	✓	✓	0	?	✓	✓	✓	?	0	?
▪ Promote social cohesion and integration between people with different protected characteristics?	✓	0	0	0	✓	✓	✓	0	0	0
▪ Advance the SWestrans and Dumfries and Galloway Council equalities outcomes?	✓	✓	✓	✓	✓✓	✓✓	✓✓	0 / ✓	✓	? / ✓
▪ Provide equal access to employment opportunities, social and cultural activities, and public services and amenities for all?	✓✓	✓	✓	0	✓	✓✓	✓✓	0 / ✓	0	? / ✓
▪ Promote public realm and design choices that provide a safe, secure, and accessible environment for all?	✓✓	✓✓	✓	✓	✓	✓	✓	0 / ✓	✓	0
▪ Promote better health outcomes by facilitating active travel?	✓✓	✓✓	✓	0	✓✓	✓	0	0 / ✓	✓	✓
▪ Support the removal of barriers to travel and the improvement of access to travel?	✓	✓	✓	✓	✓✓	✓✓	✓✓	0	✓	? / ✓
▪ Contribute to the achievement of the Duty's aims and desired outcomes?	✓	✓	✓	✓	✓✓	✓✓	✓	0	0 / ✓	? / ✓
<b>Compliance with aim 1 of the duty: Eliminating discrimination, harassment and victimisation</b>	✓	✓	0	0	✓	✓	✓	0	0	0
<b>Compliance with aim 2 of the duty: Advancing equality of opportunity</b>	✓	✓	✓	✓	✓	✓✓	✓✓	0 / ✓	✓	? / ✓
<b>Compliance with aim 3 of the duty: Fostering good relations</b>	0	0	0	0	0	0	0	0	0	0

PSED Framework Criteria	Assessment of Priorities Equalities Impacts by Theme									
<b>Will the emerging RTS and its associated delivery mechanisms.....</b>	1	2	3	4	5	6	7	8	9	10
<b>Overall Assessment</b>	✓	✓	✓	0 / ✓	✓✓	✓✓	✓✓	0 / ✓	✓	? / ✓

Theme Assessment Summary
<p>Theme 1 (<i>Enabling more sustainable development</i>): Provided that new developments and neighbourhoods are planned and constructed to meet the access needs of all groups, the priorities are considered to link directly with and have beneficial impacts on the objectives of the PSED through longer term land use changes making it easier to access to jobs, facilities and services for some groups. Priority (ii) in particular make reference to provision for protected characteristics groups.</p> <p>Theme 2 (<i>Connecting our communities</i>): The priorities in this theme are predicted to have some beneficial impacts on the PSED framework particularly for people with protected characteristics who would benefit from enhanced provision, accessibility and safety of use of active travel networks. Priorities (i) to (iv) and (vii) would substantially enhance active travel facilities which offers opportunities for greater equality of opportunity in relation to freely available forms of transport for those groups who are able to use it.</p> <p>Theme 3 (<i>Transforming travel in our towns</i>): These priorities focus on reallocation of road space, particularly in towns, to repurpose corridors for public and active travel routes. Generally this is predicted to have minor beneficial impacts in relation to the PSED equalities framework for some protected characteristics groups who would benefit from enhanced provision, accessibility and safety of use of active travel networks (as per Theme 2).</p> <p>Theme 4 (<i>Reducing the impact of transport on our communities</i>): Priorities in this theme which are predicted to have beneficial impacts on the PSED framework are those associated with financial support for electric vehicles (EVs), EV car sharing and low emissions zones (LEZs) where these support better health outcomes. Overall the equalities impacts of the theme are not predicted to be significant. The impacts of measures in priority (i) to explore the feasibility of bypasses are difficult to predict but may offer opportunities to enhance public realm and create new opportunities for active and public transport.</p> <p>Theme 5 (<i>Enhancing access to transport services</i>): The priorities in this theme are clearly aligned with the objectives of the PSED by supporting access to public and active travel by all groups. Implementation of the priorities would support a range of protected characteristics groups through improved support, physical access, information, affordability and security which are predicted to have significant beneficial equalities impacts.</p> <p>Theme 6 (<i>Sustainable and extended local and regional public transport connectivity</i>): The priorities in this theme around public transport improvement are compatible with the equalities objectives of the PSED framework and a range of beneficial impacts (some predicted to be significant) would be predicted for many protected characteristics groups provided measures including those on community and demand responsive transport were implemented with full consideration of the mobility and access requirements of key</p>

### Theme Assessment Summary

groups such as older people and disabled people. Priorities (i) to (iv) on reform of public transport models for bus services offer particular potential for significant beneficial equalities impacts.

Theme 7 (*Improving the quality and affordability of our public transport offer*): The priorities in this theme to expand concessionary fares and introduce more equitable ticketing structures have the potential for significant beneficial impacts on protected characteristics groups particularly through advancing equality of opportunity. Proposals for decarbonisation of rail and bus transport are not directly targeted at equalities outcomes however they have potential to support a number of aspects of the PSED framework indirectly. The decarbonisation of public transport would provide opportunities to bring forward modernisation of fleets of buses, trains and community transport which better accommodate all users.

Theme 8 (*Supporting safe, effective and resilient connections to Loch Ryan and other strategic sites*): The impacts of the priorities in this theme for people with protected characteristics under the PSED would depend on the nature of the measures being implemented. Whilst most of the roads based measures are not predicted to have beneficial equalities impacts, some minor indirect benefits may occur where the implementing measures have potential to improve journey making for disabled people and other equalities groups reliant on roads based transport (including bus services). Road safety measures and removal of freight from the roads through mode shift also have potential for minor benefits to some groups in the longer term. Where measures are implemented effectively and are designed to take account of the travel needs of people in all protected characteristics they will reinforce complementary policies promoting active travel and public transport.

Theme 9 (*Managing our car traffic*): The priorities in this theme to reduce car traffic are not predicted to have material impacts on the protected characteristics of groups under the PSED. However there are predicted to be some wider and indirect beneficial impacts from policies which reduce levels of car traffic through opportunities to improve the amenity of communities and to make active travel safer and more attractive, including for people in key equalities groups. Parking policies would need to be carefully implemented to take account of the needs of protected characteristics groups such as some older people and disabled people. Similarly other demand management measures would need to be designed to ensure unintended adverse consequences on equalities groups or people with socio-economic disadvantage were avoided.

Theme 10 (*Making the most of new opportunities*): This theme includes priorities which capture emerging mobility opportunities particularly those supported by digital and technological developments. Introduction of new digital based accessibility schemes such as MaaS and shared mobility platforms will require careful consideration of the needs of people with protected characteristics to engage with the technology. There are potential equalities benefits however where these schemes promote wider mobility and accessibility for people with protected characteristics. Micro mobility offers some potential for enhanced access by people in protected groups including disabled people where suitable adjustments can be made to vehicles to accommodate specific mobility needs.

Table C2 Predicted Fairer Scotland Duty Impacts

FSD Framework Criteria	Assessment of Priorities Equalities Impacts by Theme									
Will the emerging RTS and its associated delivery mechanisms.....	1	2	3	4	5	6	7	8	9	10
▪ Help to reduce levels of absolute and relative income poverty, inequality in the distribution of household wealth, and levels of multiple deprivation affecting communities?	✓	✓	✓	0	✓	✓	✓	0	0	0
▪ Reduce physical and informational barriers to accessing and using all transport modes?	✓	0	0	0 / ✓	✓✓	0	✓	0	0	? / ✓
▪ Reduce cost related barriers to accessing and use of all transport modes?	✓	✓	✓	✓	✓	0 / ✓	✓✓	0	0	✓
▪ Reduce unequal access to employment opportunities, social and cultural activities, and public services and amenities for all?	✓	✓	✓	0	✓	✓✓	✓✓	0 / ✓	0	✓
▪ Improve accessibility to open spaces, and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage?	✓	✓	✓	0 / ✓	✓	✓	✓	0	0	0
▪ Promote good local access to existing facilities, services and employment, in particular for those facing socio-economic disadvantage?	✓	✓✓	✓	0 / ✓	✓	✓✓	✓✓	✓	0	✓
▪ Contribute to the achievement of the Duty's aims and desired outcomes?	✓	✓	✓	0 / ✓	✓	✓	✓	0	0	✓
<b>Overall consideration with respect to socio-economic disadvantage</b>	✓	✓	✓	0 / ✓	✓	✓	✓✓	0 / ✓	0	✓
<b>Overall consideration with respect to inequality of outcome</b>	✓	✓	✓	0	✓	✓	✓✓	0 / ✓	0	✓
<b>Overall Assessment</b>	✓	✓	✓	0 / ✓	✓	✓	✓✓	0 / ✓	0	✓

### Theme Assessment Summary

Theme 1 (*Enabling more sustainable development*): The priorities seek to reduce demand and dependency on cars and better integrate land use and transport (at least for future development) which would generally have direct and/or indirect beneficial impacts on people with socio-economic disadvantage who typically are less likely to own a car but more likely to experience the adverse impacts of traffic and poorer levels of public transport service. Priorities (i), (ii) and (vi) in particular have potential to support reduced inequalities of outcome for people with socio-economic disadvantage.

Theme 2 (*Connecting our communities*): Enhanced and better funded and designed active travel facilities and raised awareness would have some potentially significant beneficial impacts in addressing socio-economic disadvantage through improving access to, and use of, low cost and healthy forms of travel to better access employment and training opportunities particularly in areas where public transport and journey interchange has historically been poor.

Theme 3 (*Transforming travel in our towns*): Reallocation of road space to walking, wheeling and public transport would have some potentially significant beneficial impacts for people in towns and larger settlements in addressing socio-economic disadvantage through improving access to, and use of, lower cost and healthy forms of travel to better access employment and training opportunities. Impacts would be unlikely to be significant unless implementing measures were deployed at scale.

Theme 4 (*Reducing the impact of transport on our communities*): Some minor beneficial impacts are predicted for the priorities that support people with socio-economic disadvantage such as measures (ii) (b) and (c) on car sharing and grants/loans for EVs. However in the main these priorities are not predicted to significantly advance the objectives of the FSD duty in relation to tackling socio-economic disadvantage and inequalities of outcome arising from it.

Theme 5 (*Enhancing access to transport services*): The priorities in this theme are supportive of addressing the key objectives of the duty to reduce inequality of outcome associated with socio-economic disadvantage, particularly through measures which significantly improve access, availability and affordability of active travel (e.g. priority (vi) on the use of grants and loans for purchase of bicycles and introduction of regional cycle hire schemes).

Theme 6 (*Sustainable and extended local and regional public transport connectivity*): This package of priorities offers a substantial improvement in provision and quality of public transport services across bus and rail. Implementation of the policies at scale across the region would have significant beneficial equalities impacts in addressing transport and access related aspects of deprivation and contribute to tackling socio-economic disadvantage and associated inequalities of outcome. Priority (ii) is particularly beneficial in focusing bus service improvements in areas of greatest risk of transport poverty and deprivation.

Theme 7 (*Improving the quality and affordability of our public transport offer*): The priorities for concessionary fares and ticketing schemes are strongly supportive of addressing the key objectives of the duty to reduce inequality of outcome associated with socio-economic disadvantage through making public transport more affordable and making rail ticket pricing more equitable. Measures to decarbonise bus and rail fleets and facilities have potential for indirect benefits associated with general improvements to public transport but do not specifically address the objectives of the FSD framework.

Theme 8 (*Supporting safe, effective and resilient connections to Loch Ryan and other strategic sites*): Whilst the priorities on road safety and accident reduction do not have a direct relationship with the FSD framework, measures which help to make active and public transport more accessible and attractive would complement the objectives of the equalities duties, particularly as road safety problems are often concentrated in areas of greater deprivation. Overall no significant beneficial impacts are predicted.

Theme 9 (*Managing our car traffic*): The priorities in this theme are focused on reduction in levels of car traffic. This may have some minor indirect benefits on some people with socio-economic disadvantage who typically are less likely to own a car but more likely to experience the adverse impacts of traffic. As part of wider measures to improve

#### Theme Assessment Summary

public transport, reducing dependency on car travel would be predicted to have some minor beneficial impacts in reducing inequalities of outcome associated with socio-economic disadvantage. Generally the impacts of the measures are predicted to be neutral in relation to the objectives of the FSD.

Theme 10 (*Making the most of new opportunities*): The priorities in this theme relate to introduction of new forms of mobility and transport sharing interventions. These have some potential to reduce the costs of transport for example through participation in shared mobility and services which avoid the need to purchase vehicles, bicycles etc and through enhanced micro mobility / mobility hubs. The potential impacts on the FSD framework are not predicted to be significant for people with socio-economic disadvantage but there is some inherent uncertainty in the contribution they can make to people's lives and the pace at which technology changes will be implemented.

Table C3 Predicted Child Rights and Wellbeing Duty Impacts

CRW Framework Criteria	Assessment of Priorities Equalities Impacts by Theme									
Will the emerging RTS and its associated delivery mechanisms.....	1	2	3	4	5	6	7	8	9	10
<ul style="list-style-type: none"> <li>Does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?</li> </ul>	✓	✓	✓	0	✓	✓	✓	0	✓	0
<ul style="list-style-type: none"> <li>What impact might the intervention have on the rights of children and young people?</li> </ul>	✓	✓	✓	0	✓	✓	✓	0	0 / ✓	0
<ul style="list-style-type: none"> <li>Will the rights of one group of children in particular be affected, and to what extent?</li> </ul>	0	0	0	0	0	0	0	0	0	0
<ul style="list-style-type: none"> <li>Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?</li> </ul>	0	0	0	0	0	0	0	0	0	0
<ul style="list-style-type: none"> <li>Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?</li> </ul>	✓	✓	✓	0	✓	✓	✓	✓	0 / ✓	✓
<ul style="list-style-type: none"> <li>Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?</li> </ul>	✓	✓✓	✓	0	✓✓	✓✓	✓✓	✓	✓	✓
<ul style="list-style-type: none"> <li>Will the RTS support or otherwise affect the implementation of relevant UNCRC Articles?</li> </ul>	✓	✓	✓	0	✓	✓	✓	0	0 / ✓	0 / ✓
<p><b>Overall consideration with respect to relevant UNCRC Articles</b></p> <ul style="list-style-type: none"> <li>Does the policy help progress the realisation of children's rights, and safeguard support and promote the wellbeing of children and young people?</li> </ul>	✓	✓	✓	0	✓	✓	✓	0	0 / ✓	0 / ✓
<p><b>Overall consideration with respect to GIRFEC approach (indicators: safe, healthy, achieving, nurtured, active, respected, responsible &amp; included)</b></p>	✓	✓	✓	0 / ✓	✓	✓	✓	✓	0 / ✓	0 / ✓
<p><b>Overall Assessment</b></p>	✓	✓	✓	0	✓	✓	✓	0 / ✓	✓	✓



### Theme Assessment Summary

Theme 1 (*Enabling more sustainable development*): The priorities are compatible with and supportive of most of the aims of the duty framework particularly where changes in land use and reduced use of cars would promote better opportunities for journeys made by children and young people by active travel and/or through enhanced public transport. Priorities (i), (ii), (iv) and (v) in particular would have predicted beneficial impacts for children and young people in the longer term.

Theme 2 (*Connecting our communities*): Provided that the active travel measures, funding and engagement introduced by the priorities was developed to take account of the needs of children and young people, the implementation of these priorities is predicted to have beneficial impacts on the health and wellbeing of all groups of young people who are able to benefit from the facilities.

Theme 3 (*Transforming travel in our towns*): Provided that the proposed reallocation of road space to public transport and active travel measures was developed to take account of the needs of children and young people, implementation is predicted to have some beneficial impacts on the health and wellbeing of all groups of young people who are able to benefit from the facilities in targeted communities.

Theme 4 (*Reducing the impact of transport on our communities*): Whilst the priority to introduce low emissions zones (ii) (d) has some potential for longer term health benefits through improved air quality, the theme is generally not assessed as having any significant impacts on the CRW duty framework. The implementation of road bypasses has some potential for beneficial impacts dependent on the nature of the schemes implemented and their wider effects on traffic movements.

Theme 5 (*Enhancing access to transport services*): The priorities in this theme are generally beneficial in relation to the objectives of the CRW duty framework through seeking to improve availability and safety of public transport and active travel. Priority (ii) makes specific reference to younger people in the provision of equal and improved access to public and active travel networks and measures to improve information on journey planning would potentially support young people in planning access to essential destinations.

Theme 6 (*Sustainable and extended local and regional public transport connectivity*): The priorities in this theme offer significant improvements to public transport across bus and rail services which would be predicted to provide improved opportunities for children and young people to access education, recreation and other facilities, with beneficial impacts on their rights and wellbeing. The focus of some priorities on areas / communities of disadvantage would also help children living in households with socio-economic disadvantage.

Theme 7 (*Improving the quality and affordability of our public transport offer*): The measures in this theme are generally beneficial in relation to the objectives of the CRW duty framework particularly priorities which make bus and rail services more affordable for young people and which enhance the quality of bus stops and bus and rail stations. The priorities for decarbonisation offer potential for upgraded and improved public transport vehicles which would also indirectly benefit children and young people.

Theme 8 (*Supporting safe, effective and resilient connections to Loch Ryan and other strategic sites*): Accident reduction and road safety measures, particularly priorities (iv) and (v), if implemented at scale and effectively, have potential for beneficial impacts on child rights and wellbeing in the longer term. Children and young people are vulnerable users given their propensity to make pedestrian and other active travel journeys and would particularly benefit from improved safety including on journeys to and from school.

Theme 9 (*Managing our car traffic*): The priorities in this theme focus on reduced use of cars which has the potential to promote better opportunities for journeys made by children and young people by active travel and/or through enhanced public transport. Reduced levels of traffic in streets and community centres would also improve the

#### Theme Assessment Summary

general amenity of locations for these groups. Measures would need to be implemented at scale to generate noticeable reductions in traffic however and no significant beneficial impacts are therefore predicted.

Theme 10 (*Making the most of new opportunities*): This theme includes priorities which may have some minor beneficial impacts for children and young people through enhancements (over time) in access and mobility, particularly through measures to promote micro mobility and mobility hubs. For beneficial impacts to be realised it will be important that these schemes are affordable for all members of the community to support increasing active travel and enhanced access for young people to key facilities using low cost transport.