

**INTEGRATED IMPACT ASSESSMENT SCREENING OF THE NESTRANS REGIONAL TRANSPORT STRATEGY RE-FRESH – MARCH 2013**

**OUTCOME REPORT: to be completed at the end of the screening process**

<b>Name of policy/plan/strategy (PPS) or function</b>	Nestrans Regional Transport Strategy Re-fresh
<b>Purpose and brief description of PPS or function</b>	The Nestrans Regional Transport Strategy was adopted in 2008 under the Transport (Scotland) Act 2005. The vision of the existing RTS is “A transport system for the North East of Scotland which enables a more economically competitive, sustainable and socially inclusive society”. The purpose of the strategy is to set the framework for the development of the transport network in the north east.
<b>Period of time that the PPS or function covers</b>	The current RTS covers the period from 2008 to 2021 but is currently being re-freshed to bring it in line with the timescales for the Structure Plan and emerging Strategic Development Plan (SDP) for the North East to 2035.
<b>Officer responsible for PPS or function</b>	Kirsty Chalmers
<b>Date of IIA screening</b>	March 2013

<b>Outcome of IIA screening – please describe impact and any amendments required</b>
<b>Positive impacts:</b> Transport provision affects all across society and the policies of the RTS are relevant to all. The RTS does however aim to improve public transport provision, particularly benefiting the elderly who currently receive free bus travel across Scotland, young people, those who do not have access to a car and to improve accessibility for all, including those with disabilities. The RTS also contains a range of policies and actions to improve accessibility, improve safety, reduce congestion and reduce emissions.
<b>Negative impacts:</b> Potential for some negative environmental impacts however this has been addressed in more detail in the SEA.
<b>Amendments required:</b> A new action has been added to the RTS as part of the re-fresh process “to take an active and inclusive approach to engagement and consultation with communities, relevant sectors of the community, interest groups and stakeholders.”

<b>Is a full/partial impact assessment required?</b>	<b>Yes</b> <input checked="" type="checkbox"/>	<b>No</b> <input type="checkbox"/>
<b>If yes please tick:</b>		
<b>Partial Multi-equalities Impact Assessment (MEIA)</b>		
<b>Full Multi-equalities Impact Assessment (MEIA)</b>		
<b>Strategic Environmental Assessment (SEA) pre-screening</b>		
<b>Full Strategic Environmental Assessment (SEA)</b>	<input checked="" type="checkbox"/>	
<b>Health Impact Assessment</b>		
<b>Socio-economic Impact Assessment</b>		

## INTEGRATED IMPACT ASSESSMENT SCREENING

SECTION 2. EQUALITIES ASSESSMENT SCREENING				
How relevant is the proposal/policy/strategy (PPS) or function to:	Relevant / not relevant / uncertain	Impact of PPS or function: positive / negative / no impact	Impact of PPS or function: significant or minimal	Explain detail of impact / highlight area of enhancement
<p>a) Eliminating and preventing <b>direct discrimination</b> <b>i.e.</b></p> <p>Is any part of this PPS or function <b>meant to</b> impact more on some people, either positively or negatively, based on any protected characteristic? Or, does any part of the PPS target or exclude people who share any protected characteristic?</p>	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Gender reassignment</li> <li>• Marriage&amp; Civil Partnership</li> <li>• Pregnancy &amp; Maternity</li> <li>• Race (including Gypsy Travellers etc)</li> <li>• Religion or Belief</li> <li>• Sex</li> <li>• Sexual orientation</li> </ul>	Positive	Significant	<p>Transport provision affects all across society and the policies of the RTS are relevant to all. The RTS does however aim to improve public transport provision, particularly benefiting the elderly who currently receive free bus travel across Scotland, young people, those who do not have access to a car and to improve accessibility for all, including those with disabilities.</p> <p>Relevant policies include, but are not limited to: improving accessibility at stations and other transport interchanges, improving bus service provision across the region, supporting improved accessibility of the public transport provision, supporting the provision and expansion of demand responsive and community transport services, investment in the pedestrian environment, promotion of car clubs and taking an active and inclusive approach to engagement. Promotion events through the Getabout partnership also include a cycle road show with accessible bikes.</p>
<p>b) Addressing <b>indirect discrimination?</b></p> <p>Please consider any particular advantages, disadvantages or barriers, which may enhance or limit the impact of the PPS or function on people who share a</p>	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Gender reassignment</li> <li>• Marriage&amp; Civil Partnership</li> <li>• Race (including Gypsy Travellers</li> </ul>	Positive	Significant	As above.

SECTION 2. EQUALITIES ASSESSMENT SCREENING				
How relevant is the proposal/policy/strategy (PPS) or function to:	Relevant / not relevant / uncertain	Impact of PPS or function: positive / negative / no impact	Impact of PPS or function: significant or minimal	Explain detail of impact / highlight area of enhancement
protected characteristic	etc) <ul style="list-style-type: none"> <li>• Religion or Belief</li> <li>• Sex</li> <li>• Sexual orientation</li> </ul>			
c) Eliminating and preventing <b>harassment</b> ? Consider the nature of the function or services to be delivered and the possibility of someone being harassed because of their age, gender, race, sexual orientation, disability etc	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Gender reassignment</li> <li>• Marriage &amp; Civil Partnership</li> <li>• Pregnancy &amp; Maternity</li> <li>• Race (including Gypsy Travellers etc)</li> <li>• Sex</li> </ul>	No impact	No impact	The policies contained within the RTS do not increase or decrease the possibility of someone being harassed or victimised because of their age, gender, race, sexual orientation, disability etc.
d) Preventing <b>victimisation i.e.</b> Is there any possibility that anybody could be treated badly for making or supporting a complaint or raising a grievance about discrimination, or because it is suspected that they have done or may do these things on grounds of protected characteristic?	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Gender reassignment</li> <li>• Marriage &amp; Civil Partnership</li> <li>• Pregnancy &amp; Maternity</li> <li>• Race (including Gypsy Travellers</li> </ul>	No impact	No impact	

<b>SECTION 2. EQUALITIES ASSESSMENT SCREENING</b>				
<b>How relevant is the proposal/policy/strategy (PPS) or function to:</b>	<b>Relevant / not relevant / uncertain</b>	<b>Impact of PPS or function: positive / negative / no impact</b>	<b>Impact of PPS or function: significant or minimal</b>	<b>Explain detail of impact / highlight area of enhancement</b>
	etc) <ul style="list-style-type: none"> <li>• Religion or Belief</li> <li>• Sex</li> <li>• Sexual orientation</li> </ul>			
<b>e) Advancement of equality between different groups?</b> Think about the different needs and abilities of women, men, disabled people, etc; different religious beliefs and those with none. Consider any possible barriers or advantages to any protected characteristic that may limit or enhance the impact of your PPS	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Gender reassignment</li> <li>• Pregnancy &amp; Maternity</li> <li>• Race (including Gypsy Travellers etc)</li> <li>• Religion or Belief</li> <li>• Sex</li> <li>• Sexual orientation</li> </ul>	Positive	Significant	The RTS has a role to play in helping to reduce inequalities in transport provision. For example, a higher proportion of bus users are women, older people and those who do not have access to a car (e.g. young people). These groups are more dependent on public transport for access to work, education, leisure and health services. The RTS aims to improve public transport provision for all through service, infrastructure and ticketing improvements. By doing so this will have a particular impact on these groups. A new action that has been included in the RTS refresh is to take an active and inclusive approach to engagement and consultation with communities, relevant sectors of the community, interest groups and stakeholders.
<b>f) Fostering good relations?</b> Consider whether any aspects of your PPS or function could promote or hinder good relations between different groups. Are the needs of different groups met? What is done to prevent personal prejudices and to ensure a high level of professionalism.	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Gender reassignment</li> <li>• Pregnancy &amp; Maternity</li> <li>• Race (including Gypsy Travellers</li> </ul>	Positive	Moderate	Nestrans co-ordinates the North East Transport Consultative Forum to which a wide range of stakeholders are invited to discuss issues relevant to the delivery of the RTS. This provides stakeholders and Nestrans with the opportunity to foster good relations between stakeholders and learn from each other. Representatives include Grampian Racial Equality, North East Sensory Services, Community Transport Association, bus operators, Disability

<b>SECTION 2. EQUALITIES ASSESSMENT SCREENING</b>				
<b>How relevant is the proposal/policy/strategy (PPS) or function to:</b>	<b>Relevant / not relevant / uncertain</b>	<b>Impact of PPS or function: positive / negative / no impact</b>	<b>Impact of PPS or function: significant or minimal</b>	<b>Explain detail of impact / highlight area of enhancement</b>
	etc) • Religion or Belief • Sex • Sexual orientation			Advisory Group, Aberdeen Council of Voluntary Services, Members of the Scottish Youth Parliament, Aberdeen City Youth Council, Aberdeenshire Youth Action Committee and the Mobility and Access Committee for Scotland among others. A new action that has been included in the RTS re-fresh is to take an active and inclusive approach to engagement and consultation with communities, relevant sectors of the community, interest groups and stakeholders.
<b>g) Cross-cutting Issues</b> Will this PPS or function or its implementation impact on:  <ul style="list-style-type: none"> <li>• Families with young children/lone parents/carers?</li> <li>• People living in rural areas/rural isolation?</li> <li>• Homeless people?</li> <li>• Offenders/prisoners/people caught up with the criminal justice system?</li> <li>• The poor /those with low income/unemployed?</li> <li>• Those with low levels of literacy?</li> <li>• Any other groups (please specify)?</li> </ul>	Relevant	Positive	Significant	Transport cuts across a number of issues, including all of those listed to the left. The RTS is a key delivery document referenced through each Council's Single Outcome Agreement and works towards achieving the outcomes identified in each. Transport is a cross-cutting issue and this is recognised in the range of objectives that the RTS sets and also the links with the SOAs and other regional and local policy documents (as identified in the Main Issues Report produced and consulted upon in October 2012).



<b>SECTION 3. HEALTH and WELLBEING ASSESSMENT SCREENING</b>				
<b>Does this proposal/policy/strategy (PPS) or function;</b>	<b>Relevant / not relevant / uncertain</b>	<b>Impact of PPS or function: Positive / negative / no impact</b>	<b>Impact of PPS or function: significant or minimal</b>	<b>Explain detail of impact / highlight area of enhancement</b>
a) Impact on mental health and wellbeing	Relevant	Positive	Significant	As a key objective, the RTS seeks to promote active travel and has a strong link to SOA outcomes to increase levels of physical activity through promotion of active travel. The RTS seeks to improve infrastructure and also to promote and encourage increased levels of cycling and walking. It is well known that there is a strong link between physical activity and mental health and wellbeing. Policies and actions include improvements to pedestrian and cycling infrastructure, an active travel action plan and continued promotion through the Getabout partnership.
b) Impact on physical activity	Relevant	Positive	Significant	
c) Impact on the provision of recreation or cultural opportunities	Relevant	Positive	Significant	The RTS seeks to improve accessibility across the region by all modes of transport, including to cultural and recreation facilities. As well as infrastructure improvements, the RTS seeks to promote and encourage walking and cycling as well as public transport, including infrastructure, ticketing and information provision.
d) Impact on substance use: tobacco, alcohol and drugs	Not relevant			
e) Impact on access to affordable food and a healthy diet	Not relevant			
f) Impact on sexual health	Not relevant			

<b>SECTION 3. HEALTH and WELLBEING ASSESSMENT SCREENING</b>				
<b>Does this proposal/policy/strategy (PPS) or function;</b>	<b>Relevant / not relevant / uncertain</b>	<b>Impact of PPS or function: Positive / negative / no impact</b>	<b>Impact of PPS or function: significant or minimal</b>	<b>Explain detail of impact / highlight area of enhancement</b>
g) Impact on the transmission of infectious diseases	Not relevant			
h) Impact on the fear of crime and crime prevention	Relevant	Positive	Minimal	The RTS seeks to work with local authorities and other partners to improve the safety and security of transport provision for all users across the region. This includes measures to improve the safety and security of transport interchanges and services provision of lighting and CCTV and the creation of safe walking and waiting routes and the provision of information which can assist in reducing the fear of crime.
i) Impact on accidents	Relevant	Positive	Significant	A key objective of the RTS is to reduce the number and severity of road casualties.

<b>SECTION 4. SUSTAINABILITY (SOCIAL, ECONOMIC &amp; ENVIRONMENTAL) SCREENING</b>				
<b>Does this proposal/policy/strategy (PPS);</b>	<b>Relevant / not relevant / uncertain</b>	<b>Impact of PPS or function: positive / negative / no impact</b>	<b>Impact of PPS or function: significant or minimal</b>	<b>Explain detail of impact / highlight area of enhancement</b>
(a) <b>Affect economic output and how it spreads to other parts (Econ)</b>	Relevant	Positive	Significant	Development of a fully integrated transport network is key to growing the economic success of the region. This is a key focus of the RTS which contains a number of policies and actions aimed at improving the transport links to, from and within the North East by all modes in order to enhance the north east's competitive

<b>SECTION 4. SUSTAINABILITY (SOCIAL, ECONOMIC &amp; ENVIRONMENTAL) SCREENING</b>				
<b>Does this proposal/policy/strategy (PPS);</b>	<b>Relevant / not relevant / uncertain</b>	<b>Impact of PPS or function: positive / negative / no impact</b>	<b>Impact of PPS or function: significant or minimal</b>	<b>Explain detail of impact / highlight area of enhancement</b>
				economic advantaged and reduce the impacts of peripherality.
<b>(b) Influence innovative technologies in green or low carbon economy (Econ)</b>	Relevant	Positive	Significant	A key objective of the RTS is to conserve and enhance the North East's natural and built environment and to reduce the effects of transport in climate and air quality. To achieve this, the RTS contains policies and actions aimed at encouraging mode shift away from the private car and encouraging the take up of alternative fuels such as hydrogen.
<b>(c) Impact on the cost and availability of goods and public services including affordable housing (Social and Econ)</b>	Relevant	Positive	Minimal	The RTS aims to achieve sustained cost and quality advantages for public transport relative to the car. The cost of transport however is in the control of external factors such as private operators and the cost of fuel, however, through the RTS, Nestrans aims to work in partnership to reduce inequalities and the impact of the cost of transport.
<b>(d) Affect number of people gaining in education, skills and lifelong learning (Social)</b>	Relevant	Positive	Minimal	Transport or lack of transport provision can be a significant barrier to accessing education and employment. Although the provision of public transport services lies with other partners, the RTS seeks to work with them to identify gaps in provision and improve accessibility across the region, removing barriers to accessing work and education.
<b>(e) Affect population distribution and structure</b>	Relevant	Positive	Minimal	Although transport is a key factor in population distribution and structure, it is

<b>SECTION 4. SUSTAINABILITY (SOCIAL, ECONOMIC &amp; ENVIRONMENTAL) SCREENING</b>				
<b>Does this proposal/policy/strategy (PPS);</b>	<b>Relevant / not relevant / uncertain</b>	<b>Impact of PPS or function: positive / negative / no impact</b>	<b>Impact of PPS or function: significant or minimal</b>	<b>Explain detail of impact / highlight area of enhancement</b>
<b>(Social)</b>				the Strategic and Local Development Plans that dictate the location of homes and employment that really determine this issue. The RTS has been re-freshed to better align with the Strategic Development Plan and its timescales and Nestrans will work with the SDPA to ensure that transport considerations are taken into account in spatial policies. The RTS has a role to play in increasing the proportion of trips made by sustainable modes.
<b>(f) Affect people's income, tackle poverty (Social)</b>	Relevant	Positive	Minimal	The cost of transport can exclude people from accessing employment, education, training or other facilities and although the RTS does not have a direct influence over public transport fares (which are set by operators) it aims to work with partners to reduce cost as a barrier by improving the range of tickets available e.g. through multi-operator and smart ticketing products as well as lobbying for improvements to the range and price of tickets currently available. This is unlikely alone to tackle wider issues of poverty but is a contributory factor.
<b>(g) Have effects long-term employment and skills and reduce economic inactivity (Econ)</b>	Relevant	Positive	Significant	Transport or lack of transport provision can be a significant barrier to accessing and staying in education, training or employment. Although the provision of public transport services lies with other

<b>SECTION 4. SUSTAINABILITY (SOCIAL, ECONOMIC &amp; ENVIRONMENTAL) SCREENING</b>				
<b>Does this proposal/policy/strategy (PPS);</b>	<b>Relevant / not relevant / uncertain</b>	<b>Impact of PPS or function: positive / negative / no impact</b>	<b>Impact of PPS or function: significant or minimal</b>	<b>Explain detail of impact / highlight area of enhancement</b>
				partners, the RTS seeks to work with partners to identify gaps in provision and improve accessibility across the region and remove barriers to accessing work and education.
<b>(h) Contribute to financial inclusion for people and small businesses (Econ)</b>	Relevant	Positive	Significant.	A key objective of the RTS is to enhance travel opportunities and achieve sustained cost and quality advantages for public transport relative to the car. The RTS also aims to improve transport links to/from/within the region by all modes, reducing congestion and making the north east a competitive place to do business. It contains a range of actions designed to reduce congestion, improve public transport and improve accessibility.
<b>(i) Promote community / family cohesion and integration (Social)</b>	No impact			
<b>(j) bring savings to or put pressure on wider public sector financing including e.g. local authority, NHS (Econ)</b>	Relevant	Positive	Significant	Through the RTS and its Health and Transport Action Plan Nestrans is committed to working in partnership with the local authorities and NHS Grampian to enable better planning of health and transport services and to improve access to these facilities. The delivery of many of the RTS policies will be through the local authorities and brings with it cost implications. The RTS has however been developed in full consultation with the

<b>SECTION 4. SUSTAINABILITY (SOCIAL, ECONOMIC &amp; ENVIRONMENTAL) SCREENING</b>				
<b>Does this proposal/policy/strategy (PPS);</b>	<b>Relevant / not relevant / uncertain</b>	<b>Impact of PPS or function: positive / negative / no impact</b>	<b>Impact of PPS or function: significant or minimal</b>	<b>Explain detail of impact / highlight area of enhancement</b>
				Councils who have provided input at each stage of the process.
<b>(k) lead to change in the emission of greenhouse gases? (Env)</b>	Relevant	Positive	Significant	A key objective of the RTS is to conserve and enhance the North East's natural and built environment and to reduce the effects of transport on climate and air quality. To achieve this, the RTS contains policies and actions aimed at encouraging mode shift away from the private car and encouraging the take up of alternative fuels such as hydrogen.
<b>(l) get impacted upon by changes in our climate? (Env)</b>	Relevant	Potential negative	Minimal	The provision of transport services and infrastructure in the future may be affected by changes in our climate such as increased flooding events or more severe winters. As a strategic document however, the RTS is unlikely to be significantly affected by this, but will continue to be reviewed periodically to ensure it remains fit for purpose.
<b>(m) have an impact on air quality? (Env)</b>	Relevant	Positive	Significant	A key objective of the RTS is to reduce emissions from transport and improve air quality, particularly in Air Quality Management Areas. Actions are included to encourage mode shift away from the private car, support demand management measures and the uptake of alternative fuels.
<b>(n) protect our inland and coastal waters? (Env)</b>	Relevant	Uncertain		As identified in the SEA, there is the potential for negative impacts on inland and coastal waters. This is detailed

<b>SECTION 4. SUSTAINABILITY (SOCIAL, ECONOMIC &amp; ENVIRONMENTAL) SCREENING</b>				
<b>Does this proposal/policy/strategy (PPS);</b>	<b>Relevant / not relevant / uncertain</b>	<b>Impact of PPS or function: positive / negative / no impact</b>	<b>Impact of PPS or function: significant or minimal</b>	<b>Explain detail of impact / highlight area of enhancement</b>
				further in the SEA Environmental Report.
<b>(o) disturb or enhance habitat and wildlife? (Env)</b>	Relevant	Uncertain		As identified in the SEA, there is potential for negative impact on biodiversity. This is detailed further in the SEA Environmental Report.
<b>(p) encourage resource efficiency and help minimise waste? (Env)</b>	No impact			
<b>(q) take opportunities to enhance the environment?(Env)</b>	Relevant	Positive	Significant	The RTS contains a number of policies and actions aimed at reducing emissions from transport and improving air quality, particularly in Air Quality Management Areas identified in Aberdeen City.
<b>(r) otherwise impact on the natural environment? (Env)</b>	Relevant	Potential negative	minimal	This is detailed further in the SEA Environmental Report.

<b>SECTION 5. STRATEGIC ENVIRONMENT ASSESSMENT SCREENING</b>				
<b>Does this proposal/policy/strategy (PPS)</b>	<b>Relevant / not relevant / uncertain</b>	<b>Impact of PPS: positive / negative / no impact</b>	<b>Impact of PPS: significant or minimal</b>	<b>Explain detail of impact / highlight area of enhancement</b>
a) Influence the development of any projects?	<b><i>This section of the template has not been completed as a full Strategic Environmental</i></b>			
b) Influence the preparation of any plan, programme or strategy?				
c) Integrate the environment or promote sustainable				

<b>SECTION 5. STRATEGIC ENVIRONMENT ASSESSMENT SCREENING</b>				
<b>Does this proposal/policy/strategy (PPS)</b>	<b>Relevant / not relevant / uncertain</b>	<b>Impact of PPS: positive / negative / no impact</b>	<b>Impact of PPS: significant or minimal</b>	<b>Explain detail of impact / highlight area of enhancement</b>
development?	<b><i>Assessment of the RTS Re-Fresh has been undertaken as a separate exercise and is the subject of its own report.</i></b>			
d) Create or address any environmental problems?				
e) Implement any related European Union law?				
f) Recur in all probability, frequently or for long periods of time; will they be difficult to reverse?				
g) Build up into huge, long-lasting and noticeable (cumulative) effects?				
h) Affect any country out with Scotland?				
i) Pose any human health or environmental risks?				
j) Have very huge effects or affect many people and/or large areas?				
k) Affect local, national or international recognised, protected and/or sensitive sites?				
l) Affect local, national or international recognised, protected and/or sensitive landscapes?				

SECTION 6	Summary of impacts/detail of any amendments	Further Assessments required
Section 1		
Section 2: Multi-equalities	Overall the RTS will have a positive impact on multi-equalities and provides a number of opportunities to reduce exclusion, particularly for the elderly, disabled and those who do not have access to a car.	<b>No further action</b> <input checked="" type="checkbox"/> <b>Partial MEIA</b> <input type="checkbox"/> <b>Full MEIA</b> <input type="checkbox"/>
Section 3: Health & Wellbeing	Overall the RTS will have a positive impact on health and wellbeing with many of its policies centred around improving accessibility and opportunities for active travel.	<b>No further action</b> <input checked="" type="checkbox"/> <b>Full HA</b> <input type="checkbox"/>
Section 4: Sustainability	Overall the RTS will have a positive impact on sustainability with actions to reduce emissions from transport, reduce congestion and encourage mode shift.	<b>No further action</b> <input checked="" type="checkbox"/> <b>Full SA</b> <input type="checkbox"/>
Section 5: SEA	A full SEA of the RTS Re-fresh has been undertaken as a separate exercise.	<b>SEA pre-screening</b> <input type="checkbox"/> <b>Full SEA</b> <input checked="" type="checkbox"/>
Any other comments		