



# STRATEGIC TRANSPORT PROJECTS REVIEW

PROTECTING OUR CLIMATE  
AND IMPROVING LIVES



## Equalities Impact Assessment (EqIA) Progress Report February 2021

**Jacobs** **AECOM**

## PROJECT NAME

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## 1. Introduction

### 1.1 Background

In early 2019, Transport Scotland commenced the second Strategic Transport Projects Review (STPR2) to help inform transport investment in Scotland for the next 20 years. STPR2 will help to deliver the vision, priorities and outcomes for transport set out in the National Transport Strategy (NTS2)<sup>1</sup> and will align with other national plans such as the National Planning Framework (NPF4) and the Climate Change Plan.

STPR2 involves conducting an evidence-based review of the performance of Scotland's strategic transport network across all transport modes including active travel, bus, ferry, rail and the trunk road network. The outcomes from STPR2 will:

- Enhance accessibility across Scotland for residents, visitors and businesses;
- Create better connectivity with sustainable, smart and cleaner transport options; and
- Highlight the vital contribution that transport investment can play in enabling and sustaining Scotland's economic growth.

The review will help inform Scottish Ministers on a programme of potential transport investment opportunities for the period 2022 to 2042.

STPR2 is being progressed at both a national and regional level in order to appraise options in the context of place. A total of eleven regions have been established for STPR2. Full details of the regional structure are set out in the National Case for Change Report.<sup>2</sup>

STPR2 specifically focusses on Scotland's key strategic transport assets. In this context, a strategic transport project is defined as:

- Any transport project that plays a significant part in supporting the NTS2 priorities and related outcomes;
- Projects or groups of projects related to transport networks owned, operated and funded directly by Transport Scotland;
- Passenger and freight access to ports and airports of national significance; and
- The inter-urban bus and active travel networks and principal corridors within urban areas.

### 1.2 Phased Delivery

As a result of the COVID-19 pandemic, the STPR2 will now take a two Phased approach, with Phase 1 reporting to the original timescales of Winter 2020/21. The final report will be published later in 2021.

This approach was confirmed in the Programme for Government published in September 2020, where it stated "*public transport demand remains impacted by the need for physical distancing and a drop in public confidence. Working from home, the move to more shopping online and impacts on the tourism sector have seen major reductions in demand. Given the levels of uncertainty it is only right that we consider the implications for transport and how we restart the second Strategic Transport Projects Review to ensure that this will help*

<sup>1</sup> Transport Scotland, National Transport Strategy (NTS2), 2020, [www.transport.gov.scot/media/47052/national-transport-strategy.pdf](http://www.transport.gov.scot/media/47052/national-transport-strategy.pdf)

<sup>2</sup> <https://www.transport.gov.scot/publication/initial-appraisal-case-for-change-national-stpr2/>, Transport Scotland, February 2020

*identify interventions that would aid or help accelerate economic recovery. We will take a Phased approach to STPR2, with Phase 1 focusing on recommendations which “lock in” the benefits and travel behaviours of individuals and provide a step change in investment which supports the priorities and outcomes of the National Transport Strategy.”*

The role of STPR2 Phase 1 is to set out the draft recommendations emerging from Phase 1. These recommendations have been determined based on an approach to assessment which identifies those investments for which there is a high degree of confidence that they can be delivered or significantly progressed within the next 2 to 3 years. In addition, they will make a significant contribution to some or all of the STPR2 objectives; support a fair and sustainable economic recovery following the COVID-19 pandemic and help lock in the sustainable travel behaviours observed during lockdown and help address increasing car dependence and low public transport usage.

### 1.3 Integrated Assessments

STPR2 is accompanied by various assessments that are integrated into each stage of the strategy’s development, as outlined in Figure 1. These comprise an Equality Impact Assessment (EqIA) and various related assessments (as described in Section 1.4) and a Strategic Environmental Assessment (SEA). These impact assessments interact with each other, complement each other and ensure that STPR2 is environmentally sustainable and socially equitable. They share baseline data wherever possible.

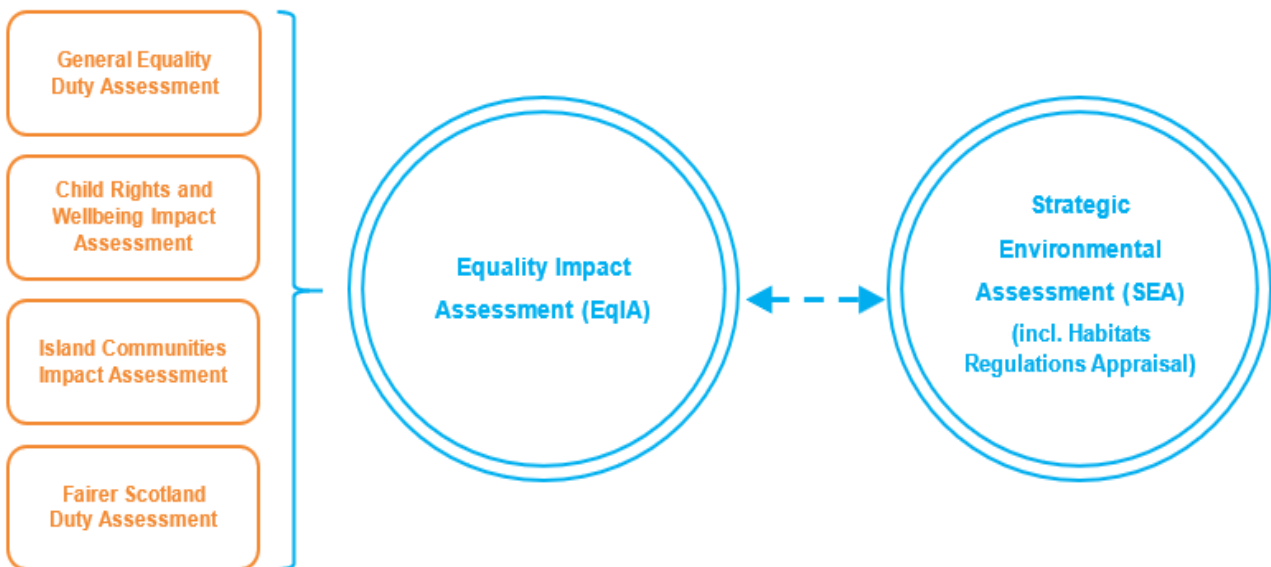


Figure 1 Relationship between the EqIA and the SEA

## 1.4 EqIA Requirements

As a public body, Transport Scotland has a legal duty when creating new plans and policies to pay due regard to the Public Sector Equality Duty (PSED) included within the Equality Act 2010. The PSED aims to eliminate unlawful discrimination, promote equality and cohesion between different groups and advance equality of opportunity. Supplementary legislation (the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012), requires Transport Scotland to be proactive in meeting the PSED of eliminating unlawful discrimination, advancing equality and fostering good relations.

The Fairer Scotland Duty, Part 1 of the Equality Act 2010 places a further legal responsibility on Transport Scotland to actively consider how it can reduce inequalities of outcome caused by socio-economic disadvantage when making strategic decisions. In addition, in fulfilling its functions Transport Scotland is required to consider the impact of proposals on island communities (Islands (Scotland) Act (2018)) and take account of children's rights and wellbeing (Children and Young People (Scotland) Act (2014)).

An EqIA Scoping Report was the first stage in the EqIA process for STPR2. The report was published for consultation between December 2019 and February 2020 in order to gather views on the scope and approach to undertaking the EqIA for STPR2. It was prepared in accordance with relevant legislative and policy requirements, including, but not limited to, the PSED under Section 149 of the Equality Act 2010.

The key remaining STPR2 EqIA publications following the Scoping Report are:

- EqIA Progress Report (current) – This is largely necessary as a result of the Covid-19 pandemic, which has impacted the programme for STPR2. It provides an update on progress since the EqIA Scoping Report and also proposes an updated approach for the next EqIA stage;
- Draft EqIA Report – This report will detail how the EqIA process has informed the development of STPR2 and provide an analysis of STPR2 in regard to equalities issues. Separate Scottish Government impact assessment record templates for CRWIA, FSDA and ICIA will be populated for each duty in accordance with relevant guidance and included in the EqIA Appendices. The report will be made available for consultation alongside the draft STPR2;
- Final EqIA Report - This will respond to EqIA consultation comments and any post-consultation updates to STPR2; and
- Post-adoption Statement - This statement will be produced after STPR2 has been adopted. It will outline how the assessment and consultation responses have been taken into account within the finalised STPR2. Post-adoption statements are intended to improve the transparency of the decision-making process within plans such as STPR2.

## 1.5 Purpose of EqIA Progress Report

This EqIA Progress Report provides a summary of the STPR2 and EqIA work undertaken to date. It also includes an updated proposed EqIA assessment methodology and signposts the next phase of assessment and opportunities for input into the final STPR2 and EqIA Report.

## 2. EqIA Consultation and Stakeholder Engagement

### 2.1 Overview

Consultation is an integral part of the EqIA process for STPR2. There are no legal consultation requirements for EqIA except in regard to the ICIA, which requires consultation as step 3 of the seven-step guidance process issued under Section 11 of the Islands (Scotland) Act 2018 and relates to the duty imposed by Section 7 of the Act.

There has been engagement with equalities groups and organisations throughout the STPR2 commission in order to provide early opportunities within appropriate timeframes for opinions to be expressed on the proposals for STPR2 and EqIA as they have developed.

### 2.2 Consultation and Engagement Update

During the course of SRPR2, there has been extensive stakeholder and public engagement. The core of the engagement commenced with a round of 22 regional workshops held in Spring/Summer 2019 with a wide range of stakeholders including, for example, members from local authorities, access panels and public transport providers. Seven national workshops were also held throughout August and September 2019. A range of issues relevant to EqIA were raised at these workshops. In addition to this, a National Equality Workshop was held on 18 September 2019 with equalities groups and organisations. The outputs from all of these workshops were used to identify problems and opportunities for STPR2 and also informed the EqIA Scoping Report.

A five-week consultation period was held for the EqIA Scoping Report alongside the SEA Scoping Report from December 2019 to February 2020. This included an online survey being available throughout the consultation period, the EqIA Scoping Report being issued to the statutory environmental consultees (although no responses raised equalities issues) and a link to the EqIA Scoping Report being sent to 42 equalities groups and organisations.

Nine EqIA-specific consultees responded to the online survey as follows:

- Age Scotland;
- Community Transport Association;
- Cycling UK;
- Enable Scotland;
- Living Streets;
- Mobility and Access Committee Scotland;
- Scottish Accessibility Transport Alliance;
- Scottish Islands Federation; and
- Scottish Youth Parliament.

The following organisations also responded separately to the online survey:

- Engender (formal written response);
- Improvement Service (formal written response);
- People First (requested a meeting which was held on Thursday 12th March); and
- Ideas for Ears (engaged through an online meeting which was held along with Sense Scotland on 27th March).

To promote further equalities engagement going forward a concise, easy to read document will be prepared setting out the STPR2 Phase 1 Themes and Interventions, the EqIA objectives, the key issues and how STPR2 might address these. This document will be issued to equalities groups and organisations along with an invite to attend one of a series of virtual equalities workshops to be held in February or March 2021. The workshops will potentially be focussed on the following groupings:

- Older People and People with Disabilities;
- Deprivation and Poverty;
- Young People;
- Ethnicity Minority and Religious Groups;
- Gender and Sexual Orientation; and,
- Rural and Island Communities.

The workshops will provide an opportunity to inform groups on EqIA progress to date and to obtain feedback on the proposed approach for Phase 2.



### 3. EqIA Overview

#### 3.1 Phase 1 Themes and Interventions

Figure 2 sets out the eight key themes presented in the STPR2: Update and Phase 1 Recommendations Report, and the recommended interventions associated with each theme.

|  |   |
|--|---|
| <b>Supporting smart and sustainable travel across Scotland</b>                         | National measures that will support active and sustainable travel choices and placemaking principles  |
| <b>Creating smart and sustainable towns and villages</b>                               | Packages of sustainable transport improvements to enhance attractiveness and sustainability of our towns and villages   |
| <b>Improving accessibility in rural and peripheral areas and for vulnerable groups</b> | Improved public transport offering where fixed timetable services do not satisfactorily cover the needs of individuals, including consideration of demand responsive travel |
| <b>Transforming Cities</b>   | Measures that will support active and sustainable travel alongside placemaking principles in Scotland's seven cities to help transform cities and neighbourhood centres     |
| <b>Enhancing public transport provision</b>  | A range of measures to improve the accessibility and reliability of public transport and stimulate a sustainable recovery post COVID-19                                     |
| <b>Supporting transition to low-carbon transport</b>                                   | Measures that will increase the development and further transition of Scotland's transport fleet to low carbon  |
| <b>Supporting a viable freight industry</b>  | Measures to improve conditions for the freight and haulage industry to deliver a modal shift  |
| <b>Enhancing safety and resilience on the strategic transport network</b>              | Package of measures on the strategic transport network focusing on improving safety and resilience  |

Figure 2 STPR2 Phase 1 Themes

#### 3.2 EqIA Approach and Outcomes to Date

Table 1 overleaf summarises the key outputs of STPR2 to date and references how equalities issues were considered and assessed.

**Table 1 Key Equalities Inputs to Date**

| KEY OUTPUTS            | OVERVIEW OF STAGE  | EQUALITIES INPUT   |
|------------------------|--|--|
| Regional CfC Reporting | These set out the evidence base for problems and opportunities linked to the strategic transport network across each of the 11 STPR2 regions.  | 22 regional workshops were held in Spring 2019 with a variety of consultees. Although not focussed on equalities, these picked up related issues which fed into the evidence base gathered and presented for the regions.  |
| National CfC Report    | Sets out the overarching vision for transport investment in Scotland and the challenges to be addressed to support the delivery of the priorities set out in the National Transport Strategy 2 (NTS2)  | 7 national workshops were held between August and September 2019 including an equalities workshop, with issues established and fed into the evidence base presented.   |
| Scoping Reports        | <p>The EqIA report proposed and sought views from interested stakeholders on:</p> <ul style="list-style-type: none"> <li>• the required scope of the EqIA;</li> <li>• the key equalities issues for STPR2; and</li> <li>• the EqIA Objectives and related Equalities Assessment Framework proposed as the methods used to assess the likely equalities impacts of STPR2 as it develops.</li> </ul> | <p>Targeted equalities assessment. A national stakeholder workshop was held on 18 September 2019 in which equalities problems and opportunities were identified. These fed into the development of the Scoping Report, in addition to the relevant evidence base gathered for the regional and national CfC reporting.</p> <p>The Scoping Report was consulted on between December 2019 and February 2020.</p> |
| Option Sifting Process | The options sifting process began with almost 14,000 'ideas' for transport intervention options. Following extensive consolidation and sifting, approx. 1,400 interventions are recommended to be taken forward to the next stage of the appraisal process.  | The STPR2 TPOs which include inclusive, affordable, accessible, safety, health and wellbeing and inclusive growth elements have been used to shape the option sifting process to date.   |

| KEY OUTPUTS             | OVERVIEW OF STAGE  | EQUALITIES INPUT   |
|-------------------------|--|--|
| Phase 1 Recommendations | In order to assess and finalise interventions for assessment as potential Phase 1 measures, a proportionate approach has been developed, considering themes or packages that could potentially meet the short-term requirements, whilst being guided by the overall STPR2 options list. This has resulted in 20 recommendations being identified for Phase 1 of STPR2. | A high-level review of the key STPR2 Phase 1 themes and recommended interventions has been undertaken to identify likely compatibilities / incompatibilities with the EqIA and related objectives. |

## 4. Proposed Phase 2 EqIA Assessment Approach

### 4.1 Assessment Overview

The EqIA assessment process will use a set of EqIA Objectives and assessment criteria (see Table 2) that cover both the EqIA topics scoped into the assessment (see Section 4.2) and the relevant criterion within wider Scottish Transport Appraisal Guidance (STAG) appraisal, which are: Environment, Economy, Safety, Integration, and Accessibility and Social Inclusion.

The EqIA process and programme aligns with the SEA (see Section 1.3) and will cross reference the approach used for both the NTS2 EqIA and NPF4 EqIA to ensure consistency.

### 4.2 Scope of Assessment

The baseline, policy review and stakeholder engagement undertaken for the EqIA Scoping Report have been used to define a set of key equality priorities. These will be used as a framework for which to assess the potential equality impacts of STPR2.



The EqIA topics, to consider at all EqIA stages, are:



- Population;
- Deprivation;
- Employment;
- Income and Wealth;
- Education and Skills;
- Health and Health Inequality;
- Transport Accessibility and Connectivity;
- Safety and Security;
- Children and Young People; and
- Island Communities.



### 4.3 EqIA Objectives and Assessment Guide Questions



The EqIA will use a set of EqIA Objectives and assessment criteria which are detailed within Table 2.

Table 2 Equalities Assessment Framework



| TOPIC   | EQIA OBJECTIVES   | GUIDE QUESTIONS – WILL THE POLICY OPTIONS FOLLOWING FROM STPR2  |
|---|---|---|
| <b>Population</b><br>    | <p>Promote greater equality of opportunity for all of Scotland’s residents in order to promote a fairer, more inclusive society.</p>          | <ul style="list-style-type: none"> <li>• Result in any likely differential or disproportionate effects on persons with protected characteristics as specified in the Equality Act 2010:                             <ul style="list-style-type: none"> <li>- Age</li> <li>- Disability</li> <li>- Gender reassignment</li> <li>- Marriage and civil partnership</li> <li>- Pregnancy and maternity</li> <li>- Race</li> <li>- Religion or belief</li> <li>- Sex</li> <li>- Sexual orientation</li> </ul> </li> <li>• Provide enhanced capacity on the transport system to accommodate areas that will experience a growing population?</li> <li>• Support more geographically widespread population growth, particularly in areas of depopulation?</li> <li>• Support changing demographics by providing appropriate transport facilities to meet the diverse needs of different communities?</li> <li>• Support the removal of barriers to travel and the improvement of access to travel for disabled people?</li> <li>• Reduce the likelihood of transport-related road accidents and casualties?</li> </ul> |
| <b>Deprivation</b><br> | <p>Deliver an accessible and affordable transport system reduces inequalities of outcome resulting from multiple deprivation and supports</p> | <ul style="list-style-type: none"> <li>• Help to reduce disparities in outcomes between the most and the least deprived areas?</li> <li>• Help to revitalise local economies by tackling unemployment and economic inactivity and promoting investment in deprived areas?</li> <li>• Support transport initiatives (including improved access) in deprived areas?</li> </ul>  |

| TOPIC   | EQIA OBJECTIVES  | GUIDE QUESTIONS – WILL THE POLICY OPTIONS FOLLOWING FROM STPR2  |
|---|--|---|
|   | <p>the regeneration of disadvantaged or deprived areas.</p>  | <ul style="list-style-type: none"> <li>• Support the regeneration of disadvantaged or deprived areas?</li> <li>• Support individuals and households to access basic goods and services?</li> <li>• Help enable access to employment, training and key services in deprived areas?</li> <li>• Increase public transport accessibility, to enable access to employment, training and key services?</li> <li>• Reduce cost related barriers to accessing and use of all transport modes?</li> <li>• Reduce the impacts of climate change on the most vulnerable groups?</li> </ul>   |
| <p><b>Employment</b></p>           | <p>Deliver an effective and integrated transport system that improves access to employment and economic opportunities for all.</p> | <ul style="list-style-type: none"> <li>• Increase access to suitable transport infrastructure and provision that meets the demands of a changing workforce?</li> <li>• Provide employment opportunities in the most deprived areas, particularly to disadvantaged groups?</li> <li>• Address structural disadvantages relating to employment deprivation that disproportionately impacts socio-economically disadvantaged groups, including older people, disabled people, women and ethnic minorities?</li> <li>• Enable young people, particularly NEETs, to access employment?</li> <li>• Enable older people and people with physical and mental health conditions and disabilities to stay in employment?</li> <li>• Increase access to employment opportunities for individuals with limited resources, in deprived areas in rural/remote communities?</li> </ul> |
| <p><b>Income and Wealth</b></p>  | <p>Deliver an effective and integrated transport system which promotes economic opportunity for all.</p>                           | <ul style="list-style-type: none"> <li>• Support a diverse and resilient economy that provides opportunities for all and promote regeneration?</li> <li>• Help to narrow the gaps between economic growth rates for different areas by ensuring that transport does not act as a barrier to opportunity?</li> <li>• Help to reduce levels of absolute and relative income poverty?</li> <li>• Help to reduce inequality in the distribution of household wealth?</li> </ul>   |

| TOPIC  | EQIA OBJECTIVES   | GUIDE QUESTIONS – WILL THE POLICY OPTIONS FOLLOWING FROM STPR2   |
|--|---|--|
| <p><b>Education and Skills</b></p>            | <p>Enhance education and training opportunities across Scotland and reduce socio-economic and geographic disparities in educational attainment.</p>             | <ul style="list-style-type: none"> <li>• Address structural disadvantages relating to income deprivation that disproportionately impacts socio-economically disadvantaged groups, including disabled people, women and specific ethnic groups?</li> <li>• Enhance access to and opportunities for education and lifelong learning, particularly for those facing socio-economic disadvantage?</li> <li>• Support increased provision and access of education and training opportunities in remote / rural areas, including island communities?</li> </ul>  |
| <p><b>Health and Health Inequality</b></p>  | <p>Maintain, or provide opportunities to improve, human health for all demographic groups and communities across Scotland and minimize health inequalities.</p> | <ul style="list-style-type: none"> <li>• Ensure that the provision of transport infrastructure is managed and delivered to meet local population and demographic change. This includes providing infrastructure that maximises accessibility for all and connects residents in both urban and rural areas to key services.</li> <li>• Improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?</li> <li>• Reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?</li> <li>• Improve accessibility to open spaces, and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage?</li> <li>• Reduce exposure to air pollution, particularly for the most vulnerable?</li> <li>• Reduce inequalities of access to clean air, particularly for those in deprived communities?</li> <li>• Promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage?</li> </ul> |

| TOPIC  | EQIA OBJECTIVES   | GUIDE QUESTIONS – WILL THE POLICY OPTIONS FOLLOWING FROM STPR2  |
|--|---|---|
| <p><b>Transport Accessibility and Connectivity</b></p>  | <p>Ensure the provision of adequate and affordable transport infrastructure, services and facilities to meet identified population and economic needs and minimise barriers to travel for all people, in particular those facing socio-economic disadvantage.</p> | <ul style="list-style-type: none"> <li>• Support the provision of adequate transport infrastructure, services and facilities to meet identified population and economic needs, in particular disabled people and those facing socio-economic disadvantage?</li> <li>• Support all individuals and households, including protected characteristics, in accessing basic goods and services?</li> <li>• Provide affordable access to public services and key amenities for all?</li> <li>• Reduce cost related barriers to accessing and use of all transport modes?</li> <li>• Support access to active travel and public transport particularly amongst children and young people?</li> <li>• Support access to transport, particularly public transport, in rural and remote areas, including island communities?</li> <li>• Improve connectivity between rural and urban areas and key services?</li> <li>• Improve accessibility to open spaces and the outdoor environment, in particular for those facing socio-economic disadvantage?</li> <li>• Support the regeneration of disadvantaged or deprived areas?</li> </ul> |
| <p><b>Safety and Security</b></p>                     | <p>Improve the safety, security and health of people by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.</p>  | <ul style="list-style-type: none"> <li>• Develop safe and convenient transport networks, including safe pedestrian and cycle access links, to help improve overall access?</li> <li>• Reduce the likelihood of transport-related road accidents and casualties, particularly for children and young people in deprived areas?</li> </ul>  |



| TOPIC   | EQIA OBJECTIVES   | GUIDE QUESTIONS – WILL THE POLICY OPTIONS FOLLOWING FROM STPR2  |
|---|---|---|
| <p><b>Children and Young People</b></p>  | <p>Safeguard the rights of children and allow young people to reach their full potential.</p>             | <ul style="list-style-type: none"> <li>• How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?</li> <li>• Have children and young people been consulted on the intervention?</li> <li>• What impact will or might the intervention have on the rights of children and young people?</li> <li>• Will the rights of one group of children in particular be affected, and to what extent?</li> <li>• Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?</li> <li>• Is the intervention the best way of achieving its aims, taking into account children’s rights?</li> <li>• 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?</li> <li>• Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?</li> <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> |
| <p><b>Island Communities</b></p>       | <p>Increase the economic prosperity of and address the unique challenges faced by island communities.</p> | <ul style="list-style-type: none"> <li>• Protect and increase the economic prosperity of island communities?</li> <li>• Effectively address the unique transport challenges faced by island communities?</li> <li>• Effectively address the unique economic challenges faced by island communities?</li> <li>• Effectively address the unique social challenges faced by island communities?</li> <li>• Protect and enhance quality of life for island residents?</li> </ul>  |

## 4.4 Stages of Assessment

It is recognised that the topics within STAG do not fully cover the full range of EqIA topics to be addressed for STPR2 as detailed in Table 2. However, the EqIA has and will continue to align with each STAG stage, as this ensures the EqIA is able to maximise its influence in the overall assessment process. Table 3 sets out how the EqIA process aligns with STAG's four-stage assessment process, highlighting at what phase the assessment findings will be reported.

**Table 3 EqIA inputs at each stage of STAG**

| STAG                               | EQIA INPUT  |
|------------------------------------|---|
| Initial Appraisal: Case for Change | <p><i>Generation of Transport Planning Objectives (TPO)</i></p> <p>While equalities issues are not traditionally covered at this stage in any depth, the EqIA team provided sufficient information on relevant baseline constraints and policy to influence the development of both national and regionally specific TPOs. This ensured that the TPOs were compatible with the EqIA Objectives.</p> <p><i>Regional and National Case for Change Reports</i></p> <p>The EqIA team has provided a summary of the equalities baseline that is pertinent to each of the STPR2 regions and this is included in the Regional Case for Change reports.</p> <p><i>Themes and Interventions Assessment</i></p> <p>The EqIA team has undertaken a high-level compatibility check of the long list of STPR2 Phase 1 themes and interventions against the EqIA Objectives. A commentary has been provided for each theme and intervention listed, to highlight any significant equalities constraints/opportunities.</p>  |
| Preliminary Appraisal              | <p>The EqIA provides the equalities-related components of the STAG assessment using an approach that focuses on the impact on the STPR2 scenarios considered.</p> <p>A matrix-based assessment of the sifted interventions will be undertaken using the EqIA Objectives / assessment questions to guide assessment, utilising a three-point scoring system, as presented in Section 4.5, to align with STAG criteria and EqIA requirements. The commentary will justify the scoring and consider relevant likely significant effects, mitigation, assumptions and uncertainties where relevant.</p> <p>This assessment will identify and assess reasonable alternatives and recommendations / mitigation at this stage and will be primarily focused on refinements to policy / wording, intervention options, caveats and monitoring controls, based on the EqIA Objectives and their underlying assessment guide questions.</p> <p><b>The findings of this stage of assessment will inform Phase 2 and will be summarised in the Final EqIA Report.</b></p> |

|   |   |
|---|---|
| Detailed Appraisal                        | <p>The EqIA will undertake the equalities-related components of the STAG assessment with a more detailed assessment against aligned STAG and EqIA topics using EqIA Objectives and assessment questions as a guide.</p> <p>The assessment will utilise a 7-point scoring system for EqIA and each of its related topics, as presented in Section 4.5, to align with STAG criteria and EqIA requirements. The commentary will justify the scoring and consider relevant likely significant effects, mitigation, assumptions and uncertainties where relevant.</p> <p><b>The findings of this stage of assessment will inform Phase 2 and will be summarised in the EqIA Report and associated Appendices pertaining to CRWIA, FSDA and ICIA.</b></p> |
| Post Appraisal: Monitoring and Evaluation | <p>A Post Adoption Statement, including the finalised, detailed Monitoring Framework that takes consultation comments into account.</p> <p><b>This will be published following the adoption of the recommendations within the STPR2 Final Report</b></p>  |

## 4.5 Matrix Approach

The EqIA process will follow a matrix-based approach to assessment, using a qualitative scoring system to identify likely significant effects on the EqIA Objectives. This approach has several advantages, including the systematic recording of potential effects and their significance. Due to the high-level nature of the options (for example, themes and interventions) included in the sifted list of options at the preliminary appraisal stage, a three-point scale will be used (Table 4) and accompanied by a narrative that provides the rationale to the scoring. At the Phase 2 appraisal stage, it is expected there will be a greater level of detail in the description of the transport interventions, hence seven-point scales will be used for a more detailed assessment of EqIA (Table 5), CRWIA (Table 6) and ICIA (Table 7).

**Table 4 EqIA Scoring System for Preliminary Appraisal**

| SCORE           | DESCRIPTIONS  | SYMBOL |
|-----------------|---|--------|
| Positive Effect | The proposed option contributes positively to the achievement of the EqIA Objective.                    | +      |
| Neutral Effect  | The proposed option is related to but does not have any effect on the achievement of the EqIA Objective | 0      |
| Negative Effect | The proposed option detracts from the achievement of the EqIA Objective.                                | -      |

**Table 5 EqIA Scoring System for Detailed Appraisal**

| SCORE                       | DESCRIPTIONS  | SYMBOL |
|-----------------------------|---|--------|
| Significant Positive Effect | The proposed option contributes significantly to the achievement of the EqIA Objective. | ++     |

| SCORE                         | DESCRIPTIONS  | SYMBOL |
|-------------------------------|---|--------|
| Minor Positive Effect         | The proposed option contributes to the achievement of the EqIA Objective, but not significantly.  | +      |
| Neutral Effect                | The proposed option is related to, but does not have any effect on the achievement of, the EqIA Objective   | 0      |
| Minor Negative Effect         | The proposed option detracts from the achievement of the EqIA Objective, but not significantly.   | -      |
| Significant Negative Effect   | The proposed option detracts significantly from the achievement of the EqIA Objective. Mitigation is therefore required.  | --     |
| Uncertain Effect              | The proposed option has an uncertain relationship to the EqIA Objective, or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made. | ?      |
| No or negligible relationship | There is no clear relationship between the proposed option and the achievement of the EqIA Objective, or the relationship is negligible.  | ~      |

**Table 6 CRWIA Scoring System**

| SCORE                       | DESCRIPTIONS  | SYMBOL |
|-----------------------------|---|--------|
| Significant Positive Impact | The proposed option: <ul style="list-style-type: none"> <li>- makes changes recommended by the UN Committee; or</li> <li>- has the potential to advance the realisation of children’s rights in Scotland.</li> </ul>  | ++     |
| Minor Positive Effect       | The proposed option complies with UNCRC requirements.   | +      |
| Neutral Effect              | The proposed option brings no discernible lessening of, or progress in, children’s rights or their wellbeing.   | 0      |
| Minor Negative Effect       | The proposed option may impede or actually reverse the enjoyment of existing rights, requiring mitigating measures be put in place.   | -      |
| Significant Negative Effect | The proposed option: <ul style="list-style-type: none"> <li>- fails to comply with UNCRC and other human rights obligations, requiring modification of the proposal; or</li> <li>- may have a detrimental impact on children, so should be withdrawn and alternatives presented.</li> </ul> | --     |
| Uncertain Effect            | The proposed option has an uncertain relationship to UNCRC requirements. In addition, insufficient  | ?      |

| SCORE                         | DESCRIPTIONS  | SYMBOL |
|-------------------------------|---|--------|
|                               | information may be available to enable an assessment to be made.  |        |
| No or negligible relationship | There is no clear relationship between the proposed option and children’s rights or their wellbeing, or the relationship is negligible. | ~      |

**Table 7 ICIA Scoring System**

| SCORE                         | DESCRIPTIONS  | SYMBOL |
|-------------------------------|---|--------|
| Significant Positive Impact   | The proposed option has the potential to significantly improve the relevant strategy or service for islands communities.  | ++     |
| Minor Positive Effect         | The proposed option has the potential to improve the relevant strategy or service for islands communities, but not significantly.   | +      |
| Neutral Effect                | The proposed option is related to, but does not have any effect in improving, the relevant strategy or service for islands communities.   | 0      |
| Minor Negative Effect         | The proposed option may impede or actually reverse a strategy or service for islands communities, requiring mitigating measures be put in place.  | -      |
| Significant Negative Effect   | The proposed option significantly effects a strategy or service for islands communities. Mitigation is therefore required.  | --     |
| Uncertain Effect              | The proposed option has an uncertain relationship to the Islands (Scotland) Act 2018 requirements. In addition, insufficient information may be available to enable an assessment to be made. | ?      |
| No or negligible relationship | There is no clear relationship between the proposed option and island communities or their wellbeing, or the relationship is negligible.  | ~      |

In the case of the ICIA scoring system, a two stage approach would be undertaken with Table 7 forming the first stage. In order to align the assessment with the ICIA Guidance and Toolkit (Scottish Government, 2020) all options receiving a score in the first five categories of Table 7 would be further assessed as part of a second stage of scoring. This assessment would be based on the extent to which the proposed option is likely to have an impact which is significantly different from other communities (including other island communities).

Following the matrix assessment, any potentially negative impacts identified will be discussed with the project team to consider reasonable alternatives, effective mitigation and enhancement recommendations. Relevant findings and recommendations will be recorded in summary form for inclusion in the EqIA Report and associated CRWIA, FSDA and ICIA Appendices, with assessment matrices provided where relevant to aid transparency. The draft EqIA Report will be issued for consultation alongside the draft STPR2 Final Report.

## 4.6 Mitigation and Enhancement Measures

The EqIA aims to prevent, reduce or offset any significant adverse effects as far as possible, before mitigation measures are proposed. Undertaking the EqIA process alongside the STPR2 development process helps ensure that modifications can be made at the strategic level, i.e. via alternatives and identifying issues which can be addressed through other relevant policies and strategies.

In addition to mitigation measures, recommendations for STPR2 enhancement opportunities will be provided wherever possible, with a focus on the EqIA Framework (Table 2).

## 5. EqIA Report

An EqIA Report will accompany the STPR2 Final Report. This report will include the updated equalities baseline, Plans, Policy and Strategies review, and any additional updates to the background information that is identified through consultation.

It will include a summary of the assessment of the Phase 1 recommendations (themes and interventions) and a description of any changes to the options presented in Phase 1 as a result of consultation feedback.

It will also present the assessment findings from both the preliminary and detailed assessments of the remaining STPR2 options, highlighting the mitigation proposed and embedded in the final options.

In addition, a summary of all EqIA consultation to date will be included, alongside how this has been responded to in STPR2 and EqIA. The EqIA Report will be supported by a Non-Technical Summary.

Separate Scottish Government impact assessment record templates for CRWIA, FSDA and ICIA will be populated for each duty in accordance with relevant guidance and included in the EqIA Appendices.

The draft EqIA report will be issued for public consultation for a period of 12 weeks alongside the STPR2 Final and Environmental Reports, and the feedback from this will be used to refine and finalise the options presented.

A summary of the consultation comments and Transport Scotland's response to these will be presented in the Post Adoption Statement.

## 6. Next Steps

Comments can be provided by email to: [Laura.J.Walker@aeom.com](mailto:Laura.J.Walker@aeom.com) and [Siobhan.Wolverson@aeom.com](mailto:Siobhan.Wolverson@aeom.com); or by post to: Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF.

This EqIA Progress Report seeks comments on the proposed approach for assessment in Phase 2.

The specific dates are yet to be confirmed for the remaining EqIA stages. However, the indicative timeframes for the key EqIA milestones are as follows:

- Consultation on Draft EqIA Report – Autumn / Winter 2021;
- Final version of EqIA Report – Winter 2021 / Spring 2022; and
- Adoption – Spring / Summer 2022.

As part of the STPR2 engagement process, feedback on the Transport Options contained within this STPR2 Case for Change report can be submitted using a comments form that can be accessed [here](#). The closing date for comments is midnight on 31 March 2021.



