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National Transport Strategy 2

Fairer Scotland Duty: Assessment

<p>Title of Strategy</p>	<p>National Transport Strategy (NTS2)</p>
<p>Summary of aims and expected outcomes of strategy, proposal, programme or policy</p>	<p>The National Transport Strategy (referred to in this document as ‘the Strategy’) has been prepared by Transport Scotland to establish a new transport vision for Scotland and an associated set of strategic transport objectives. This will enable a subsequent update to the Strategic Transport Projects Review 2 (STPR2) to take place to set out Scottish Ministers’ transport infrastructure priorities in alignment with the development of National Planning Framework 4 (NPF4).</p> <p>The draft Strategy was published for public consultation between 31 July 2019 and 23 October 2019, accompanied by a suite of four templates, through which all equalities impacts of the draft Strategy were assessed. This enabled a fully informed consultation on the proposed substantive components of the document.</p> <p>An independent consultant was commissioned to analyse and report on the consultation responses. Transport Scotland subsequently took account of the consultation report findings in redrafting the Strategy. Assessing for equalities impacts has thus been an iterative process. This template captures and summarises how equalities assessment, in relation to the Fairer Scotland Duty, has influenced the final Strategy.</p> <p>The finalised Strategy comprises:</p> <ul style="list-style-type: none"> • a Vision, underpinned by four Priorities, each with three associated Outcomes. The Vision, Priorities and Outcomes are at the heart of the Strategy and will be the basis for decisions and the evaluation of the success of Scotland’s transport policies going forward • four interconnected Priorities to deliver the Vision; reduces inequalities, takes climate action, helps deliver inclusive economic growth, and improves health and wellbeing • under the four interconnected Priorities, a series of current and emerging challenges which must be tackled in order to deliver the Vision, Priorities, and Outcomes are set out

	<ul style="list-style-type: none"> finally, a series of Policies that will act as the drivers of change and help address the challenges, achieve the Priorities and Outcomes and deliver the Vision are set out. The Policies are presented under the four Priorities but cut across these <p>The Strategy, together with the ongoing STPR2 and the emerging NPF4 will provide an integrated spatial and strategic framework to underpin planning and development decisions and to guide transport infrastructure investment across Scotland up to 2040 and beyond. Recognising that transport is a critical enabler of sustainable and inclusive economic growth, the Strategy will provide a visionary platform and the strategic context necessary to address key economic, social and environmental challenges through action within the transport system. The Strategy’s vision for Scotland’s transport system relates directly to creating an inclusive and accessible transport system contributing to a more equitable society. <i>Reduces Inequalities</i> is one of the four priorities underpinning the Strategy’s vision.</p>
<p>Summary of evidence</p>	<p><u>Introduction</u></p> <p>Transport helps to maintain social connections and support access to essential services and employment opportunities. Yet, in many cases, those on low incomes are prevented from accessing these opportunities due to affordability and availability issues. This can contribute towards and intensify the experience of poverty. The reporting of current relationships between transport and inequalities of outcome resulting from socio-economic disadvantage is constrained by the availability of relevant and up to date baseline data. However, available relevant trends and statistics are reported below.</p> <p><u>Transport poverty</u></p> <p>Recent research undertaken by Sustrans stated that over one million Scots also live in areas that are at risk of transport poverty, defined as those who don’t have access to essential services or work due to limited affordable transport options.¹</p>

¹ Transport Poverty in Scotland, Sustrans 2016

	<p>Average weekly household expenditure in Scotland on transport and vehicles in 2016-18 was £68.20, representing around a seventh of total household expenditure. The figure has fallen slightly from a peak of over 15% in 2012-14 but it still represents a significant proportion of people's income.²</p> <p>The cost of public transport, or lack of accessible public transport options necessitating the use of the private car, will comprise a disproportionate proportion of people facing socio-economic disadvantage's income.</p> <p>Research published by the Joseph Rowntree Foundation has found that poor service coverage, reliability, and or affordability of public transport discourage people in low income to commute to employment sites, reinforcing socio-economic disparities.³ This is compounded by the fact that poor service coverage is more likely in deprived communities.⁴</p> <p>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 less income than £10,000 use a bus at least once per week, compared to 15% for those with an income greater than £50,000.⁵ Cuts to subsidised bus services therefore have a disproportionate impact on people in low income facing other forms of socio-economic disadvantage.</p> <p><u>Active travel</u></p> <p>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 £10,000.⁶ Bicycle access is higher in rural areas than urban areas.</p> <p>There are also links between household income and people walking just for pleasure or to keep fit. For those living in households with annual income up to £10,000,</p>
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² ONS weekly household spend on transport and vehicles relative to weekly household income

³ JRF, Tackling transport-related barriers to work in Scotland. 2018. Available at:

<https://www.jrf.org.uk/report/tackling-transport-related-barriers-employment-low-income-neighbourhoods>

⁴ See: Transform Scotland, Rethinking Transport Services to Tackle Poverty, 2018. Available at:

<http://transformscotland.org.uk/wp-content/uploads/2018/11/Rethinking-Transport-Services-to-Tackle-Poverty-Poverty-Alliance-briefing-for-Transform-Scotland-2018-10-16.pdf>

⁵ Transport and Travel in Scotland, 2018, Table 28

⁶ Transport and Travel in Scotland 2018, Table 18

	<p>58% walk one or more days per week⁷. For those in households with more than £50,000 annual income the figure rises to 71%.</p> <p>Analysis by the Glasgow Centre for Population Health found that, while pedestrian casualties among adults and children have been reducing over time, significantly higher casualty rates are reported in more deprived areas⁸. Their 2015 report found that the pedestrian casualty rate for adults was 2.4 times higher in the most deprived quintile compared with the least deprived, and 3.2 times higher for children.</p> <p><u>Intersectionality</u></p> <p>It is important to note that 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.</p> <p>Women in Scotland are much more likely than men to be part-time workers (44% compared to 15%) with over 75% of Scotland's part-time workforce being female.⁹ Women are also more likely to be in low-paid work, with 64% of people paid below the Living Wage being female.¹⁰ 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.¹¹ 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. The UK has the second most expensive childcare in terms of proportion of income spent in the OECD.¹²</p> <p>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 (24%) than those without</p>
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⁷ Transport and Travel in Scotland 2018, Table 25

⁸ Pedestrian and cyclist casualty trends in Scotland, Glasgow Centre for Population Health

⁹ House of Commons Library (2019) Briefing paper: Women and the Economy

¹⁰ SPiCe (2016) The Living Wage: Facts and Figures

¹¹ Poverty and Income Inequality in Scotland 2015-18

¹² Institute for Public Policy Research, Making the case for universal childcare, 2011. p.5

	<p>(17%).¹³ In 2011 households which contained at least one person with a long-term illness or a disability were identified as 50% more likely to be “not coping” with their finances than those that did not.¹⁴ This finding is reinforced by UK-wide data from the Life Opportunities Survey which indicates that 42.4% of people who lived in households with a disabled member reported difficulty in “making ends meet” compared to 28.1% of households without.¹⁵</p> <p>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.¹⁶</p> <p>People who are Muslim are more likely than all other religious groups and those with no religion to be living in relative poverty both before and after housing costs¹⁷. People who are Roman Catholic (23%) or Muslim (18%) are more likely to live in Scotland's 15% most deprived areas when compared to other religious groups and those with no religion.¹⁸</p> <p>There is a lack of data which evidences a direct relationship between being transgender and income inequality. However, it is reasonable to suggest that such persons have lower income and wealth and are therefore at a higher risk of transport poverty.¹⁹ Transgender people face widespread discrimination and targeted hostility; unequal access to services, and workplace discrimination.²⁰ Upwards of 39% of transgender employees have faced discrimination in the workplace. Further, a reported 20% of transgender employees do not feel able to wear work attire representing their gender identity; and 18% aren't open with anyone in their workplace regarding their gender identity. Almost one in fifteen (6%) of transgender employees have been physically attacked by customers or colleagues in the last</p>
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¹³ Households Below Average Income 2014/15-2016/17, DWP.

¹⁴ Scottish Government, The Position of Scotland's Equality Groups. Revisiting Resilience in 2011, 2011.

¹⁵ Life Opportunities Survey. 2012-14

¹⁶ Family Resources Survey 2012-17, 2018.

¹⁷ Scottish Government, Poverty and Income Inequality in Scotland 2014-17, 2018.

¹⁸ Scottish Government, Poverty and Income Inequality in Scotland 2014-17, 2018.

¹⁹ 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

²⁰ EHRC, Significant inequalities in Scotland: Identifying significant inequalities and priorities for action, 2010, p.22

	<p>year because of their sexual orientation and/or gender identity.²¹ 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.</p>
<p>Summary of assessment findings</p>	<p>The Fairer Scotland duty places a legal responsibility on particular public bodies in Scotland, including Transport Scotland, to actively consider how they can reduce inequalities of outcome caused by socioeconomic disadvantage. This differs from the public sector equality duty under the Section 149 of the Equality Act which considers only reducing inequalities of opportunity. However, the Fairer Scotland Duty - Interim Guidance for Public Bodies (Scottish Government, 2018) 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. 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 link between the Fairer Scotland Duty and the public sector equality duty.</p> <p>Taken as a whole, the final Strategy provides a positive framework to, within the context of the transport system, reduce inequalities caused by socioeconomic disadvantage. While ‘reduces inequalities’ as one of the four priorities at the heart of the Strategy addresses the purpose of the Duty, the other three interlinked priorities also demonstrate a holistic strategy which is driven towards achieving a more equitable transport system in terms of both opportunities and outcomes.</p> <p>However, as with all other applicable statutory duties and requirements, the high-level nature of all the Strategy’s policies, combined with the absence of proposed implementation or delivery mechanisms at this stage, precludes the identification at this stage of specific likely impacts on inequalities of outcome caused by socioeconomic disadvantage. In particular, at this stage it is not possible to identify differential impacts from the Strategy’s policies on different socio-economic groups (e.g. disaggregated by income, wealth or social class). However the Strategy has reducing inequality (in relation</p>

²¹ Stonewall Scotland, LGBT in Scotland – Work Report, 2018. p.5.

	<p>to providing fair access to services, making sure services are easy to use and affordable for all) at its heart and this provides the context within which future decisions will be made.</p> <p>In terms of specific components within the Strategy of relevance to the implementation of the Fairer Scotland Duty:</p> <ul style="list-style-type: none">• transport poverty is identified within the Key Challenges as an intersectional challenge in the emerging Strategy and the transport system is recognised as both a tool to support people’s ability to improve their employment opportunities to help increase their incomes and a significant cost. The need to tackle transport poverty is directly addressed in the strategic framework through the Strategy’s Outcome of ‘will be affordable for all’. This seeks to ensure Scotland’s transport system “will not exclude people from mobility by making it unaffordable” and• the proposed vision for Scotland’s transport system relates directly to creating an inclusive and accessible transport system that supports a more equitable society, whilst the need to tackle inequality is recognised as a key challenge in the Strategy. In consequence, ‘Reduces Inequalities’ is one of the four themes underpinning the vision. The Strategy therefore establishes a positive framework which will allow interventions to be designed around targeting existing inequalities experienced by different socio-economic groups on the transport network and in society more widely <p>Depending on future implementation mechanisms, at this stage it is considered that components of the Strategy focused on improving access to economic opportunities, employment and public services for all, and on driving sustainable economic growth, are most likely to contribute to reducing inequalities of outcome caused by socio-economic disadvantage.</p> <p>Notwithstanding the identification of individual uncertainties in their wording, the development of the following policies demonstrates that the specific needs of communities experiencing socio-economic disadvantage have been appropriately considered in the preparation of the Strategy:</p>
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	<p><u>Relevant Policies within the Strategy</u></p> <ul style="list-style-type: none">• provide a transport system which enables businesses to be competitive domestically, within the UK and internationally• support Scotland to become a market leader in the development and early adoption of beneficial transport innovations• increase the use of asset management across the transport system• ensure sustainable, public and active travel access to employment, education and training locations• improve sustainable access to healthcare facilities for staff, patients and visitors• ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland• minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services• ensure transport in Scotland is accessible for all by supporting the implementations and development of Scotland's Accessible Travel Framework <p>These policies recognise that, as an enabler of socio-economic activity, transport influences access to and people's ability to benefit from education, amenities, public services, employment and economic opportunities. The use of, and barriers to accessing, the transport system therefore affects the speed, certainty and convenience of accessing opportunities for individuals and communities, resulting in positive or negative social and economic outcomes.</p> <p>In summary, it is considered that, while at this stage it has not been possible to identify specific effects due to its high-level nature combined with the absence of proposed implementation or delivery mechanisms, the Strategy establishes an appropriately positive framework which will allow future interventions to be designed around tackling existing inequalities of outcome resulting from socio-economic disadvantage which relate to the transport system.</p>
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How has the impact assessment shaped the policy?

The implementation of the Fairer Scotland Duty has been undertaken on an iterative basis. This process will continue through the design and delivery of specific policies and proposals to implement the Strategy.

So far, this iterative process has allowed the consideration of likely equalities impacts to inform the content of the Strategy. This has been achieved in two main ways:

- recognising and taking steps to address inequalities of outcome caused by socio-economic disadvantage through the Strategy itself, in particular through orientating the strategic framework of the document around tackling related key challenges. Evidence collected to identify key issues in this assessment directly helped to identify key challenges and thus shape the document
- testing the relationship of the Strategy's policies with key issues identified through the assessment. Recommendations were developed and implemented as part of the assessment process to improve the performance of substantive components of the Strategy in relation to tackling inequalities of outcome caused by socio-economic disadvantage

Key inequalities of relevance to transport, as identified through the implementation of applicable statutory duties, have been addressed in the development of the Strategy by framing the document around relevant outcomes and priorities and by identifying a set of related 'Key Challenges'. These are outlined below.

Key Priority: 'Reduces Inequalities'

'Reduces Inequalities' is specifically defined within the Strategy as one of four Priorities which the whole strategy is framed around, and within this Priority three constituent outcomes are identified.

The Priority emerged from a theme of 'promoting equality' in the draft Strategy towards what is now a clearer focus on 'reducing inequality'. This Priority is intended to ensure that everyone in Scotland shares in the benefits of a modern and accessible transport system. The importance

	<p>transport plays in delivering ‘the fully inclusive society we want’ is made clear, and importantly for the Fairer Scotland Duty Assessment, the Strategy states that ‘outcomes are as important as opportunities’. The Strategy is intended to simultaneously tackle inequalities and help reduce poverty, in particular child poverty, through three Outcomes:</p> <ul style="list-style-type: none"> • will provide fair access to services we need: we have a duty to reduce inequalities and advance equality of opportunity and outcome, including the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. We will ensure that our disadvantaged communities and individuals have fair access to the transport services they need. The transport system will enable everyone to access a wide range of services and to realise their human rights • will be easy to use for all: people have different needs and capabilities. Our transport system will recognise these and work to ensure that everyone can use the system with as little effort as possible • will be affordable for all: people have different incomes and our transport system will not exclude people from mobility by making it unaffordable. We will target actions to deliver the Strategy towards those needing most help, including those living in poverty <p>The inclusion of the <i>Reduces Inequalities</i> Priority means that the need to tackle inequalities of outcome, include that caused by socio-economic disadvantage, is afforded very high importance in both the Strategy’s strategic framework and in subsequent proposed policies. The implementation of the Fairer Scotland Duty has therefore, been applied appropriately and has allowed the need to promote equality to play a central role in the document.</p> <p><u>Key Challenges</u></p> <p>The Strategy presents ‘Key Challenges’ of relevance to the transport system and identifies the need for each to be tackled in order to deliver its holistic Vision and Outcomes. Identified challenges which directly relate to tackling socio-economic disadvantage are:</p>
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	<ul style="list-style-type: none"> • poverty and child poverty • gender inequalities including ‘poverty and gender’ • transport needs of disabled people • Scotland’s regional differences • global climate emergency • air quality • decline in bus use • labour markets • productivity • safety and security <p>As with the Promotes Quality theme, the inclusion of these Key Challenges within the Strategy demonstrates the high level of importance afforded to tackling inequalities and has also allowed appropriate policies to be developed to address these challenges.</p> <p><u>Policies within the Strategy</u></p> <p>In terms of process, the assessment of proposed policies was initially undertaken on a pre-mitigation basis at draft Strategy stage (June 2019) as part of the implementation of all statutory equalities duties including the Fairer Scotland Duty. This allowed any ambiguities and other weaknesses to be identified and appropriate mitigation and enhancement recommendations to be devised independently by the project team.</p> <p>A schedule of 47 identified recommendations was issued to Transport Scotland in May 2019, at which point drafting of the draft Strategy was still ongoing. Following this, the project team held discussions with the Strategy preparation team to agree how each of the recommendations could best be implemented, namely by:</p> <ul style="list-style-type: none"> • amending the relevant component of the Strategy, e.g. a proposed policy, policy enabler or text, to directly clarify the wording or scope of the component • providing further explanatory detail, e.g. to define key terms and explain how the Strategy is proposed to be implemented e.g. linking this to related Government policies and strategies e.g. Fair Work Framework
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	<ul style="list-style-type: none"> • for recommendations relating to policy implementation rather than the high-level content of the Strategy itself, identifying key considerations which should be taken account of in the future development of related transport interventions (i.e. through the ongoing STPR2 and or through developing a Delivery Plan) in order to continue the implementation of all relevant statutory duties <p>The draft Strategy was then consulted on in line with Section 2 of the Transport (Scotland) Act 2019. This opened on 31 July 2019 and closed on 23 October 2019, with an analysis of consultation responses published alongside the final Strategy and the suite of equalities duties reporting.</p> <p><u>Summary</u></p> <p>The evidence provided above demonstrates that the implementation of the Fairer Scotland Duty to date has directly informed and improved the Strategy. The Strategy establishes an appropriately positive framework which will allow future interventions to be designed around tackling existing inequalities of outcome resulting from socio-economic disadvantage which relate to the transport system.</p>
<p>Recommendations and next steps</p>	<p><u>Impact Assessment Process to Date</u></p> <p>The Fairer Scotland duty places a legal responsibility on particular public bodies in Scotland, including Transport Scotland, to actively consider how they can reduce inequalities of outcome caused by socioeconomic disadvantage.</p> <p>The development of the Strategy has been underpinned by an iterative impact assessment process covering a suite of statutory 'equalities' duties, including the Fairer Scotland Duty. Owing to the presence of strong linkages between different types of inequalities (in terms of both inequalities of opportunity and of outcomes) experienced across Scotland, a co-ordinated approach has been adopted to discharge these following statutory duties throughout the preparation of the Strategy. This integrated approach enabled the carrying out of each duty to influence the content of the Strategy whilst avoiding unintended conflicts or gaps that could arise from considering each duty in isolation.</p>

	<p>The evidence provided above demonstrates that the implementation of the Fairer Scotland Duty to date has directly informed and improved the final Strategy.</p> <p><u>Next Steps</u></p> <p>A holistic Equalities Assessment Framework (Appendix 1) has been prepared as a tool to support the continued implementation of the Fairer Scotland Duty and other applicable statutory equalities duties in the design and delivery of future transport interventions (funding streams, policy programmes, physical infrastructure development, etc.) to implement the Strategy. The EAF includes one 'Equalities Objective' and a series of Guide Questions related specifically to the Fairer Scotland Duty.</p>
<p>Sign-off</p>	<p>Name: Alison Irvine</p> <p>Job title: Director, Transport Strategy and Analysis Directorate, Transport Scotland</p>

Appendix 1: Equalities Assessment Framework

In accordance with statutory requirements and to support sound policy development, the development of the Strategy has been underpinned by a suite of iterative impact assessments covering the following suite of statutory 'equalities' duties:

- Public Sector Equalities Duty – Section 149 of the Equality Act 2010 (PSED)
- Fairer Scotland Duty – Section 1 of the Equality Act 2010 (FSD)
- Child Rights and Wellbeing Impact Assessment – Section 1 of the Children and Young People (Scotland) Act 2014 (CRW); and,
- Island Communities Impact Assessment – Sections 7, 8 and 13 of the Islands (Scotland) Act 2018 (ICA)

The Equalities Assessment Framework below defines a suite of Equalities Objectives and associated Guide Questions related directly to the applicable statutory equalities duties in order to support the design and assessment of future transport interventions in order to implement the Strategy (e.g. through the ongoing STPR2 and a future Delivery Plan).

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
1. Socio-economic Disadvantage: Reduce inequalities of outcome resulting from low income, low wealth, material deprivation and area deprivation.	Reduce cost related barriers to accessing and use of all transport modes?	✓	✓		
	Low income: help to reduce levels of absolute and relative income poverty?	✓	✓		
	Low wealth: help to reduce inequality in the distribution of household wealth?		✓		
	Material deprivation: support individuals and households to access basic goods and services?		✓		
	Area deprivation: help to reduce level of multiple deprivation affecting communities?		✓		
	Socio-economic background: address structural inequalities resulting from differences in social class?		✓		
	Support the regeneration of disadvantaged or deprived areas?		✓		

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
<p>2. Inclusion: Promote equality in society, communities and the workplace so that everyone has the opportunity to fulfil their potential.</p>	Result in any likely different or disproportionate effects on persons with protected characteristics as specified in the Equality Act 2010: <ul style="list-style-type: none"> • age • disability • gender reassignment • marriage and civil partnership • pregnancy and maternity • race • religion or belief • sex • sexual orientation 	✓			
	Promote public realm and design choices that provide a safe, secure, and accessible environment for all?	✓			
	Promote social cohesion and integration between people with different protected characteristics and different demographic groups?	✓			
	Support all individuals and households in accessing basic goods and services?	✓	✓		
	Improve access to employment and economic opportunities for all?	✓	✓		
	Provide affordable access to social and cultural activities for all?	✓	✓		
	Improve access to public services and key amenities for all?	✓	✓		
	Support changing demographics by providing appropriate transport facilities to meet the diverse needs of different communities?	✓			✓
	Support the removal of barriers to travel and the	✓			

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
	improvement of access to travel for disabled people?				
	Improve disabled people's ability to make seamless door to door journeys?	✓			
	Reduce the likelihood of transport-related road accidents and casualties?	✓			
	Improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?	✓			
3. Accessibility: Ensure appropriate and affordable access for all to facilities, services, economic opportunities and social activities, including through the removal of physical and cultural barriers and making travel accessible?	Help to reduce levels of absolute and relative income poverty?	✓	✓		
	Help to reduce inequality in the distribution of household wealth?		✓		
	Help to reduce level of multiple deprivation affecting communities?		✓		
	Address structural inequalities resulting from differences in social class?		✓		
	Support the regeneration of disadvantaged or deprived areas?		✓		
	Enhance access to and opportunities for education and lifelong learning, particularly for those facing socio-economic disadvantage?	✓	✓		
	Support increased provision of higher skilled and higher value employment, particularly for those facing socio-economic disadvantage?	✓	✓		
	Improve access to healthcare, in particular for those experiencing socio-economic disadvantage?	✓	✓		
	Reduce the need to travel?		✓		

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
	Protect and enhance access to high quality community facilities, public services and key amenities?		✓		
	Improve access using active travel and public transport options to employment opportunities?		✓		
	Promote the co-location of synergistic economic activities, industries and land uses, particularly in areas of multiple deprivation?		✓		
	Reduce cost related barriers to accessing and use of all transport modes?	✓	✓		
	Support economic development through facilitating the growth of Scotland's key economic sectors?		✓		
	Improve connectivity between major population centres and other key destinations?		✓		✓
	Support the provision of adequate transport infrastructure, services and facilities to meet identified population and economic needs, in particular those facing socio-economic disadvantage?		✓		
	Facilitate and encourage use of public transport and active travel, in particular for those facing socio-economic disadvantage?		✓		
	Promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage?		✓		
	Improve accessibility to open spaces, and sports facilities for physical recreation, in		✓		

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
	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?		✓		
4. Productivity, Competitiveness and Innovation: Deliver an effective and integrated transport system which facilitates the efficient movement of people and freight to increase economic prosperity and support innovation.	Promote the co-location of synergistic economic activities, industries and land uses, particularly in areas of multiple deprivation?		✓		
	Reduce congestion and allow for greater journey time reliability?		✓		
	Support the efficient movement of freight?		✓		
	Support economic development through facilitating the growth of Scotland's key economic sectors?		✓		
	Improve connectivity between major population centres and other key destinations?		✓		✓
	Support the provision of adequate transport infrastructure, services and facilities to meet identified population and economic needs, in particular those facing socio-economic disadvantage?		✓		
5. Human Health: Maintain, or provide opportunities to improve, human health for all demographic groups and communities across Scotland.	Facilitate and encourage use of public transport and active travel, in particular for those facing socio-economic disadvantage?		✓		
	Promote the provision of safe pedestrian and cycle access links. in particular for those facing socio-economic disadvantage?		✓		

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
	Improve accessibility to open spaces, and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage?		✓		
	Maintain or enhance current levels of air quality?		✓		
	Minimise transport induced noise and vibration levels at sensitive locations?		✓		
	Reduce the likelihood of transport-related road accidents and casualties?		✓		
	Improve access to healthcare facilities, in particular for those experiencing socio-economic disadvantage or other groups facing structural inequalities?		✓		
	Reduce car dependencies and encourage a shift to more sustainable forms of travel, including for people and freight?		✓		
	Promote good local access to existing facilities, services and employment, in particular for those facing socio-economic disadvantage?		✓		
6. Children and Young People: Safeguard the rights of children and allow young people to reach their full potential.	How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?				✓
	Have children and young people been consulted on the intervention?				✓
	What impact will or might the intervention have on the rights of children and young people?	✓			✓

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
	Will the rights of one group of children in particular be affected, and to what extent?				✓
	Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?				✓
	Is the intervention the best way of achieving its aims, taking into account children's rights?				✓
	Will the intervention contribute to the implementation of Transport Scotland's corporate parent duties under Section 58 of the Children and Young People (Scotland) Act 2014?				✓
	Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?				✓
	Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?				✓
7. Island Communities: Increase the economic prosperity of and address the unique challenges faced by island communities.	Protect and increase the economic prosperity of island communities?		✓		✓
	Effectively address the unique transport challenges faced by island communities?				✓
	Effectively address the unique economic challenges faced by island communities?		✓		✓
	Effectively address the unique social challenges				✓

Equalities objective	Guide questions – <i>Will the NTS2...</i>	Links to Statutory Duty			
		PSED	FSD	CRW	ICA
	faced by island communities?				
	Protect and enhance quality of life for island residents?				✓



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Published by Transport Scotland, February 2020

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