Nestrans as part of the development of the draft Regional Transport Strategy has carried out a series of equalities assessments. These include the Fairer Scotland Duty, an Equalities Impact Assessment and a Health Inequalities Impact Assessment. These assessments are provided below and will be published as supporting documents to the draft Regional Transport Strategy as part of the public consultation being carried out in Summer/Autumn 2020.

Fairer Scotland Duty – Regional Transport Strategy 2040

Introduction

The Fairer Scotland Duty places a legal responsibility on public bodies in Scotland to actively consider (pay due regard) to how they can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions. Whilst Regional Transport Partnerships are not included in the list of public bodies that must carry out a Fairer Scotland Duty Assessment, as reducing inequalities is one of our key priorities in this Regional Transport Strategy 2040 and Transport is a key element to accessing work, education, healthcare and leisure, it was deemed that it was an important aspect to consider, alongside the other statutory assessments such as Strategic Environmental Assessment, Equalities Impact Assessment and Health Inequalities Impact Assessment.

Summary of Aims and Expected Outcomes

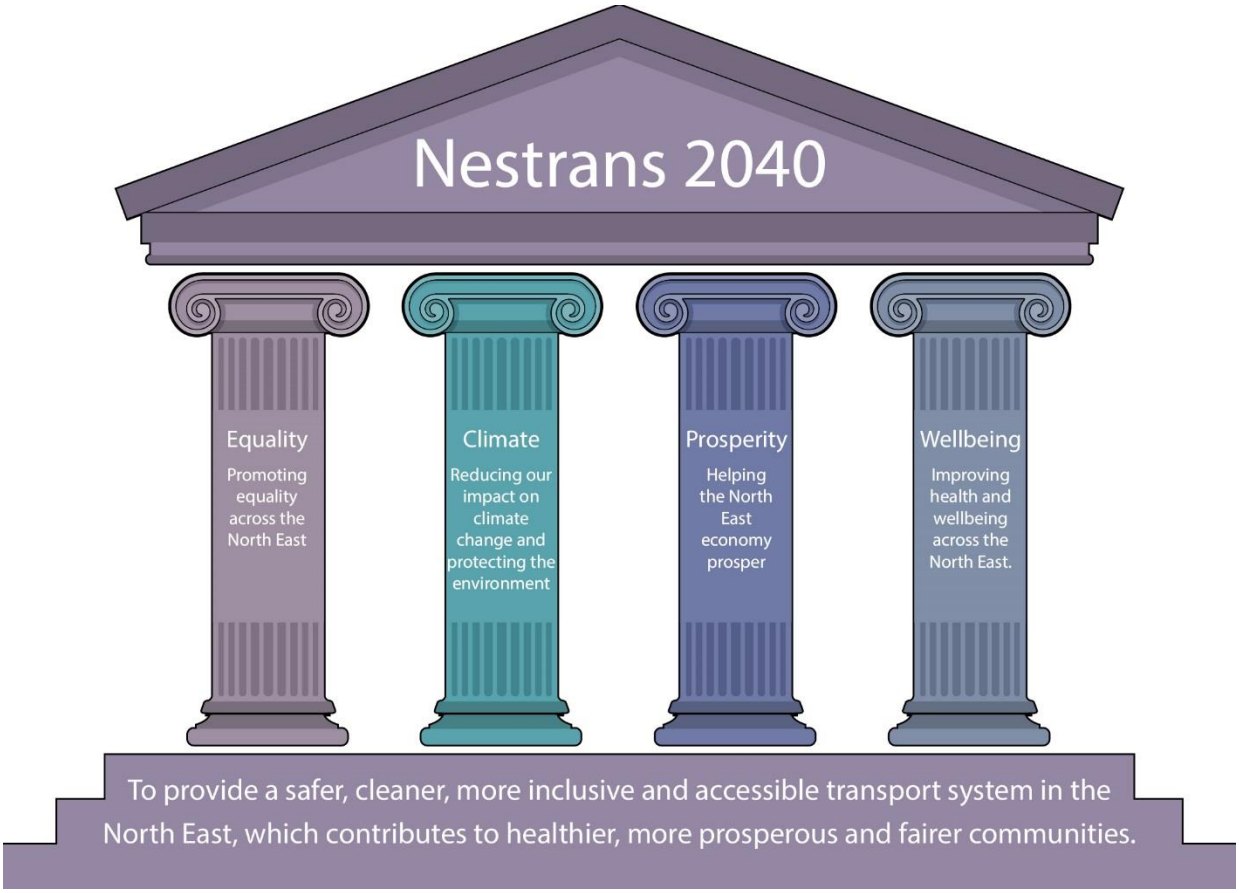
Nestrans' Regional Transport Strategy to 2040 is founded on an evidence base in the form of a Strategic Transport Appraisal. Following the principles of Scottish Transport Appraisal Guidance (STAG), the appraisal has involved various rounds of consultations and a process which starts with problems and opportunities, considered a long-list of potential interventions and identified a preferred package, the key elements of which form this strategy.

The Strategy also reflects the thrust and direction of the National Transport Strategy (NTS), produced in February 2020. Nestrans RTS 2040 identifies four equal and overlapping pillars that align with and support the pillars of the NTS, by relating them to local priorities:

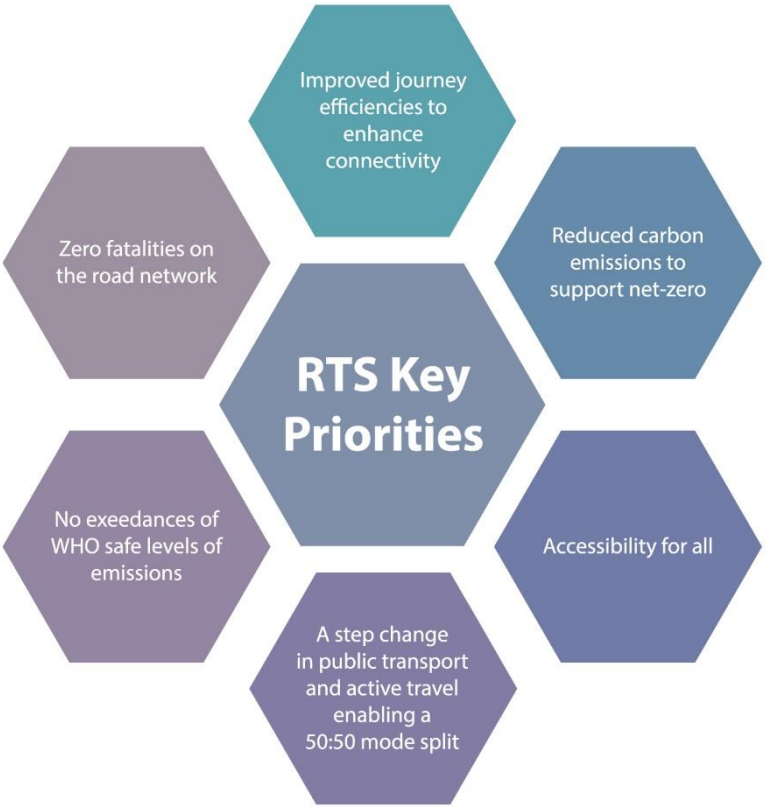
Our Vision is:

To provide a safer, cleaner, more inclusive and accessible transport system in the north east, which contributes to healthier, more prosperous and fairer communities.

The Four pillars and priorities are highlighted in the images below:



Our Priorities



The main themes and outcomes of the strategy are discussed below:

Active Travel

Increasing the number of people travelling actively for health and the environment through investment in safe and attractive walking and cycling facilities in our towns and cities and on links between them, enhancing the network of continuous and segregated active travel links.

Mass transit solutions to deliver mode shift

Mass transit solutions to deliver mode shift will include proposals to further develop the rail network, including improved journey times to key destinations and consideration of opportunities for additional stations; investigation into the feasibility and proposals for an Aberdeen Rapid Transit network; working through the Bus Alliance to improve the region's bus network, in partnership with local authorities and bus operators; and maximising the benefits of park and ride to provide a region-wide option to enable transfer to public transport even for those who may need a car for part of their journey.

Demand Management

Identifying the need to manage the demand for car travel. Giving full and open discussion to the options available, including consideration of the impacts and potential of revenue-raising opportunities such as:

- Car parking controls; and
- Understanding the potential benefits and impacts of introducing workplace parking levies and other fiscal powers.

Air Quality and Carbon Reduction

Introducing measures to reduce harmful emissions from transport, both locally in terms of pollutants affecting air quality and more widely in terms of greenhouse gases which impact on a global scale and affect the wider climate.

Behaviour Change

Encouraging behaviour change through education and encouragement towards sustainable travel behaviours, working collaboratively with other local partners through the Getabout

partnership and national organisations to ensure an efficient and effective promotion with consistent messaging.

Road Network

Maintaining and improving the region's road network by focusing on existing networks, identifying where targeted improvements can directly help to achieve the strategy's objectives including safety enhancements and removing pinchpoints or prioritising identified concerns on the network.

Freight

Facilitating the efficient movement of freight, by working with the Freight Forum to facilitate a channel for discussion and communication, ensuring the needs of business and industry are balanced against environmental and community issues.

Air and Sea Connections

Facilitating improved external air and sea connections through working with harbour boards and the airport authority to ensure links to and from the north east are optimised and enable efficient surface access to the ports and airport by a range of travel options.

Road Safety

Prioritising road safety and casualty reduction by working in partnership with Police Scotland, local authorities and others in taking actions which can reduce the number and severity of road traffic collisions, with a particular focus on vulnerable users including pedestrians and cyclists.

Transport Accessibility

Improving accessibility in rural areas through specific measures to enable those living outwith towns and cities to have access to a range of travel options where appropriate.

Improving access to health and social care by working collaboratively with partners including NHS Grampian, local authorities and Health & Social Care Partnerships through the ongoing work of the north east Health & Transport Action Plan.

Addressing issues around the affordability of transport, ensuring as far as is possible that transport poverty is minimised and priority groups have access to reasonably priced travel options.

Improving access to the transport network for all, ensuring that individuals are not compromised due to mobility issues or difficulties in using or accessing transport, and that geographic disadvantages are minimised.

Place-making

Providing a framework for local authorities and development plans to encourage both new developments and existing communities which are planned and designed primarily as places for people, with motorised vehicles as just one part of the overall system.

New Technologies

Provide a framework which can be flexible in responding to new challenges and taking advantage of the future impact of new technologies as they emerge.

Issues and Opportunities

A significant amount of background work has informed the development of the Regional Transport Strategy 2040 which has highlighted the following key issues and opportunities for transport in the north east.

A growing and ageing population - Between 2001 and 2016, the population of Aberdeen City increased from 211,910 to 222,460 (9%), while Aberdeenshire grew by almost double this figure at 16% (226,940 to 261,800). Both growth rates outstripped that of the Scottish national profile of 7%. Population projections indicate that between 2016 and 2041, the population of Aberdeen City will increase by a further 6% and Aberdeenshire by 13%. This compares to a Scottish average of 5%. Whilst a growth in population in the region can be viewed as a positive, in common with national trends, it is expected that the number of people of pensionable age and over will grow by 13% in Aberdeen City and 29% in Aberdeenshire.[1] This will present a significant

[1] Source: National Records of Scotland, Population Projections for Scottish Areas (2016 based)

challenge for the region in terms of health and social care requirements and it is vital that we contribute to people being able to remain in good health and socially active for longer.

The impact that **climate change** will likely have on our region by 2040 will bring rising sea levels, changing rainfall patterns and an increase in extreme weather events. We are already seeing some of these impacts today with the last decade being the warmest since records began. Rainfall has been increasing in Scotland over the last thirty years, with more heavy downpours. The global climate is changing and this is expected to accelerate in the coming decades. For transport infrastructure, it is anticipated that this will lead to structures and assets being exposed to higher temperatures, flooding, coastal erosion and subsidence as well as potentially increasingly being exposed to high winds and storms.

Car availability and usage – car mode share for travel to work in the region is particularly high. At 63% Aberdeen City has significantly higher car mode share on travel to work journeys than Edinburgh (35%), Glasgow (46%) and Dundee (54%). At 69% Aberdeenshire car mode share for travel to work is higher than in Aberdeen. The Scottish national average is 63%. The number of households with access to two or more cars is also high, particularly in Aberdeenshire (34%).[2]

Travel distances – the region has a large geographic area and hence longer than average travel distances – almost half of Aberdeenshire residents travel further than 10km to work. This is an increasing trend - since 2011, total vehicle kilometres travelled annually in both Aberdeen City and Aberdeenshire has increased by 3% and 8% respectively, compared to 5% nationally.

The **mode share** of travel to work by different modes across both Aberdeen City and Aberdeenshire has remained relatively static, with the majority of travel to work journeys undertaken by car drivers, with public transport use remaining relatively low. This is very much influenced by the combination of where people choose to live, the locations of their workplaces and the difficulty of providing a viable and attractive public transport network to meet these complex journey needs. For those journeys that could be undertaken by public transport, a perceived lack of attractive and efficient public transport alternatives, the ready availability of free or cheap parking at destinations and the limited coherent and segregated active travel network all make it challenging to change travel behaviours.

Limited **data on travel patterns** across the north east and the census data quickly going out of date, means that it is difficult to get an accurate picture of how people are travelling across the north east for everyday journeys beyond simply travel to work and education.

Perceptions of public transport are often poor with it seen as an unattractive option due to long and unreliable journey times compared to the car and lack of quality interchanges. Confidence in the reliability of bus services and the disproportionate impact on buses when there is any form of network disruption is off-putting for many potential bus users. Mode share for travel to work by bus in Aberdeen in 2016 was lower than other cities in Scotland at 11% compared to Glasgow 16%, Edinburgh 25% and Dundee at 14%[3].

The **rural nature of much of the region** makes it particularly challenging to serve by public transport and car travel will remain a requirement for many.

Challenges for the bus industry which include congestion, declining patronage and rising costs, make it difficult for bus operators to provide attractive and reliable services. Reducing budgets available for local authorities to support services combine to result in a vicious circle of declining level of service and rising fares making services less attractive.

The **relative remoteness of the city region** to key markets in the central belt and further afield make efficient and effective connections for businesses vital.

The **cumulative impact of development** - continuing demands for growth and economic development require further investment in the transport networks which sometimes cannot be

[2] Source: Transport and Travel in Scotland, Scottish Household Survey, 2018
[3] Source: Travel to work and other purposes, Scottish Government Statistics, www.statistics.gov.scot

justified in advance of development and may often be contrary to attempts to influence mode choice. The cumulative impact of a large number of developments across a wider area can create the requirements for infrastructure improvements physically remote from that development but linked by a common transport corridor. Some infrastructure improvements can be funded through the planning system and developer contributions, however there are significant challenges in delivering improvements that are required due to the cumulative impact of a number of developments over time.

Digital connectivity is a particular problem for large areas across Aberdeenshire. Although there has been significant and ongoing investment in improving digital connectivity across the region in recent years, there are still areas where poor connectivity makes remote and flexible working or attending virtual health appointments more challenging.

Opportunities

Revolution in Rail improvements – investment in dualling the railway line between Aberdeen and Inverurie, and signalling improvements south of Aberdeen, have facilitated the opportunity to separate local rail services from InterCity services. New and refurbished rolling stock have enabled a step change in local rail services, with a dedicated local service calling at all stations between Inverurie, Aberdeen and Montrose and separate services providing an express service between Aberdeen and major markets.

The completion of the **Aberdeen Western Peripheral Route**, funded by Transport Scotland and the local authorities, has enabled traffic to distribute around the city and avoid passing through it. This provides the opportunity to reassess the roads hierarchy within the city, lock in the benefits by ensuring public transport, walking and cycling facilities are prioritised and bring forward City Centre Master Plan schemes.

The **high quality of life** within the region is evident in the low levels of deprivation. The number of locations within the 20% most deprived in Scotland (SIMD, 2020) for Aberdeen City are 29 and Aberdeenshire 9. However, in rural areas, deprivation can be experienced on a household by household basis, rather than on an area by area basis and is therefore less easily tracked and can be hidden.

Tourism numbers for the region have grown year on year and the region is one of the most visited in the UK. Aberdeen is ranked 7th of all places in the UK as a location to have a weekend break (Laterooms 2017). The region boasts Europe's largest whisky trail, over 300 castles / country houses and historic ruins, 55 golf courses, a National Park, five snow sports centres, Royal Deeside and over 165 miles of coastline containing some of the best locations for dolphin watching. Recent investment in The Events Complex Aberdeen (TECA), Aberdeen Art Gallery and new hotels, along with international standard events including Nuart and the Tour of Britain cycling event, provide the region with a secure footing for tourism being a major industry over the next two decades.

Aberdeen South Harbour – development of the new harbour at Bay of Nigg on the south side of Aberdeen will provide a wide range of new and expanded opportunities for maritime developments. Cruise liners will fit with the tourism potential and industries such as decommissioning and Energy Transition will be able to focus on the new facilities.

Summary of Evidence

As part of preparing this Fairer Scotland Duty, other assessments that were carried out in parallel to writing the strategy were: Health Inequalities Impact Assessment, Equalities Impact Assessment and Strategic Environmental Assessment. Nestrans has conducted a number of consultation activities in developing the RTS 2040. This has included speaking to various stakeholders and groups and proactively attending events and meetings to talk about and receive feedback on our draft plans. There has also been a workshop with the North East Scotland Transport Consultative Forum and a website www.nestrans2040.org.uk was developed to allow people to read and comment on discussion papers. www.nestrans2040.org.uk gives a good overview of the consultation work that has been done.

Nestrans also monitors many aspects of travel and transport as part of its annual monitoring report. This report is published on the Nestrans website www.nestrans.org.uk. As part of this annual monitoring report, there are several items monitored in the report that are very relevant to the Fairer Scotland Duty. The targets relate to the original RTS and will be updated to reflect the new RTS 2040. The numbering relates to the Indicators in the full Monitoring Report.

These are highlighted in the following graphs and commentary.

Rail:

There are currently eight railway stations in the north east. This increased from seven with the opening of Laurencekirk station in May 2009. Progress is being made towards the opening of a new station at Kintore and this project is now being developed in partnership by Nestrans, Aberdeenshire Council, Transport Scotland and Network Rail and is scheduled to open later in 2020.

Indicator 1 provides an estimate of the population within walking distance (1.6 kilometres) of a railway station and within 5 kilometres. With developments focussed on having good accessibility and opening of additional stations, it is the intention that these proportions will increase over time.

Indicator 1: Number of rail stations in the North East and population with access to a station			
	Number of stations	**Population within 1.6km of a station** (and proportion of total North East population)	**Population within 5km of a station** (and proportion of total North East population)
2001 baseline	7	81,550 (19%)	230,986 (53%)
2012	8	95,259 (20%)	254,431 (53%)
2017	8	108,222 (23%)	246,183 (52%)
2019	8	109,679 (22%)	247,745 (51%)
2020	8	108,740 (22.2%)	246,222 (50.3%)
Target 1a: *To open a new railway station in the north east every three years, to a total of 12 by 2021.*			
Target 1b: *To increase the proportion of the north east population with access to a station to at least 25% within 1.6 km and at least 60% within 5 km by 2021.*			

Source: Strategic Development Planning Authority Main Issues Report Monitoring Statement (2011), Councils' Small Area Population Statistics (2019).

As the above shows, almost half of the population in the North East of Scotland do not live within 5km of a railway station so this reducing their ability to access the railway network.

Due to this the access to bus is important for public transport in the North East of Scotland.

Bus Usage

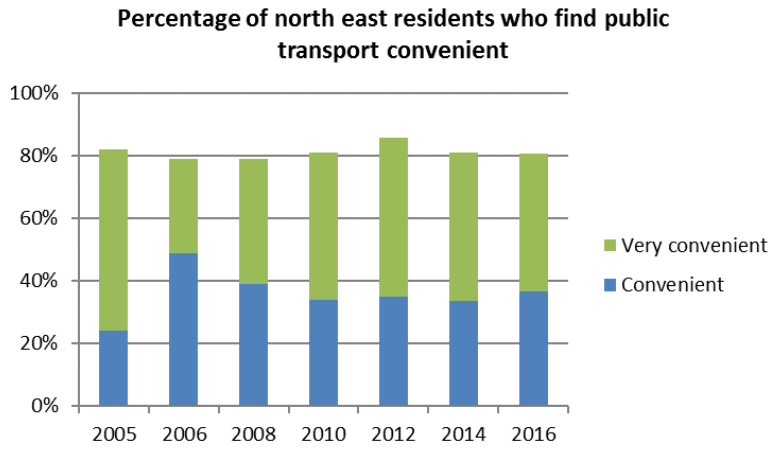
Nestrans continues to work with the two major bus operators and two local authorities as part of a voluntary quality partnership agreement. Due to a change in the way the figures are recorded through the quality partnership, in order to avoid double counting, it is not possible to directly compare bus patronage figures for years prior to 2015/16. There has however been a reduction in paying passengers between 2015/16 and 2017/18.

The Local Authority and Bus Operators Forum relaunched the Voluntary Quality Partnership in August 2018, forming the Bus Alliance. A baseline document, the State of the Network report was published in 2019, with a five-year action plan published in spring 2020. Actions primarily aim to reverse the trend of declining patronage, although may require some re-evaluation depending on the impacts realised following the COVID-19 outbreak.

Indicator 22: The number of people using buses in the north east.			
	Paying customers	Concessions	Total
2015/16	19.4 million	10.4 million	29.9 million
2016/17	18.1 million	10.5 million	28.6 million
2017/18	16.3 million	10.2 million	26.5 million
% change since 2015/16	-15.9%	-2.4%	-11.2%
Target 22: To increase the number of bus passenger journeys by 2021.			

Source: First, Stagecoach, Aberdeen City Council and Aberdeenshire Council

Indicator 23: The percentage of north east residents who find public transport convenient.



% change on 2005 baseline	Very Convenient: -14% points	Convenient: +13% points	Total: -1% point

Target 23: To maintain 80% of passengers finding public transport convenient or very convenient.

Source: Transport and Travel in Scotland, Scottish Household Survey

Reliability and punctuality of buses

Both First and Stagecoach publish data relating to reliability and punctuality. The table below shows that although reliability (i.e. the number of services operated) remains high for both operators, punctuality (i.e. those running on time) is currently below the target of 95% of buses departing on time set by the Traffic Commissioner[4].

[4] On time is defined by the Traffic Commissioner as being within the window of tolerance of 1 minute early to 5 minutes late.

Indicator 25: Reliability and Punctuality				
	Reliability (% of miles operated)		**Punctuality** (% buses starting their route on time)	
	First	**Stagecoach**	**First**	**Stagecoach**
2010	99.5%	99.9%	86%	89%
2016	99.8%	99.7%	95%	84%
2017	97.3%[5]	99.3%	94%	86%
Target 25a: *To secure 99% reliability of bus services run in the north east through to 2021.*				
Target 25b: *To secure 95% punctuality (no more than one minute early or five minutes late) for bus services within the north east through to 2021.*				

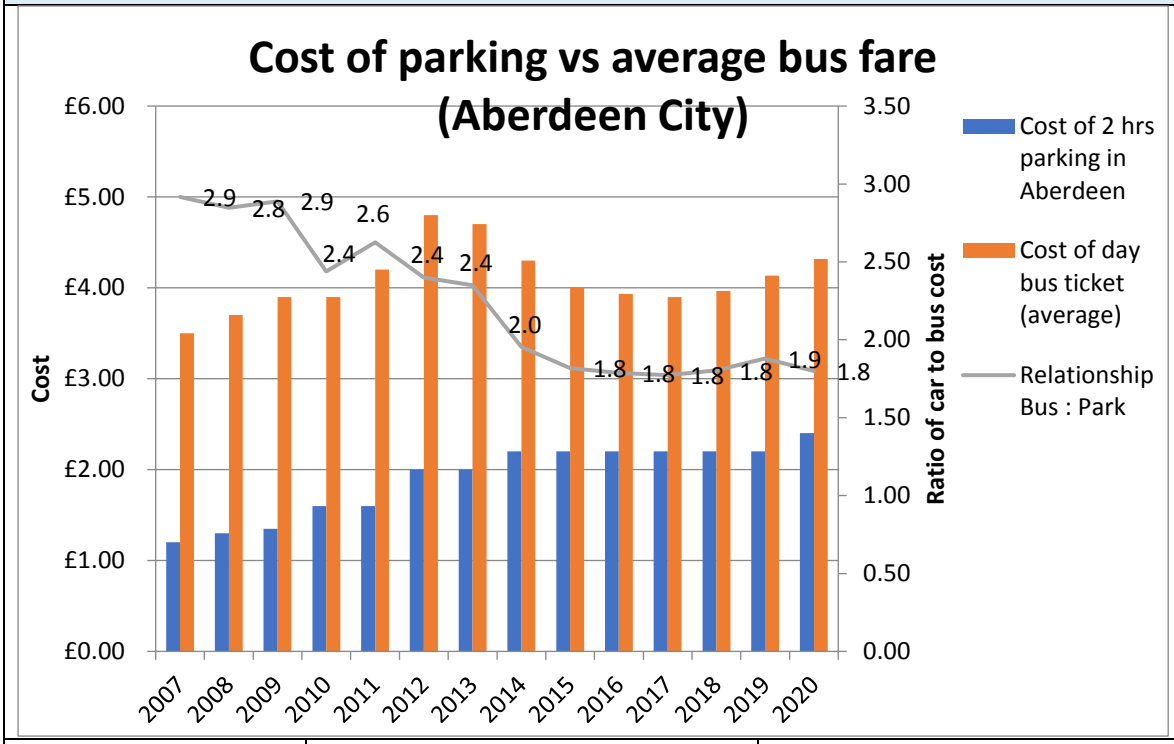
Looking at the table above, it should be noted that the technical figures provided by the operators and the perception of passengers are not always in sync. The table below shows that passenger satisfaction rates the punctuality and waiting time of buses as lower than the standards being recorded by the operator. This could be due to reductions in frequency leading to longer waiting times at the bus stop or expectations greater than the Commissioner's standard. However, it should be noted that indicator 25 will require updating before a full comparison between the technical figures and satisfaction figures can be compared to assess whether there is a correlation in recent years.

Cost of bus services

As a key determinant of mode choice, this report monitors the respective prices of City Centre parking and of average daily bus fares. Indicator 26 shows that whilst daily bus fares have become more competitive since 2012, car parking charges have remained relatively static. Although the relative cost of bus:parking reduced between 2007 and 2015, this has since stalled. Car parking prices were increased in 2020 to £2.40 for a two-hour stay in the main city centre car parks. It should be noted that a cheaper bus fare for First Bus is available if purchased through the m-ticket app. However, this does not reduce the overall ratio between bus fares and car parking.

[5] This may be in part due to drivers strike in early 2018.

Indicator 26: To monitor the price of car parking in Aberdeen City Centre relative to bus fares, by comparing a ratio of 2hrs off-street parking in a Council multi-storey car park: cost of peak daily ticket on city buses.



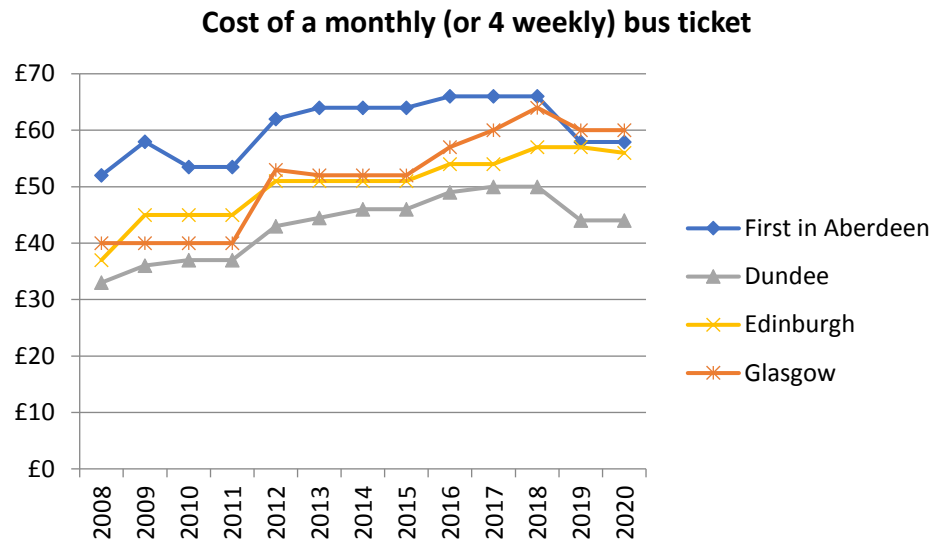
% change in cost on 2007 base	Cost of 2 hrs parking: +100%	Cost of bus day ticket: +23%

Target 26: *To reduce the differential between the cost of parking and bus travel to a factor of no more than 1.5 by 2021.*

Source: Aberdeen City Council, Stagecoach, First Aberdeen & Grasshopper

Monthly bus season tickets are also compared to Scotland's other main cities. Whilst Aberdeen remains amongst the most expensive for a monthly ticket, the gap between the cities has narrowed with the Aberdeen ticket reducing in real terms. As of 2020, with all cities now offering direct debit, online and/or m-ticket options, the graph below now represents the cheapest ticket offering for each area. Taking this into account, Aberdeen is cheaper than Glasgow and is similar to Edinburgh for ticket price.

Indicator 27: To compare cost of monthly (or four weekly) bus ticket in Aberdeen with other Scottish cities.



% change on 2008 baseline	Aberdeen (First): +11%	Dundee: +33%	Edinburgh: +51%	Glasgow: +50%

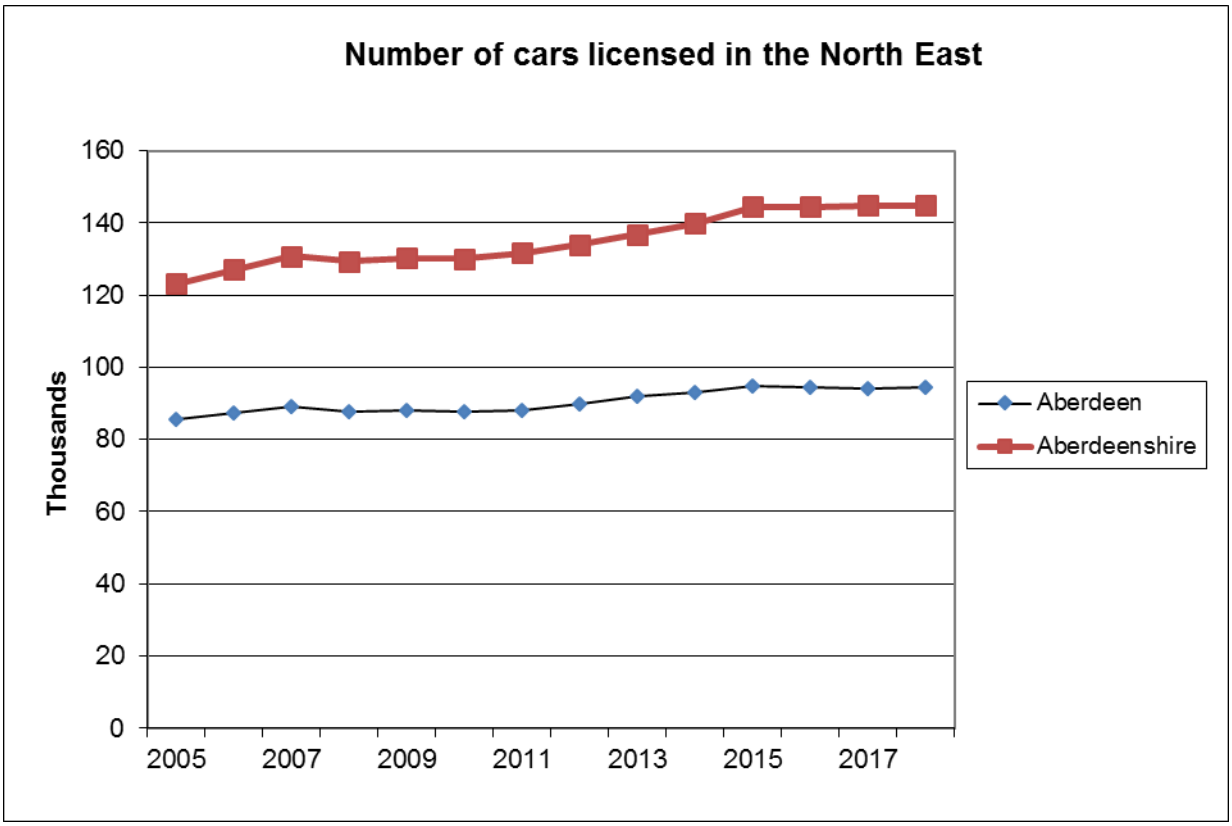
Source: First Aberdeen, Stagecoach, Travel Dundee, Lothian Buses and First Glasgow

Reliability and cost of bus transport are key part to having a Transport system that is fair and accessible for all. As the above data shows, there is still a way to go in regard to affordability of bus transport compared to other modes. This new RTS 2040 aims to try and reduce this.

Car Ownership

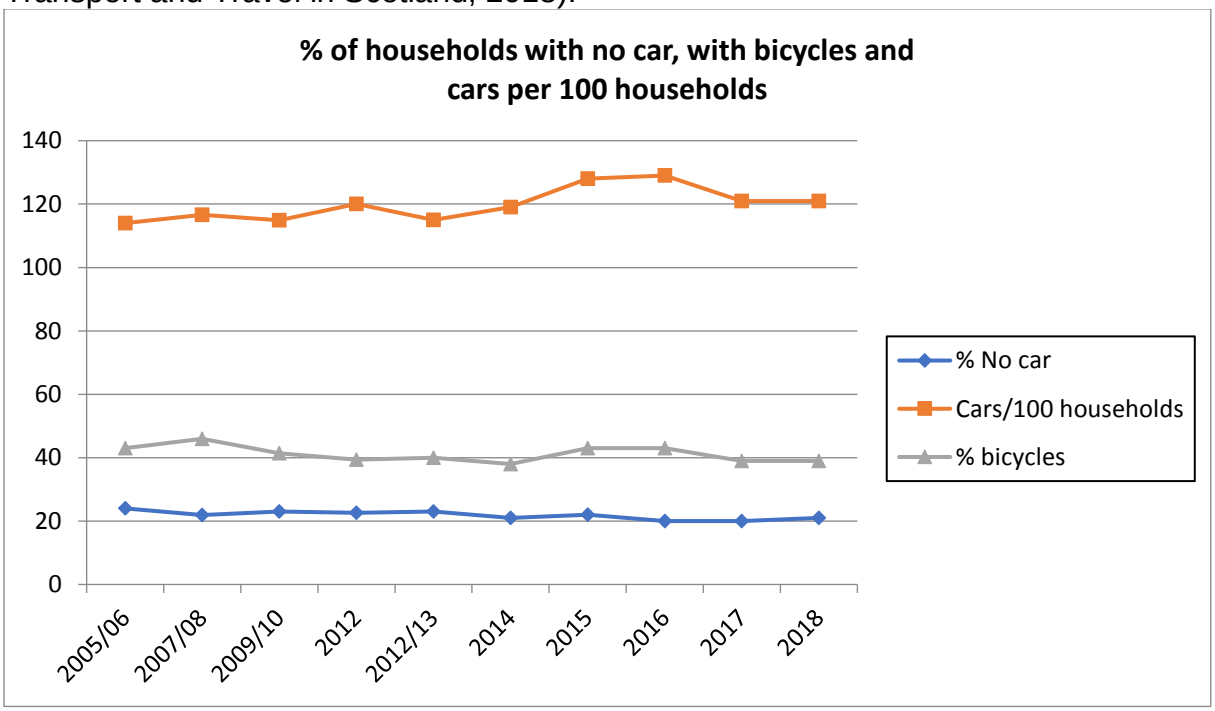
With over 239,000 cars, the north east has more cars and vans than households, yet 21% of households do not have access to a vehicle.

There were 94,400 cars registered in Aberdeen and 144,900 registered in Aberdeenshire at end December 2018 (Source: Scottish Transport Statistics). Over the entire North East, this represents a total increase of 15% on 2005.



Source: Scottish Transport Statistics, 2019

Car ownership is high in the north east, with around 80% of households having access to a car. Aberdeenshire has the joint second highest rate of car ownership in Scotland, with 86% of households having access to at least one vehicle. Car ownership in Aberdeen City has increased from 65% of households in 2005/06 to around 70% in 2018, although has reduced from 73% in 2017. Despite this, some 30% of households in the City and 13% of households in Aberdeenshire do not have access to a car or van. Over the last 5 years, the proportion of households without access to a car in Aberdeen City has remained relatively static at around 27-32%. (Source: Transport and Travel in Scotland, 2018).



Source: Transport and Travel in Scotland, 2018

Indicator 32: The proportion of households in the north east without access to a car or van.			
	Aberdeen	**Aberdeenshire**	**North East**
2005/06	34%	14%	24%
2012	29%	17%	23%
2014	27%	15%	21%
2015	30%	13%	22%
2016	32%	9%	20%
2017	27%	13%	20%
2018	30%	13%	21%

Source: Transport and Travel in Scotland, 2018

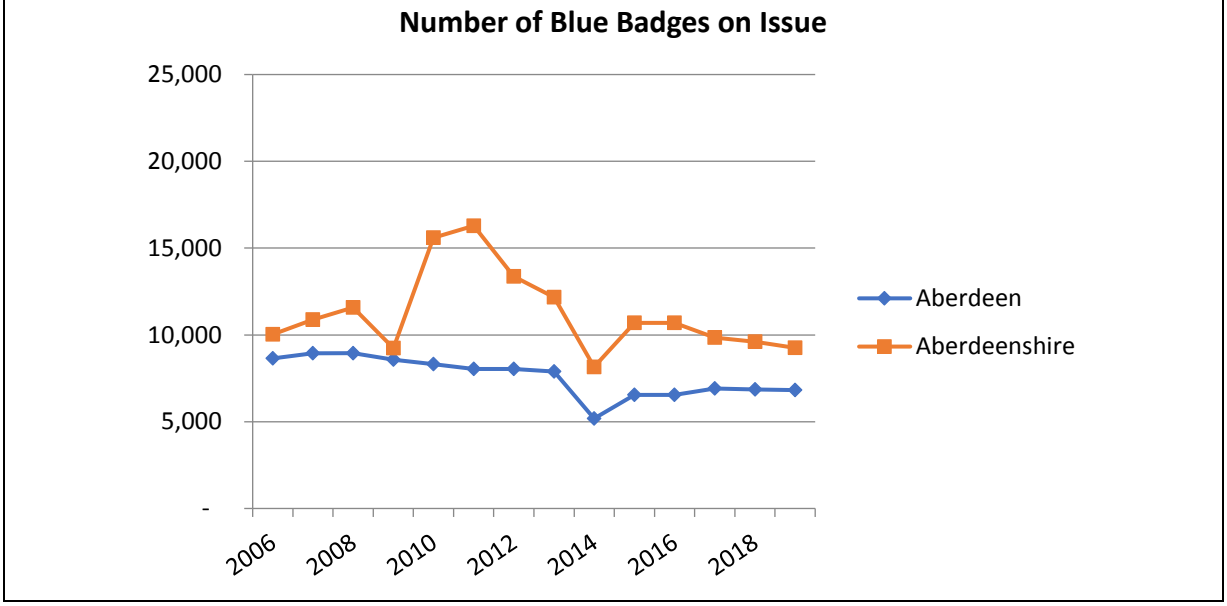
Access to a car or van or a bicycle is lower in areas of multiple deprivation and homes with lower incomes. This new RTS 2040 aims to try and ensure that access to a bicycle is easier to allow for more active travel and having access to a car, whether via a car club or car sharing, where public transport isn't available or inaccessible is improved.

Drivers with a Disability

There were 16,072 Blue Badge holders in the north east at the end of March 2019. This represents 5% of cars registered in the region. After a number of years of increases in the number of Blue Badge holders across the north east, there have been reductions in both Aberdeen City and Aberdeenshire since 2011 – a 34% reduction in six years.

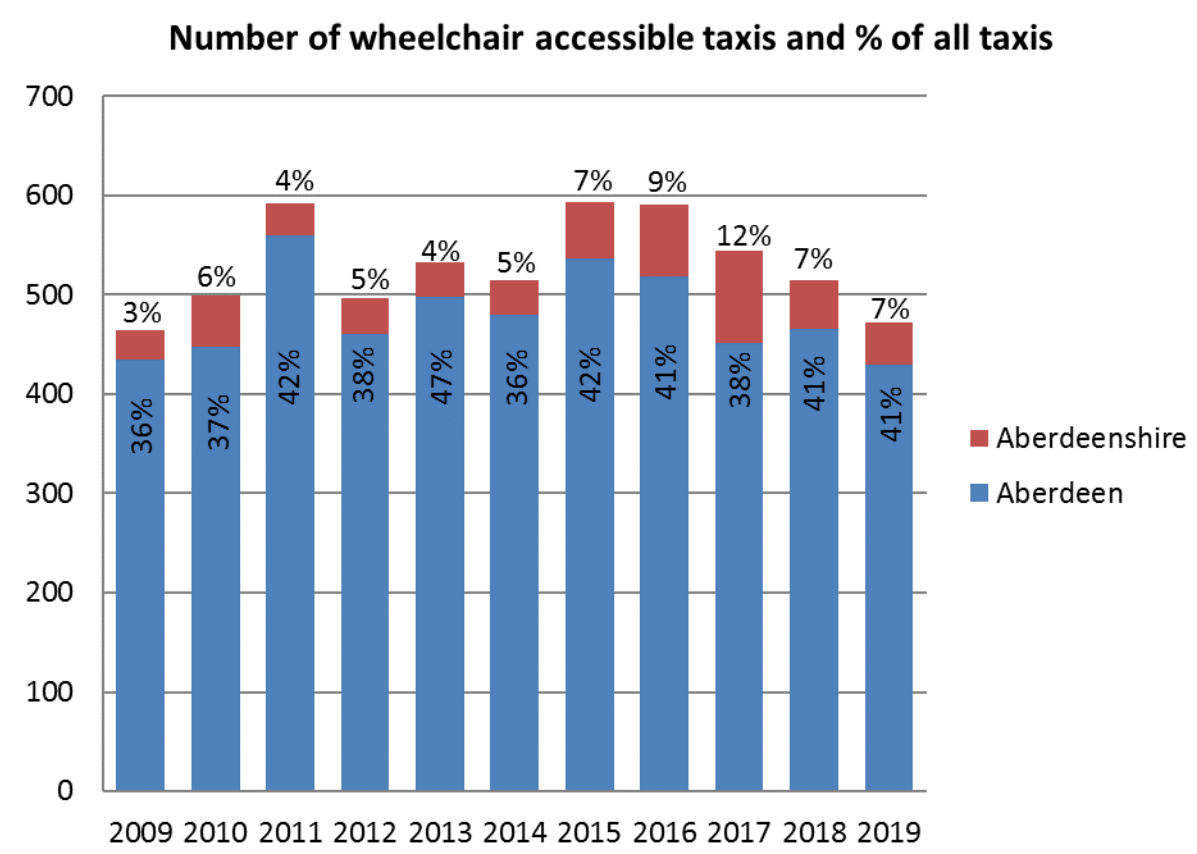
Indicator 33: The number of blue badge holders (and proportion relative to cars registered) in the north east.

	Aberdeen		Aberdeenshire		North East	
	Blue badges	% of all cars	Blue badges	% of all cars	Blue badges	% of all cars
March 2006	8,645	10%	10,024	8%	18,669	9%
March 2011	8,044	8%	16,288	12%	24,332	11%
March 2016	6,643	6%	10,210	5%	16,853	6%
March 2017	6.908	6%	9,838	5%	16,746	6%
March 2018	6,863	6%	9,604	5%	16,467	6%
March 2019	6,820	6%	9,252	5%	16,072	5%



Source: Scottish Transport Statistics, 2019

Indicator 34: The proportion of taxis which are capable of carrying wheelchairs



Target 34*:* To increase the proportion of wheelchair accessible taxis across the north east from 39% in 2009 to at least 50% by 2021

Source: Scottish Transport Statistics 2019

	2009		2015		2019			
	Taxis & Private Hire	Wheel chair Accessible	Taxis & Private Hire	Wheel chair Accessible	Taxis & Private Hire	Wheel chair Accessible	% change no. of taxis 2009-2019	% change accessible 2009-2019
Aberdeen	1,198	435	1,288	537	1,055	430	-12%	-1%
Aberdeenshire	834	29	807	56	622	42	-25%	45%
Total NE	2,032	464	2,095	593	1,677	472	-17%	2%

In 2012, Aberdeen City Council announced a cap in the number of taxi licences and committed to a 100% wheelchair accessible fleet. The original deadline to achieve this was by 2017. Following a consultation in 2018, the deadline has been extended, although Aberdeen City Council remain committed to a fully wheelchair accessible fleet by 2023.

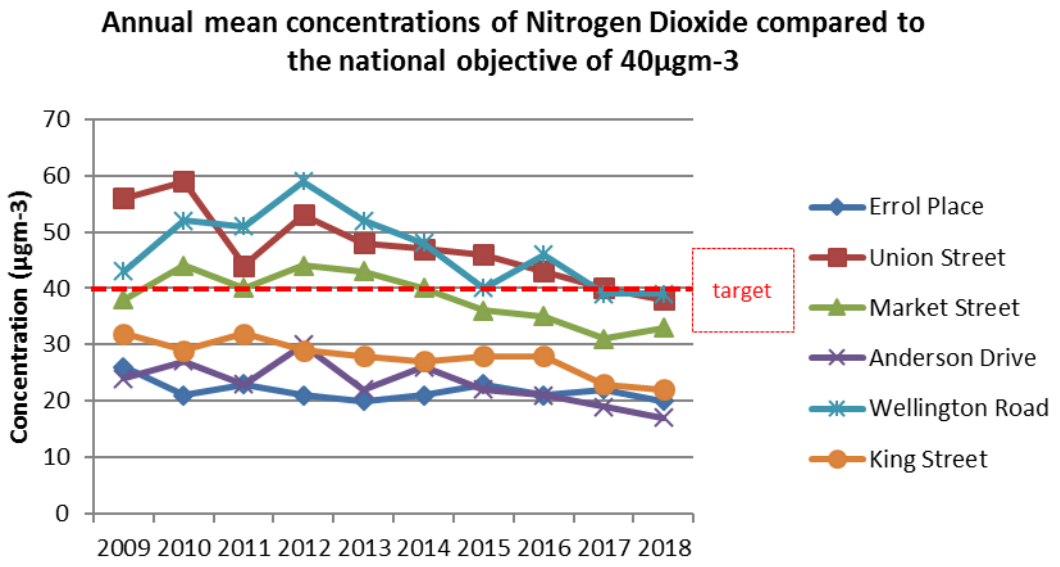
Air Quality

Air Quality can have a big impact on public health and air quality is affected by transport emissions. Three Air Quality Management Areas have been identified in Aberdeen: the City Centre; Anderson Drive; and Wellington Road. These areas have been identified for projected exceedances in permitted levels of both Nitrogen Dioxide (NO2) and Particulates (PM10) and the City Council has produced a plan of action for reducing emissions to within European-defined maximum levels in these areas.

Monitoring stations are in place at six locations and provide data on the current situation as well as annual average concentrations of pollutants. Indicator 46 shows that, as of 2018, all monitoring sites are within the annual mean objective, with Union Street dropping below the target

of 40µgm-3 for the first time. Market Street was the only site to see a small increase in NO_2 levels.

Indicator 46: The average atmospheric concentration of nitrogen dioxide

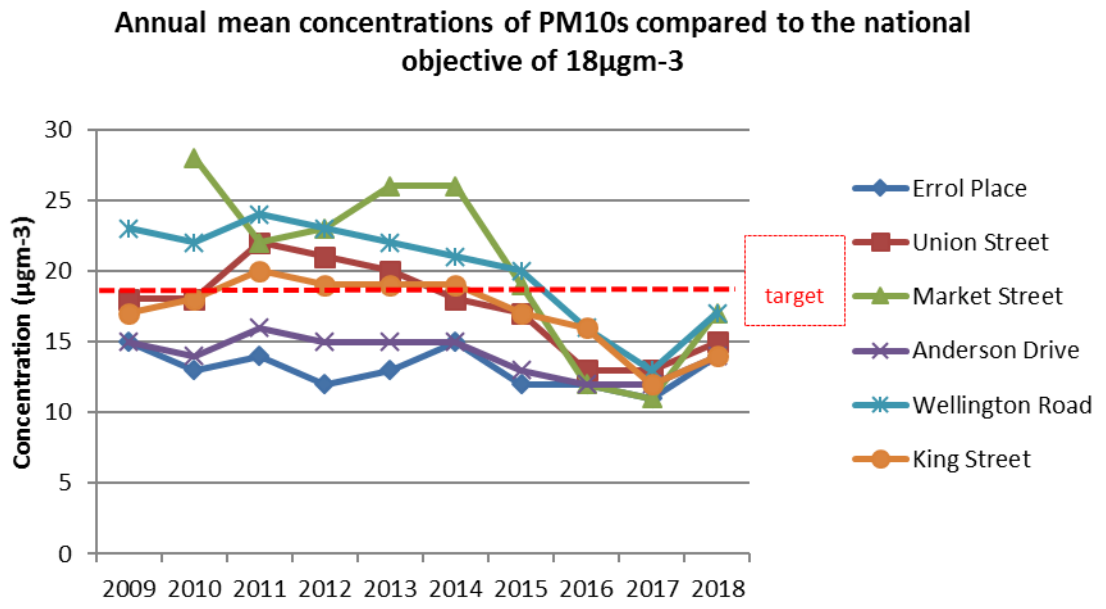


Target 46: To reduce the levels of identified pollutants and meet national and European legislation on pollutants (enabling the removal of AQMA status at all sites in the north east - in Aberdeen City Centre, Wellington Road and Anderson Drive)

Source: www.scottishairquality.co.uk and Aberdeen City Council 2019 Air Quality Annual Progress Report

Between 2017 and 2018, the annual mean objective for particulates increased across the board, but all sites remain within target and all are reduced on Baseline.

Indicator 47: The average atmospheric concentration of particulates (PM10s)



Target 47: To reduce the levels of identified pollutants and meet national and European legislation on pollutants (across the three AQMAs in Aberdeen).

Source: www.scottishairquality.co.uk and Aberdeen City Council 2019 Air Quality Annual Progress Report

Do you have evidence or reason to believe that this policy, activity etc. will or may impact on socio-economic inequalities?

This is about trying to be fair to everyone. Part of that is realising that not everyone may be starting at the same place. Some individuals and families may have low income, may have very little or no savings which means they are living from month to month therefore changes to council policies/services may have a greater adverse impact on them.

On this basis you should consider potential impacts on individuals/families by:

- Place: on specific vulnerable areas or communities (SIMD, regeneration, rural) e.g. housing, transport.
- Pockets: household resources, (Income, benefits, outgoings) ability to access a service
- Prospects: peoples life chances e.g.access to, or ability to access: employment, training, services (such as council or health) or support.

Groups of people who may be impacted include, but not limited to:

• Unemployed • Single parents and vulnerable families • People on benefits • Those involved in the criminal justice system • People in the most deprived communities • People who live in rural areas	• Pensioners • Looked after children • Careers including young carers • Veterans • Students • Single adult households • People who have experienced the asylum system	• Those leaving the care setting including children and young people and those with illness • Homeless people • People with low literacy/numeracy • People with lower educational qualifications • People in low paid work • People with one or more protected characteristic

Please complete by inserting “yes” in the applicable box/boxes below.

Socio-economic disadvantage	Positive	Negative	Neutral	Unknown

Pockets: Low income/income poverty – cannot afford to maintain regular payments such as bills, food, clothing			yes	
Pockets: Low and/or no wealth – enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future				Yes
Pockets: Material deprivation – being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure and hobbies	yes			
Place: Area deprivation – where you live, where you work	yes			
Prospects: Socioeconomic background – social class i.e. parents education, employment and income , educational achievement.			yes	

Summary of Fairer Scotland Assessment

Transport Poverty, Individuals or households with low income may struggle to pay for buying and running a car or bicycle or paying for a ticket on public transport is a concern for many and the draft RTS strategy aims to reduce the impact of this. Which not only impacts on their ability to travel but to access, work, education, health care and leisure.

Material deprivation such as not having access to broadband or a computer/smart phone, may mean that people on a lower income may not be able to access the best deals for public transport. As online tickets are often cheaper or buying a season ticket, which you pay for a long period of time such as weekly, monthly or annually but then your individual journeys are cheaper, can be too expensive to pay in advance for people on low incomes. Also a lot of timetables of public transport are available online and if you don't have access to the internet, then it might be difficult for you to access public transport. This may mean that you pay more money than you need to or find it difficult to access work, education, health care or leisure.

Purchasing a car or bike and maintaining these vehicles can also be difficult for those on lower incomes.

The draft RTS is trying to reduce and mitigate these issues where possible.

Communities of Place – Area of Deprivation. The Scottish Index of Multiple Deprivation (SIMD) highlights a number of areas of deprivation in the north east of Scotland. Out of 283 data zones in Aberdeen, 29 are in the 20% most deprived category. In Aberdeenshire, out of 340 data zones, 9 are in the 20% most deprived. Aberdeenshire also has a large rural population, which means that journeys are often longer. Due to less frequent public transport being available, this leads to fewer choices for travel. This can often result in isolation or people being unable to attend work, education or healthcare appointments easily. Different parts of Aberdeenshire are also affected differently. For example, some communities such as Laurencekirk, Stonehaven, Portlethen, Aberdeen, Dyce, soon to be Kintore, Inverurie, Insch and Huntly have access to a railway station in their community, but other communities are not near a railway station. Other communities also have better bus links than others and access between communities is often difficult if you don't have access to a private vehicle, as a lot of the bus links are focussed on Aberdeen. Whilst school transport is provided for those who live too far away to walk to school, there is a college campus in Fraserburgh, which may be difficult for some students in other parts of Aberdeenshire to access.

This issue or rurality has been raised as part of the draft RTS and is trying to reduce and mitigate these issues where possible.

Communities of interest - During our consultations and events with various groups, access to public transport and frequency in rural areas was a key issue, as was affordability of transport. Some people are entitled to concessionary fares on public transport due to age or disability. However, others on a low income are not eligible, which can lead to further inequalities.

Reducing inequalities and improving access to transport is a key part of the draft RTS.

Conclusion

Reducing inequalities is at the heart of the RTS 2040. Overall, Nestrans feel that the RTS 2040 provides a positive framework to reduce inequalities and improve equality. Nestrans is aware that access to transport and affordability of transport are key issues that impact on people's lives and that those with lower incomes are affected by these issues more than those with higher incomes. The new Regional Transport Strategy 2040 continues the work that Nestrans has been doing to reduce these inequalities and puts the policies and priorities in place to reduce these further. This includes working in partnership with others including the Bus Alliance, Getabout Partnership, the Health and Transport Action Plan, working together through Community Planning Partnerships, and continuing to work with Transport Scotland, public transport operators, local authorities, other Regional Transport Partnerships and the third sector.

Recommendations and next steps

Continue to work with Grampian Regional Equalities Council, our partners on the Health and Transport Action Plan and Getabout to promote sustainable transport messages and provide a

signposting for grants and services that may be available to help people with access needs and requiring advice on affordability of travel and transport.
Continue to consult widely across the whole of the North East of Scotland, including as many groups and communities of interest as possible and update and mitigate the current inequalities in transport where possible by implementing the RTS.

EQUALITY IMPACT ASSESSMENT

<table>
<tr><td colspan="2">Stage 1: Title and aims of the activity (“activity” is an umbrella term covering policies, procedures, guidance and decisions).</td></tr>
<tr><td>Organisation</td><td>Nestrans</td></tr>
<tr><td>Title of the activity etc.</td><td>Regional Transport Strategy 2040</td></tr>
<tr><td>Aims and desired outcomes of the activity</td><td>
1.1. Nestrans is the Regional Transport Partnership for the north east of Scotland with a statutory duty to produce and deliver a Regional Transport Strategy. This RTS is a long-term strategy for the areas of Aberdeen City and Aberdeenshire, which sets the vision and direction for transport in the region for the next 20 years.

1.2. Our vision to 2040:

To provide a safer, cleaner, more inclusive and accessible transport system in the north east, which contributes to healthier, more prosperous and fairer communities.

1.3. In support of this vision, the strategy has been developed under four equal and overlapping pillars that align with and support the pillars of the National Transport Strategy which was published in February 2020.

<table>
<tr><th colspan="4">RTS Pillars</th></tr>
<tr><td>Promoting equality across the north east</td><td>Reducing our impact on climate change and protecting the natural and built environment</td><td>Helping the north east economy prosper</td><td>Improving health and wellbeing across the north east.</td></tr>
</table>

1.4 Six Strategic Priorities:

1. Improved Journey Efficiencies to enhance connectivity
2. Zero fatalities on the road network
3. No exceedances of World Health Organisation safe levels of emissions from transport
4. Significantly reduced carbon emissions from transport to support net-zero nationally by 2045
5. Accessibility for all
6. A step change in public transport and active travel provision enabling a 50:50 mode split between car driver and sustainable modes.
</td></tr>
<tr><td>Author(s) & Title(s)</td><td>Kelly Wiltshire, Transport Executive</td></tr>
</table>

Stage 2: List the evidence that has been used in this assessment.	
Internal data (customer satisfaction surveys; equality monitoring data; customer complaints).	Nestrans Monitoring Report – Nestrans Annual Monitoring Report provides information and background data to support the development of the RTS. It monitors 48 key indicators and highlights a number of key trends. Nestrans Equalities Reports – Mainstreaming the Equality Duty – April 2017 Nestrans Equalities Outcomes Report – April 2017
Internal consultation with staff and other services affected.	A Health Inequalities Impact Assessment workshop (attached as appendix 1) was carried out with key partner stakeholders in December 2019 which highlighted some key issues around equalities and data that was missing.
External consultation (partner organisations, community groups, and councils.	National Transport Strategy 2, EIA reports North East Transport Consultative Forum www.nestrans2040.org.uk used as external consultation where discussion papers were published and it was open for comments on them. Consultation meetings and other activities taken place in last 18 months, See Appendix 2 for list of consultation activities that have taken place. These activities have helped to shape the RTS.
External data (census, available statistics).	External data has been used to compile information for our Nestrans monitoring report as above.

Other (general information as appropriate).	Nestrans is one of seven Regional Transport Partnerships across Scotland. This strategy has been written to follow on from the National Transport Strategy 2 (NTS2) document published earlier in 2020 and will feed into Local Transport Strategies that will be produced by Aberdeenshire Council and Aberdeen City Council. The NTS2 EIA document stated *"Transport affects access to services, amenities, economic opportunities and social activities for all people across all parts of Scotland. Once finalised the NTS2 will therefore affect any person in Scotland who:* • *Travels for any purpose and by any mode* • *Interacts with, or faces barriers to accessing, the transport system, e.g. as a resident, worker or visitor.* *Reflecting the high level and strategic purpose of the document, all components of the Draft NTS2 have been designed to apply universally rather than to target specific demographic groups. Improvements to the transport system and the resulting improvement in equality, climate sustainability, inclusive growth, and health and well-being can be expected to impact all people in Scotland."* Nestrans in developing the new Regional Transport Strategy(RTS) would agree that this is also the case for the RTS. Transport Scotland identified the following themes of relevance to transport and to protected characteristics. **Infrastructure and Connectivity:** how do different demographic groups access and use the transport system? **Demographics:** how does transport respond to demographic changes and influence population growth across Scotland? **Education and Earnings:** how does transport influence access to employment and associated socio-economic outcomes for different demographic groups? **Income and Wealth:** what is the relationship between transport and income and wealth distribution across Scotland? **Health**: How does Transport influence access to healthcare services and health outcomes for different demographic groups? **Security and Safety:** what is the relationship between transport, crime, safety and security across Scotland? Nestrans will consider the above themes and also assess the main actions/outcomes from the Strategy as part of this EIA. 1. Developing the rail network 2. Aberdeen Rapid Transit 3. Improving the region's bus network 4. Maximising the benefits of park and ride 5. Increasing the number of people travelling actively for health and environment 6. Managing Demand 7. Reducing Emissions from transport 8. Encouraging behaviour change 9. Maintaining and improving the region's road network 10. Facilitating the movement of freight 11. External air and sea connections 12. Road Safety and casualty reduction 13. Improving accessibility in rural areas 14. Improving access to health

	15. The affordability of transport 16. Improving access to transport network for all 17. Planning and designing places for people 18. Future impact of new technologies

Stage 3: Evidence Gaps.	
Are there any gaps in the information you currently hold?	We currently have gaps on information about religion and beliefs, gender reassignment and sexual orientation.

Stage 4: Measures to fill the evidence gaps.		
What measures will be taken to fill the information gaps before the activity is implemented? These should be included in the action plan at the back of this form.	Measures:	Timescale:
	Work with Grampian Regional Equality Council (GREC) to gather information and consult with relevant groups.	End 2020
	Continue to work with North East Transport Consultative Forum (NETCF) and extend membership to other groups where appropriate	ongoing
	This assessment along with the draft RTS 2040 and the other assessments (Fairer Scotland Duty, Strategy Environmental Assessment and Health Inequalities Assessment) will form part of the public consultation package and comments during this public consultation will help to form an action plan, amendments where appropriate to the above documents and mitigate any further issues raised.	Public consultation likely to take part over 10 weeks during Summer and Autumn 2020.

Stage 5: Are there potential impacts on protected groups? The protected groups covered by the equality duty are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The duty also covers marriage and civil partnerships, but only in respect of eliminating unlawful discrimination.

Who is affected by the activity or who is intended to benefit from the proposed policy and how?

Please complete for each protected group by inserting "yes" in the applicable box/boxes below.

1. Action/outcome from RTS – Developing the Rail network

	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	yes			
Age – Older	yes			
Disability	yes			
Race – (includes Gypsy Travellers)	yes			
Religion or Belief				yes
Sex (Gender)	yes			
Pregnancy and maternity	yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)				yes
Gender reassignment – (includes Transgender)				yes
Marriage and Civil Partnership eliminating unlawful discrimination			yes	

2 - Action/outcome from RTS – Aberdeen Rapid Transit				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	yes			
Age – Older	yes			
Disability	yes			
Race – (includes Gypsy Travellers)	yes			
Religion or Belief				yes
Sex (Gender)	yes			
Pregnancy and maternity	yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)				yes
Gender reassignment – (includes Transgender)				yes
Marriage and Civil Partnership eliminating unlawful discrimination			yes	

3 - Action/outcome from RTS – Improving the region's bus network				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	yes			
Age – Older	yes			
Disability	yes			
Race – (includes Gypsy Travellers)				yes
Religion or Belief			yes	
Sex (Gender)	yes			
Pregnancy and maternity	yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)			yes	
Gender reassignment – (includes Transgender)			yes	
Marriage and Civil Partnership eliminating unlawful discrimination			yes	

4 - Action/outcome from RTS – Maximising the benefits of park and ride				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	yes			
Age – Older	Yes			
Disability	yes			
Race – (includes Gypsy Travellers)				yes
Religion or Belief			yes	
Sex (Gender)	yes			
Pregnancy and maternity	yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)			yes	
Gender reassignment – (includes Transgender)			yes	
Marriage and Civil Partnership eliminating unlawful discrimination			yes	

5 - Action/outcome from RTS – Increasing the number of people travelling actively for health and environment				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	yes			
Age – Older	yes			
Disability		yes		
Race – (includes Gypsy Travellers)				yes
Religion or Belief			yes	
Sex (Gender)	yes			
Pregnancy and maternity	yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)			yes	
Gender reassignment – (includes Transgender)			yes	
Marriage and Civil Partnership eliminating unlawful discrimination			yes	

6 - Action/outcome from RTS – Managing Demand				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups				yes
Age – Older		yes		
Disability		yes		
Race – (includes Gypsy Travellers)				yes
Religion or Belief			yes	
Sex (Gender)				yes
Pregnancy and maternity			yes	
Sexual orientation – (includes Lesbian/ Gay/Bisexual)			yes	
Gender reassignment – (includes Transgender)			yes	
Marriage and Civil Partnership eliminating unlawful discrimination			yes	

7 - Action/outcome from RTS – Reducing emissions from transport				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	yes			
Age – Older	yes			
Disability	yes			
Race – (includes Gypsy Travellers)	yes			
Religion or Belief	yes			
Sex (Gender)	yes			
Pregnancy and maternity	yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)	yes			
Gender reassignment – (includes Transgender)	yes			
Marriage and Civil Partnership eliminating unlawful discrimination	yes			

8 - Action/outcome from RTS – Encouraging behaviour change				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	yes			
Age – Older		yes		
Disability		yes		
Race – (includes Gypsy Travellers)				yes
Religion or Belief				yes
Sex (Gender)	yes			
Pregnancy and maternity	yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)			yes	
Gender reassignment – (includes Transgender)			yes	
Marriage and Civil Partnership eliminating unlawful discrimination			yes	

9 - Action/outcome from RTS – Maintaining and improving the region's road network				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	yes			
Age – Older	yes			
Disability	yes			
Race – (includes Gypsy Travellers)	yes			
Religion or Belief	yes			
Sex (Gender)	yes			
Pregnancy and maternity	yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)	yes			
Gender reassignment – (includes Transgender)	yes			
Marriage and Civil Partnership eliminating unlawful discrimination	yes			

10 Action/outcome from RTS – Facilitating the movement of freight				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups			yes	
Age – Older			yes	
Disability			yes	
Race – (includes Gypsy Travellers)			yes	
Religion or Belief			yes	
Sex (Gender)			yes	
Pregnancy and maternity			yes	
Sexual orientation – (includes Lesbian/ Gay/Bisexual)			yes	
Gender reassignment – (includes Transgender)			yes	
Marriage and Civil Partnership eliminating unlawful discrimination			yes	

11 - Action/outcome from RTS – External air and sea connections				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	yes			
Age – Older	yes			
Disability	yes			
Race – (includes Gypsy Travellers)				yes
Religion or Belief				yes
Sex (Gender)	yes			
Pregnancy and maternity	yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)			yes	
Gender reassignment – (includes Transgender)			yes	
Marriage and Civil Partnership eliminating unlawful discrimination			yes	

12 - Action/outcome from RTS - Road safety and casualty reduction				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	yes			
Age – Older	yes			
Disability	yes			
Race – (includes Gypsy Travellers)	yes			
Religion or Belief	yes			
Sex (Gender)	yes			
Pregnancy and maternity	yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)	yes			
Gender reassignment – (includes Transgender)	yes			

Marriage and Civil Partnership eliminating unlawful discrimination	yes			

13 - Action/outcome from RTS - Improving accessibility in rural areas				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	yes			
Age – Older	yes			
Disability	yes			
Race – (includes Gypsy Travellers)	yes			
Religion or Belief	yes			
Sex (Gender)	yes			
Pregnancy and maternity	yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)	yes			
Gender reassignment – (includes Transgender)	yes			

Marriage and Civil Partnership eliminating unlawful discrimination	yes			

14 - Action/outcome from RTS - Improving access to health				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	Yes			
Age – Older	yes			
Disability	yes			
Race – (includes Gypsy Travellers)	yes			
Religion or Belief	yes			
Sex (Gender)	yes			
Pregnancy and maternity	yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)	yes			

Gender reassignment – (includes Transgender)	yes			
Marriage and Civil Partnership eliminating unlawful discrimination	yes			

15- Action/outcome from RTS - The affordability of transport				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	yes			
Age – Older	yes			
Disability	yes			
Race – (includes Gypsy Travellers)	yes			
Religion or Belief	yes			
Sex (Gender)	yes			
Pregnancy and maternity	yes			

Sexual orientation – (includes Lesbian/ Gay/Bisexual)	yes			
Gender reassignment – (includes Transgender)	yes			
Marriage and Civil Partnership eliminating unlawful discrimination	yes			

16- Action/outcome from RTS - Improving access to the transport network for all				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	yes			
Age – Older	yes			
Disability	yes			
Race – (includes Gypsy Travellers)	yes			
Religion or Belief	yes			
Sex (Gender)	yes			

Pregnancy and maternity	yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)	yes			
Gender reassignment – (includes Transgender)	yes			
Marriage and Civil Partnership eliminating unlawful discrimination	yes			

17 - Action/outcome from RTS - Planning and designing places for people				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	yes			
Age – Older	yes			
Disability	yes			
Race – (includes Gypsy Travellers)				yes
Religion or Belief				yes
Sex (Gender)	yes			

Pregnancy and maternity	yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)				yes
Gender reassignment – (includes Transgender)				yes
Marriage and Civil Partnership eliminating unlawful discrimination				yes

18- Action/outcome from RTS - Future impact of new technologies				
	Positive	Negative	Neutral	Unknown
Age – Younger Eliminating unlawful discrimination, harassment and victimisation Advancing equality of opportunity Promoting good relations among and between different age groups	yes			
Age – Older		yes		
Disability	yes			
Race – (includes Gypsy Travellers)				yes
Religion or Belief				yes

Sex (Gender)	yes			
Pregnancy and maternity	yes			
Sexual orientation – (includes Lesbian/ Gay/Bisexual)				yes
Gender reassignment – (includes Transgender)				yes
Marriage and Civil Partnership eliminating unlawful discrimination			yes	

Stage 6: What are the positive and negative impacts? – Action 1 – Developing the Rail Network		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	Positive impacts for all characteristics if there is a more reliable, more frequent rail network. New stations may open up the rail network to new people who otherwise would be unable to travel.	
		In the Nestrans region, not everyone will be able to access the rail network as there are currently only 8 railway stations in Aberdeen and Aberdeenshire (9th due to open later in 2020). So a large part of Aberdeenshire are not able to access a railway station easily.

Stage 6: What are the positive and negative impacts? – Action 2 – Aberdeen Rapid Transport		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	Faster, easier to use transport should help all protected characteristics. Any scheme would include modern, fully accessible vehicles and information. As this would involve significant new infrastructure, there are significant opportunities to improve integration, information provision and safety.	Characteristics age older and disability may be anxious about how to use a new form of transport.

Stage 6: What are the positive and negative impacts? – Action 3 – Improving the Region's Bus network		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	This should have a positive impact on all characteristics but especially age – younger and older people as well as women, who often depend on the bus network more than other characteristics.	

Stage 6: What are the positive and negative impacts? – Action 4 – Maximising the benefits of park and ride		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	This should have a positive impact on all characteristics as by encouraging more people to use park and ride (either bus or bicycle) then it should reduce the number of vehicles in the city centre and reduce congestion, improve safety and improve air quality. Creation of a new park and ride facility would ensure a high-quality interchange, safe and well-lit waiting areas, which will help to increase confidence of using public transport for those who are more vulnerable.	

Stage 6: What are the positive and negative impacts? – Action 5 – Increasing the number of people travelling actively for health and environment		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	This should have a positive benefit on all characteristics if more people are travelling actively (walking and cycling) then the roads should be quieter, safety improved and air quality improved, as well as health and fitness levels of those taking part in the active travel. A focus on walking/wheeling as well as cycling will include consideration of the needs of all protected characteristics, particularly those with reduced mobility or other disabilities.	There may be some negative impacts on those who find it difficult to travel actively for example characteristics disability and age older as they may not be able to take part and will still depend on other modes of travel. Design of shared spaces will need to take careful consideration of the needs of those with disabilities, particularly the visually impaired. In the case of shared cycle paths there can be conflict between the needs of different users and therefore the design and location of such facilities will need to be carefully considered to take account of the protected characteristics.

Stage 6: What are the positive and negative impacts? – Action 6 – Managing Demand		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	This may have a positive impact of reducing congestion and improving air quality which should benefit all characteristics.	This may affect age older and disability, if they struggle with technology in regard to how to pay, how the system works etc. Issues of affordability may also affect some of the protected characteristics if there is a charge associated. Women, particularly those who are single parents may adversely be affected by affordability.

Stage 6: What are the positive and negative impacts? – Action 7 – Reducing emissions from transport		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	This should be positive for all characteristics, as improved air quality and reducing climate change emissions will affect all.	There may be a negative impact for all characteristics on low incomes, if they have to pay to upgrade to a low emission vehicle. Women, particularly those who are single parents may adversely be affected by affordability.

Stage 6: What are the positive and negative impacts? – Action 8 – Encouraging Behaviour Change		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	Encouraging behaviour change to encourage a cultural shift to more sustainable forms of transport should have a positive impact on all characteristics.	This may be a negative impact for age older and disability characteristics if they find it difficult to change behaviour or unable due to disability. However the emphasis of the strategy is on choice and recognising that public transport, cycling or walking will not always be suitable for all.

Stage 6: What are the positive and negative impacts? – Action 9 – Maintaining and improving regions road network		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	If the road network is maintained and improved this should benefit all characteristics as the roads will be in good condition and thus safer and easier to use for travel and transport. Any improvements to the road network should be in line with the transport hierarchy taking into consideration the needs of pedestrians, cyclists and public transport users above the needs of the car so benefits for safety for all.	

Stage 6: What are the positive and negative impacts? – Action 10 – Facilitating the movement of freight		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	This should have a positive impact on all characteristics as if freight can move properly then it allows the economy to move and ensures a supply of goods. There is also an emphasis on encouraging freight onto the most appropriate routes with benefits for safety and local air quality which affect all.	This may have a negative impact on all characteristics if they live on a freight route or have more freight vehicles pass their home, in terms of air quality, noise and potential safety concerns.

Stage 6: What are the positive and negative impacts? – Action 11 – External air and sea connections		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	This should have a positive impact on all characteristics to have options to travel by air or sea	This may have a negative impact on greenhouse gas emissions, air quality and noise which may negatively impact on all characteristics who live near a harbour, port or airport.

Stage 6: What are the positive and negative impacts? – Action 12 – Road Safety and Casualty Reduction		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	This should be a positive impact for all characteristics as reducing casualties and improving safety will make the road safer for everyone.	

Stage 6: What are the positive and negative impacts? – Action 13 – Improving accessibility in rural areas		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	In Aberdeenshire many people live in rural areas and do not have access to regular public transport or have access to a car. This is a particular issue for age – older and age – younger. Improving access will be positive for all characteristics.	

Stage 6: What are the positive and negative impacts? – Action 14 – Improving Access to Health		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	This should have a positive impact on all characteristics and in particular disability and age older characteristics as it should be easier for them to access health services	

Stage 6: What are the positive and negative impacts? – Action 15 – The affordability of transport		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	This should have a positive impact on all characteristics as affordability was a key issue for characteristics age -older and age – younger and disability in our consultations. If affordability of transport is improved this should help all characteristics.	

Stage 6: What are the positive and negative impacts? – Action 16 – Improving access to the transport network for all		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	Improving access to the transport network for all, should have a positive impact on all characteristics.	

Stage 6: What are the positive and negative impacts? – Action 17 – Planning and designing places for people		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	This should have a positive impact on all characteristics by ensuring that new developments are planned and designed with all characteristics in mind	This may have a negative impact on characteristics such as age older- age younger or disability, for areas that are already built and may not be able to be retrofitted easily and increase the differences between newer areas and older and increase differences and affordability.

Stage 6: What are the positive and negative impacts? – Action 18 – Future impact of new technologies		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	Age younger – More inclined to use new technology and use it as the norm	Age older and those with a disability – May have difficulty using and accessing new technology
	Age older and those with a disability– New technology such as driverless vehicles may make access to services easier in future	

Stage 7: Have any of the affected groups been consulted?
If yes, please give details of how this was done and what the results were. If no, how have you ensured that you can make an informed decision about mitigating steps? Yes, age older, age younger and disability groups have been consulted through our North East Transport Consultative Forum and through individual visits and talks to various groups across Aberdeen and Aberdeenshire over the past 18 months. Full details are available in appendix 2. Further consultation will happen through the formal public consultation of the draft RTS 2040 over Summer and Autumn 2020.

Stage 8: What mitigating steps will be taken to remove or reduce negative impacts?		
These should be included in any action plan at the back of this form.	Mitigating Steps	Timescale
	Promotion of why the actions are being taken	To be done when the action is being introduced or implement
	Promotion/education on how new transport systems work	To be done before, during and ongoing when the action is implemented.
	Promote any grants or concessionary passes that may be available	Ongoing
	Design of all new infrastructure to take account of the needs of all protected characteristics. Public and stakeholder consultations on design should include consultation with groups and individuals representing the needs of protected characteristics.	Ongoing

Stage 9: What steps can be taken to promote good relations between various groups?	
These should be included in the action plan.	Good promotion and behaviour change should be promoted to ensure good relations between various groups. For example, expected behaviour when using public transport or using shared use paths, to ensure that everyone can travel safely despite their characteristic or ability.

Stage 10: How does the policy/activity create opportunities for advancing equality of opportunity?
The Regional Transport Strategy 2040 will create opportunities for advancing equality of opportunity as part of its vision, pillars and priorities is to reduce inequalities and promote equalities and wellbeing in all of our policies and actions. This will be done by ensuring that transport is more easily accessible, whether this is by using new technology, affordability, improving access to health and improving access in our rural communities. The other actions such as reducing transport emissions should help to reduce greenhouse gas emissions and improve air quality, which should make our places more accessible and nicer to spend time in.

Stage 11: What equality monitoring arrangements will be put in place? How the EIA will be used to monitor the proposal	
These should be included in any action plan (for example customer satisfaction questionnaires).	Nestrans will have a monitoring report for its regional transport strategy that is published annually and will incorporate the above actions. Nestrans will also continue to monitor its equalities as part of its public bodies duties. This EIA and its impacts will become part of this monitoring.

Stage 12: What is the outcome of the Assessment?		
Please complete the appropriate box/boxes	1	No negative impacts have been identified –please explain.
	2	Negative Impacts have been identified, these can be mitigated - please explain. ***** Please fill in Stage 13 if this option is chosen.
	The negative impacts can be mitigated by ensuring that there is enough promotion of any changes of how systems work. Such as new buses, Aberdeen Rapid Transport or managing demand. This includes behavioural change such as encouraging good relations between characteristics whilst using public transport or shared use paths when travelling actively. Consultation throughout the project development and design phase will also be critical to ensure schemes and projects are designed with the needs of all protected characteristics in mind.	
	3	The activity will have negative impacts which cannot be mitigated fully – please explain. ***** Please fill in Stage 13 if this option is chosen

***** Stage 13: Set out the justification that the activity can and should go ahead despite the negative impact.

<table>
<tr><td colspan="5">Stage 14: Sign off and authorisation.</td></tr>
<tr><td></td><td>1) Title of Policy/Activity</td><td colspan="3">Regional Transport Strategy 2040</td></tr>
<tr><td></td><td rowspan="2">2) Authors: I/We have completed the equality impact assessment for this policy/ activity.</td><td>Name: Kelly Wiltshire
Position: Transport Executive
Date: July 2020
Signature:</td><td colspan="2">Name: Kirsty Chalmers
Position: Transport Executive
Date:
Signature:</td></tr>
<tr><td>Name:
Position:
Date:
Signature:</td><td colspan="2">Name:
Position:
Date:
Signature:</td></tr>
<tr><td></td><td>4) Consultation with Service Manager</td><td colspan="3">Name: Paul Finch
Date:</td></tr>
<tr><td></td><td>5) Authorisation by Director or Head of Service</td><td>Name: Rab Dickson
Position: Director
Date:</td><td colspan="2">Name:
Position:
Date:</td></tr>
<tr><td></td><td colspan="3"></td><td></td></tr>
<tr><td></td><td colspan="3">RTS 2040 is due to go to the Nestrans Board on 24 June 2020. The supporting assessments will be available on the Nestrans website and will form part of the consultation package and will be published on www.nestrans2040.org.uk date for public consultation in August.</td><td></td></tr>
<tr><td colspan="4">Has the completed form been published on the website? YES</td><td>Date:</td></tr>
</table>

Action Plan					
Action	Start	Complete	Lead Officer	Expected Outcome	Resource Implications
Public Consultation for the EIA	tbc			Public respond with comments and the RTS 2040 will be amended where appropriate or actions mitigated further where appropriate	Staff time to go through comments and respond to them.
Send copies of draft RTS and assessments to groups representing the various characteristics	tbc			Groups respond with comments and the RTS 2040 and it will be amended or actions mitigated where appropriate.	Staff time to go through comments and respond to them.
All actions/projects in the RTS 2040 will consider equalities as it is a key pillar of the strategy.	Ongoing			Equalities to be a key aspect of consideration in all actions and projects of the RTS 2040 as equalities is a key pillar of the strategy	Staff, partners and stakeholders to ensure that equalities are considered and training given where appropriate.

Appendix 1

Health Inequality Impact Assessment on the Regional Transport Strategy

Report

Workshop report

Policy/service title	Regional Transport Strategy
Date of workshop:	22nd November 2019
Location:	The Town House, Aberdeen
Policy lead	Rab Dickson, Acting Director, Nestrans
Report Author:	Susan Forbes, Health Improvement Officer, Aberdeenshire, Health & Social Care/ Council
Facilitators	Joanne Riach, Public Health Practitioner, Public Health Directorate Katie Cunningham, Public Health Coordinator, Aberdeen City Susan Forbes, Health Improvement Officer, Aberdeenshire, Health & Social Care/ Council
Date of report	

This is a report of the findings from a Health Inequalities Impact Assessment workshop held to identify potential impacts of this policy, including differential impacts on different population groups. Findings are based on the knowledge and experience of those present at the workshop.

This report is not a definitive statement or assessment of impacts but presents possible impacts that may require further consideration. The report also identifies some questions to be addressed to understand the impacts further. The purpose of further work following this stage is to inform recommendations to improve impacts on health and enhance actions to reduce health inequalities.

People present:

- Rab Dickson, Acting Director, Nestrans
- Kelly Wiltshire, Transport Executive (Travel Plans and Delivery), Nestrans
- Andrew Stewart, Health & Transport Action Plan Programme Manager (Nestrans/NHSG)
- Paul Finch, Strategic Transportation Manager, Aberdeenshire Council
- Stephen McNamee,Transformation Programme Manager, Aberdeen City Health and Social Care Partnership
- Donna Laing, Planner, Aberdeen City Council
- Sandra Macdonald, Councillor and Nestrans Chair, Aberdeen City Council

Workshop facilitators:

- Joanne Riach, Public Health Practitioner, Public Health Directorate
- Katie Cunningham, Public Health Coordinator, Aberdeen City
- Susan Forbes, Health Improvement Officer, Aberdeenshire H&SCP/Council

Rationale and aims of policy:

The Regional Transport Strategy (RTS) vision over the next 20 years is “To provide a clean, resilient, inclusive and accessible transport system in the north east, which contributes to improved quality of life through healthier, safer, more prosperous and fairer communities”. The vision, objectives and key themes of the RTS closely align with the four pillars of the National Transport Strategy:

- Helping the northeast economy prosper;
- Improving health and wellbeing across the northeast;
- Taking action to reduce impact on climate change and protect the natural and built environment of the north east; and
- Promoting equality across the north east.

1. How will the policy impact on people?

The group sought to identify potential differential impacts of the policy on different population groups. These impacts are noted below.

Population groups and factors contributing to poorer health	Potential Impacts and explanation why	Recommendations to reduce or enhance such impacts
Age: older people; middle years; early years; children and young people.	Young people • Public transport is a challenge for young people aged 12 – 20 years old. Those with a car license are more likely to drive as no incentive to take public transport • Concern regarding the number of teenage driver accidents • Expensive for younger people on low incomes, who may not have concessions Older people • There is a growing older demographic • Concessionary travel does not include railway travel or taxi discounts • Safety fears • Lack of transportation can be geographical, leading to social isolation and less access to healthcare • The best travel deals go to those most "tech-savvy" • Overall decline in bus patronage, making some services at threat • Lack of input from elderly groups at consultations	• Incentives to use bus transport – 33% decline in bus use in recent years and increase in car transport instead. Investment required for sustainable travel options. Promote existing initiatives e.g. shared car schemes • Increased community transport options, but there is a perception that these are only for older people, younger people could be encouraged to use. These are a safety net for some. In communities, who can influence rural transport? • Review 'payment policy' for community transport eg customers charged to use Dial A Bus • Transparency of fares, and access for all eg work with DWP. Discounted fares tend not to be offered from age 16 but could still be in education/low paid work

		• Education partners can encourage cycling to school, and sustained behaviour change, uptake can be good in primary, but drops off in secondary school. There is a challenge to schools to keep encouraging this • Increased paths in rural areas, to avoid walking on roads • Build social capital for those who are isolated in communities
Sex: men; women; transgender people.	• There is a gender inequality with perception of safety on public transport, with there being a wider societal issue of safety with any minority group • Bias towards male dominated car users • Rural/urban poverty • There is a bias towards women being injured more in car accidents, perhaps due to cars being designed around men? • The strategy will positively impact on women as more women than other gender groups use multiple forms of transport • Women proportionately more likely to be killed or injured on bikes, and are less confident on bikes • Lack of inequalities training with transport staff	• Women are more receptive to safety messages need focus on other gender groups • More awareness/education/training of transport staff of minority groups, inc LGBT • Gap in consultation / surveys with these equality groups eg LGBT community (Four Pillars Organisation)
Pregnancy and Maternity: women before and after childbirth; breastfeeding.	• Safety in general • Lack of confidence on public transport • There is little or no concessions for this group, even for a short time. Kids for a Quid rail discount is poorly promoted • Lack of breastfeeding welcome schemes on buses • Inadequate changing facilities	• Patient transport services should consider pregnancy • Streamlining of appointments to increase access to appointments • Investigate / promote concessionary fares • More awareness/education/training for transport staff on this group

Disability: physical, sensory and learning impairment; mental health conditions; long-term medical conditions.	• Bullying on public transport • For those with visual impairments, seeing bus numbers/destinations can be difficult • This group is more dependent on public transport, rail is an issue • Mental ill health needs to also be considered • Poor access to some railway stations in Aberdeenshire	• Better audio announcements • Support should cover hearing and sight, and not just physical disabilities • Increased promotion of the Thistle Card bus assistance card • Training for bus drivers on sensory issues • A digital solution to help people • Encourage customers to use mobile phone APPs / Google maps to advise on up and coming bus stops • Improve promotion of existing initiatives e.g. ShopMobility/Able-deen, and volunteer services • Consultation with this group at early stages of design of initiatives to mitigate potential barriers.

Race and ethnicity: minority ethnic people; non-English speakers; gypsies/travellers; migrant workers.	• Is there enough translation?
	• Is there enough access to information?
	• Aberdeen has large student population, of whom English may not be their first language
	• Gypsy/travellers – sites may not be easily accessible/lack of understanding of this ethnic group
	• Safety: Driving on the left may be an issue for tourists/seasonal workers
	• Some of the fishing towns have a distinct ethnic workforce who may need transportation at times when it is not available e.g. over night
		• Large print and translated versions of policies and plans and materials should be made available.
		• Better engagement with ethnic groups around transportation in general eg GREC, Aberdeen Multicultural Society, Ethnic Minority Forum.
		  ○ Consultation on timetables
		  ○ Safety and awareness
		• Gap in the understanding about the needs of the Gypsy/traveller population. Need to engage /

		consult. Contact Aberdeen City / Shire Gypsy Liaison Officer.
Refugees and asylum seekers	• Poverty and affordability – gig economy can mean poverty so limited affordability to sustainable travel options eg cycling/safety equipment • Trauma and social isolation issues • Human trafficking awareness	• Promote First Bus Modern Slavery Policies- share with other agencies • Promoting to transport staff awareness/education/training of issues such as human trafficking • Provision of bikes, and affordable accessories, to encourage active travel eg Aberdeen City Wardens provide ad-hoc bike lights for free to those who don't have
Religion and belief: people with different religions or beliefs, or none.	• Is there enough cultural awareness of different religions and beliefs/lifestyles?	• Consultation with these groups to identify lifestyle patterns and impact on travel needs within different religious communities e.g. GREC, community stakeholders • Increased awareness/education/training of staff
Sexual orientation: lesbian; gay; bisexual; heterosexual.	• As previously • Is there a lack of awareness e.g. of terms about this equality characteristic?	• Increased awareness/education/training of staff • Need to increase understanding of lifestyle patterns and impact on travel needs within this community • Need to engage with TSO such as Four Pillars as advocates for this community & their transport needs

Marriage & Civil Partnership: people who are married, unmarried or in a civil partnership.	• There is a bias towards those not married, or part of family groups. Discounts are often given to groups, and single travellers pay full price	• Need to solve this disparity
Poverty People living in poverty / people of low income	• Affordability of transport, or purchasing bikes etc • Access to concessions • Health can often pick up the cost of this e.g. providing access to healthcare, or ambulances being used inappropriately • There may be a lack of storage facilities for bikes in temporary/social housing • Accessible, affordable transport can provide those living in poverty with opportunities to access and sustain employment and contact wider society, including contact with a range of services and friends and family. Lack of affordable transport can lead to social isolation. • Those with the means to leave communities sometimes do, lack of social, employment opportunities and transport solutions can influence this.	• Work with partners to promote existing initiatives • Promote accessibility of NHSG shuttle bus • Look into 'Costa Coffee' approach where a record of purchased fares can get you a free fare (buy 9 get 10th free), rather than requirement to purchase multi-journey tickets in advance • Recycling of bikes e.g. Police initiative to recycle bikes that go to the dump • Availability of free/loan items • Promote Co-Wheels car share scheme • Universities often loan out bikes to students over the academic year. • Dundee has electric charging points in areas of deprivation • Recommendations to address transport poverty is available in Poverty and Inequalities Report – Andrew Stewart to circulate • Work with DWP to explore the impact of travel costs & routes on their clients

		• Lack of fares discount from age 16 but could still be in education or traineeship (i.e. very low paid work).
Homelessness: people on the street; staying temporarily with friends/family; in hostels, B&Bs.	• Some travel schemes require an address, leading to lack of access to concessionary memberships • Rurality in some areas of Grampian • Affordability • Temporary housing might mean that people may not have many belongings, let alone have a bike	• Awareness of addresses that homeless people could use e.g. DWP • Care experienced children, give opportunities to own/access for bikes
Involvement in the criminal justice system: offenders in prison/on probation, ex-offenders.	• Lack of understanding of the support available to families, to visit family members in prison, especially if in prison far from home	• Gap in understanding this issue more. Consultation with key groups.
People with mental health illness	• Suicide prevention, transport has a role to play	• Increased awareness/education/training for transport staff
Care Experienced Young People (incl. accommodated) children and young people	• Affordability • There may be a lack of storage facilities for bikes in temporary/social housing	• Increased awareness/education/training for those working the Looked After Children/Care experienced, opportunities to access bikes etc. • Schools could be used as a way of passing bikes on/ upcycling/increasing availability
Low literacy / Health Literacy: includes poor understanding of health and health	• As with non-English speaking groups • It was felt that there was a good handle of literacy when designing resources	• Use of pictorial resources • Greater use of data/stats to inform and monitor resources

services as well as poor written language skills.		
Living in remote, rural and island locations	• Lack of transportation can be geographical, leading to social isolation and less access to healthcare	• Incentives to use bus transport. Investment required for sustainable travel options. Promote existing initiatives e.g. shared car schemes • Increased community transport groups, but there is a perception that these are only for older people, everyone could be encouraged to use. In communities, who can influence rural transport? • Review 'payment policy' for community transport e.g. customers charged to use Dial A Bus • Transparency of fares, and access for all e.g. work with DWP. Fares discount stop at age 16 but could still be in education/low paid work • Increased paths in rural areas, to avoid walking on roads • Build social capital for those who are isolated in communities
Carers: paid/unpaid, family members.	• There can be a lack of available transport between communities i.e. poor "intra-community" connections e.g. from one part of Mastrick to another which can compromise carers especially if they work part time.	• Access to free/concessionary travel
Staff: full/part time; voluntary; delivering/accessing services.	• Cheaper season tickets only benefit those working full time. Tendency for this type of work to require set times	• Travel companies can do more to promote flexi-working formula for concessionary fares (carers / parents)

		• Focus on SME • Encourage businesses to produce staff travel plans, off peak working hours

2. How will the policy impact on the causes of health inequalities?

The group identified the following potential impacts of the policy on the causes of health inequalities

Will the policy impact on?	Potential impacts and any particular groups affected	Recommendations to reduce or enhance such impacts
What impact will the proposal have on health-related behaviour? • Diet and nutrition • Exercise and physical activity • Substance misuse • Sexual health • Learning and skills	• Will have a positive effect on physical activity • Will lead to a better environment, which will encourage a more active lifestyle • Active travel is not just about cycling, walking is just as important. There is a tendency to fixate on cycle routes, walking routes should also be considered. • Links with access to healthy/local grown produce. • Those on low income may choose active transport solutions out of necessity (to save money) rather than through choice. • Quality of infrastructure e.g. paths, lighting can impact on perceived acceptability of active travel.	• Focus on walking as well as cycling • High quality and safe paths • Marketing of the strategy in a non-patronising way • Develop links between Food Growing Strategy and the RTS • Nestrans have less established links with SME – need to improve
What impact will the proposal have on the social environment? • Social status • Employment (FSD) • Income and income inequality (FSD) • Crime and fear of crime • Family support and social networks	• Affordability for those people who have low income. Impact on access to job opportunities • People should not be sanctioned because they are unable to get to DWP appointments due to transport issues • Maintenance of the physical environment will help the social environment • Accessible, affordable transport can improve connection with wider society, improving mental health. • Local employment opportunities may be improved for those living on low income if	• Link with DWP for advice on how to access transport effectively, to help with getting back into work. • Help with bus fares • Help with chaotic lifestyles • Use of lift share to get to appointments

• Stress, resilience and community assets • Participation and social interaction • Influence and sense of control • Identity and belonging	improved transport links improve the range of employers choosing to locate in local areas. • Employment opportunities can be limited by costly inaccessible transport in rural areas. • Fewer employment opportunities in local communities can have a negative impact on the perception of communities, may be seen as run down and lacking assets and the sense of belonging to a community can be reduced.	
What impact will the proposal have on the physical environment? • Living conditions (FSD) • Working conditions (FSD) • Natural space • Pollution • Climate change • Unintentional injuries and public safety: • Transmission of infectious disease: • Resource allocation	• Improved air quality • Place making and better environment • Improved respiratory issues • Road safety with vulnerable road users. In the city centre pedestrians are more at risk. • There is a perception that walking and cycling are not safe	• LEZ – Local emission zone • Encourage the use of local infrastructure such as AWPR and Park n Ride • Use of shared space e.g. Belmont Street • Ensure that any new infrastructure is not vulnerable to land erosion and extreme weather
How will the proposal impact on access to and quality of services? • Healthcare • Transport and connections • Social services	• Education - increased provision of free childcare will help	• Subgroup established Re: access to health NHSG Shuttle bus – promote more to general public • THInC in the City - demand grossly exceeds supply • Road safety, travel planning • Sustain & increase work with schools e.g. road safety and travel planning

• Housing quality, mix, flexibility • Education provision • Culture, leisure and play provision • Resources allocation		

3. Will there be any cumulative impacts as a result of the relationship between this policy and others?

Working across physical planning, economic strategy and regional transportation has the cumulative effect of working more consistently.

4. What sources of evidence have informed your impact assessment?

Appendix 1 provides a comprehensive list of evidence that informed discussions. There are some gaps identified that would require further consideration.

5. Summary of key impacts, research questions and evidence sources

The following is a summary of the key areas of impact identified at the workshop. This is not a definitive or necessarily complete list of issues identified and some may turn out on further assessment not to be relevant. The work done to explore these issues should be proportionate to the expected benefits and potential to make changes as a result.

Evidence-informed recommendations are central to a robust impact assessment; however, 'evidence' to support the development of recommendations can be thought of more widely than just formal research. Furthermore, a lack of available robust evidence should not lead to the impact assessment process being delayed or stopping altogether. Often there is poor or insufficient evidence about the links between a proposal and health; there may, however, be plausible theoretical grounds to expect an impact.

6. Who else needs to be consulted?

The HIIA workshop participants agreed that the following additional stakeholders should be involved or consulted in the process:

Equality Characteristics groups:

- Sex: Men and women, transgender, LGBT
- Religious and faith groups
- People in the criminal justice system
- Gypsy travellers

7. Suggested initial recommendations

Discussions about the potential impacts of the policy were determined by those present at the workshop. It was acknowledged that stakeholders representing the communities were not present, therefore this was a limitation of the HIIA.

During the workshop participants identified some initial suggestions to improve the policy. The suggestions are noted below but will need discussion and refinement by the steering group.

i. Promote existing initiatives that currently support the RTS's key aims and objectives that supports population groups covered in the HIIA, especially for those who are socially and financially vulnerable. Initiatives include; concessionary fares, car sharing schemes, bike recycling, ShopMobility, active travel, community transport, translation services, First Bus Modern Slavery Policy,

ii. Review and improve existing initiatives to consider the needs of population groups, in particular; young people, unemployed/low paid, unmarried people, pregnant women, homeless, those living in remote/rural areas, carers, staff. Suggestions include: Transport organisations review concessionary payment policies eg 'buy 9 fares and get one free'; Work with DWP regards concessionary fares and support for those with social and financial difficulties; Breastfeeding friendly transport; Improve audio announcements/promotion of digital APPs for those with disabilities/hearing and vision impairments on bus and rail travel. Investigate Dundee initiative providing electric charging points in deprived areas. Transport organisations when developing plans should; build in actions that promote social capital to prevent negative impacts on rural / remote communities; mitigate poor intra-community connections that can be challenging and costly to people travelling across towns/cities; investigate and work with business's to develop concessionary fares formula for staff/carers/parents who are flexi-working. Walking and cycling initiatives should promote that these activities are safe, incorporate use of road safety messages.

iii. Increased awareness of the needs of population groups through staff training/education. Population groups include: transgender, LGBT, pregnant women, human trafficking, religious and faith groups, those suffering mental health issues (suicide prevention)

iv. Further develop valuable input from services to support vulnerable young people eg schools support Care Experienced Young People/ higher education establishments support students by linking in with organisations who recycle bikes/concessions and other cheaper modes of travel.

v. Consultation required with the following population groups to address gaps in information about transport needs:

- Sex: Men and women, transgender, LGBT
- Religious and faith groups
- People in the criminal justice system
- Gypsy travellers

vi. Consultation with disability groups must happen at the early stages of design of an initiative to prevent potential future barriers.

vii. Strengthen the role that travel has on communities being able to access affordable, healthy food. The RTS to continue to work with the Food Growing Strategy and look to work with other organisations to influence this agenda.

viii. The RTS will have a positive impact on exercise and physical activity through promoting, supporting and influencing people to be active travellers. There should be a focus on walking not just cycling e.g. increase safe, quality walking paths, especially in rural/remote areas.

ix. The RTS aims to improve air quality, partners should promote use of the AWPR, Park and Ride, sustainable and active travel. Ensure that new infrastructure is not vulnerable to land erosion and extreme weather.

8. Conclusions

During the HIIA workshop the participants considered the potential impacts arising from implementing this policy. These potential impacts have been summarised above. As a result of this workshop we conclude;

The policy requires some adjustments to mitigate and enhance potential impacts.

Susan Forbes
Health Improvement Officer (Local Government)
Aberdeenshire H&SCP/Aberdeenshire Council
Susan.forbes@aberdeenshire.gov.uk

Appendix 1

Evidence type	Evidence available	Gaps in evidence
Population data e.g. demographic profile, service uptake.		
Consultation e.g. any engagement with service users, local community, particular groups.	**RTS ongoing consultation: below list of stakeholders** — **Date** • Macular Society — 15/03/2019 • West Locality - City Health and Social Care — 26/03/2019 • Aberdeen and Grampian Chamber of Commerce — 30/04/2019 • Fraserburgh Harbour — 15/05/2019 • GREC Voice of Experience — 30/05/2019 • GREC — 31/05/2019 • Aberdeen Airport — 24/05/2019 • Aberdeen and Grampian Chamber of Commerce — 23/05/2019 • Vanguard City & AGCC • Taxis (Licensing ACC) — 20/06/2019 • Health and Transport Action Plan Programme Manager — 18/07/2019 • Community Transport Association — 07/08/2019	Equality Characteristics groups: - Men and women, transgender - Religious and faith groups - People in the criminal justice system

	• HTAP Can you travel with confidence? event 07/08/2019 • Circular Economy and Transport 21/08/2019 • Eco stars meeting 09/08/2019 • Department for Work and Pensions - Jobcentre Plus Transport Round Table Discussion 21/08/2019 • SCDI 16/10/2019 • Aberdeenshire Joint Access Panels 28/10/2019 • Inverurie BID 04/11/2019 • Aberdeen Harbour Board 08/11/2019 • Pupil Participation Forum 06/11/2019 • Aberdeenshire Council, Climate Change Team Lead 22/11/2019 • Aberdeenshire Youth Forum 01/12/2019	
Research e.g. good practice guidelines, service evaluations, literature reviews.	• Christie Commission on the Future Delivery of Public Services, Christie Commission https://www.gov.scot/publications/commission-future-delivery-public-services/ • CTA Briefing Paper – Transport to Health 21st Nov 2019 • Disability Equality Scotland Patient Transport Poll – 21st Nov 2019 • Benefits of Community Transport (2015) https://www.transport.gov.scot/media/32402/j368247.pdf • Atkins Mobility As A Service – Journeys of the Future https://tinyurl.com/v99vkqo • Long Term Vision for Active Travel In Scotland 2030. https://tinyurl.com/t7f6hqz • Review of Active Travel Policy Implementation (2016) https://tinyurl.com/rv9g34s • Aberdeen In Transition Journey Towards 2050 https://issuu.com/wendydevall/docs/web_energy_transition_magazine • Logic Mapping for Better Transport Evaluations (Tavistock Institute 2010) https://tinyurl.com/v9u9pew • Providing Transport In Partnership: a guide for health boards and local authorities https://tinyurl.com/wgnov8g • Transport and Poverty in Scotland – Report of the Poverty and Inequality Commission https://tinyurl.com/smkz5l4	Poverty and Inequalities issues Advise to review the following: Listening to the Lived Experience of Poverty in Scotland (Poverty and Inequality Commission 2019) Information about road safety issues/accidents of foreign drivers – contact Ian Wallace, Road

	• Together We Can: A Guide to Partnership Working https://www.oasishumanrelations.org.uk/content/uploads/2014/05/Together-We-Can-chapter1.pdf • Barriers to Partnership Working – JIT 2009 • Characteristics of Successful Partnership JIT 2009 • Easy Steps to Health Inequality Impact Assessment https://tinyurl.com/somktcf • A Healthy Relationship: Public Health & Transport Collaboration in Local Government, Professor Adrian Davies http://www.urbantransportgroup.org/resources/types/reports/healthy-relationship-public-health-and-transport-collaboration-local • Air Quality Action Plan, Improving Air Quality in the UK, Dept for Food, Environment & Rural Affairs, (2015) https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017 • Public Health Priorities for Scotland, COSLA, (2018) https://www.gov.scot/publications/scotlands-public-health-priorities/ • National Walking Strategy, (2016) https://www.gov.scot/publications/lets-scotland-walking-national-walking-strategy/ • Scotland's Big Book of Accident Prevention, ROSPA, https://www.rospa.com/rospaweb/docs/advice-services/public-health/big-book-scotland.pdf • Road Safety & Public Health, ROSPA, (2014) https://www.rospa.com/rospaweb/docs/advice-services/road-safety/practitioners/rospa-road-safety-and-public-health.pdf • NHS Scotland Travel Plan Guidance, NHS Facilities Scotland, (2007) https://tinyurl.com/qwz96gb • Impact of the Local Sustainable Transport Fund: Synthesis of Evidence (2018) https://tinyurl.com/sgs584t • Review of Travel Planning in Grampian Public Bodies, HTAP commissioned, (2014) • Essential Guide to Travel Planning, DFT, (2005) https://tinyurl.com/rgtpzle • Making Personal Travel Planning Work Research, (2007) http://ratransport.co.uk/images/MakingPTPworkResearch.pdf • Transport for Health & Social Care, Audit Scotland (2011) https://www.audit-scotland.gov.uk/docs/health/2011/nr_110804_transport_health.pdf • Making Personal Travel Planning Work, Practitioners Guide, (2008) http://ratransport.co.uk/images/PTP%20practictionersguide.pdf • Securing Healthy Returns, Realising the Financial Value of Sustainable Development, Public Health England, Sustainable Development Unit, (2016) https://tinyurl.com/vv5lsao	Safety Reduction Strategy Co-ordinator.

	• Net Zero – The UK's contribution to stopping global warming, Committee on Climate Change, https://www.theccc.org.uk/publication/net-zero-the-uks-contribution-to-stopping-global-warming/ • National Transport Strategy for Scotland, https://www.transport.gov.scot/our-approach/national-transport-strategy/ • NESTRANS Regional Transport Strategy https://www.nestrans.org.uk/regional-transport-strategy/documents-regional-transport-strategy-2040/ • HITRANS Regional Transport Strategy https://hitrans.org.uk/Strategy/Regional_Transport_Strategy • NHS Scotland, 2020 Vision (2011) https://www2.gov.scot/Topics/Health/Policy/2020-Vision • Organisational Duty of Candour, Scottish Government, (2018) https://www.gov.scot/publications/organisational-duty-candour-guidance/ • Health & Transport Action Plan, (2015) https://tinyurl.com/yyxxt2f6 • The Scottish Health and Inequality Impact Assessment Network (SHIIAN) report – Health and Transport: A Guide 2018 https://www.scotphn.net/wp-content/uploads/2015/11/Transport-Guide-2018-Final-Formatted.pdf • Health Impacts of Transport Initiatives, NHS Scotland, (2007) http://www.healthscotland.com/documents/2124.aspx • Review of the GetAbout website (2013) • Innovations in Health Transport, Community Transport Association (2018) https://ctauk.org/policy/innovations-in-health-transport/ • Scotland on the move — a joint manifesto for active travel, Transform Scotland, (2016) http://transformscotland.org.uk/wp/wp-content/uploads/2016/10/ActiveTravelManifesto-2016-FINAL-web.pdf • Getabout Review Final Report, prepared by Ideas in Partnership (2018) • AWPR Environmental Statement, Air Quality Cumulative Impact Assessment (2007) https://www.transport.gov.scot/publication/aberdeen-western-peripheral-route-environmental-statement/ • Working Together to Promote Active Travel, Briefing for Local Authorities, Public Health England, (2016) https://www.gov.uk/government/publications/active-travel-a-briefing-for-local-authorities • Director of Public Health Report, NHSG, 2017-18, https://www.nhsgrampian.org/nhsgrampian/gra_display_simple_index.jsp?pContentID=8826&p_applic=CCC	

	• Economic benefits of walking and cycling, Transport for London, (2014) http://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf • World Health Organization, Health Risks & Air Pollution https://www.who.int/sustainable-development/transport/health-risks/air-pollution/en/ • Does Sharing Cars Really Reduce Car Use? (2017) https://www.transportenvironment.org/sites/te/files/publications/Does-sharing-cars-really-reduce-car-use-June%202017.pdf • Evidence to Inform the Commissioning of Social Prescribing, University of York, (2015) https://www.york.ac.uk/media/crd/Ev%20briefing_social_prescribing.pdf • Active Travel and Physical Activity: Evidence Review, Sport England, (2019) https://www.sportengland.org/media/13944/active-travel-summary-evidence-review.pdf • Social Prescribing Evidence, Developing Primary Care In Wales, http://www.primarycareone.wales.nhs.uk/social-prescribing-evidence • The Impact of Social Isolation, https://socialwellness.wordpress.com/the-causes-and-impact-of-social-isolation/ • Health Effects of Social Isolation and Loneliness, Relational Fragility and the Isolational Trajectory in the Latter Stages of Life, Ageing Life Care Journal (2018) https://www.aginglifecarejournal.org/health-effects-of-social-isolation-and-loneliness/ • Community Planning Guidance, Scottish Government, https://www.gov.scot/policies/improving-public-services/community-planning/ • Climate Trends and Projections, Adaptation Scotland, (2014) https://adaptationscotland.org.uk/why-adapt/climate-trends-and-projections • Market Forecast for Connected and Autonomous Vehicles, UK Government, (2017) https://www.gov.uk/government/publications/connected-and-autonomous-vehicles-market-forcecast • Automated Vehicles, Law Commission Consultation (2019) https://www.lawcom.gov.uk/project/automated-vehicles/ • Working Together to Reduce Suicides In Transport, Parliamentary Advisory Council for Transport Safety (2019) http://www.pacts.org.uk/2015/12/working-together-to-reduce-suicide-in-transport/ • Preventing Suicide on the Railway, British Transport Police, http://www.btp.police.uk/safety_on_the_railway/safety_on_and_near_the_railway/suicide_prevention.aspx	

	• Rural Buses, An Endangered Species, Campaign for Better Transport, https://bettertransport.org.uk/sites/default/files/research-files/Rural_buses_report.pdf • Call for rural taxis to replace buses, Engineering and Technology, 2019 https://eandt.theiet.org/content/articles/2019/01/call-for-rural-taxis-to-replace-buses/ • NHS Near Me, NHS Highland, (2019) https://www.nhshighland.scot.nhs.uk/NHSNearMe/Pages/Welcome.aspx • Leading Culture Change in the Public Sector, CIPD, https://www.cipd.co.uk/knowledge/strategy/change/culture-public-services-report • Listening to the Lived Experience of Poverty in Scotland, Poverty and Inequality Commission, https://povertyinequality.scot/publication/listening-to-the-lived-experience-of-poverty-in-scotland/ • Loosening the Grip of Women's Poverty, Poverty Alliance, (2019) https://www.povertyalliance.org/wp-content/uploads/2019/08/SAPR-30-.pdf • First Group Policy on Human Trafficking https://tinyurl.com/wmye9dr • The Experience of Polish-Scottish Integration in Scotland, The Polish Cultural Festival Association, http://www.polishscottishheritage.co.uk/wp-content/uploads/2013/10/The-Experiance-of-Integration-Final-Report.pdf • Reducing the barriers to bus use, AGCC, First Group and NESTRANS, MAY 2015 • Exploring gender and active travel – Sustrans, 2018 • National survey of attitudes and barriers to walking in Scotland – Paths for all, 2019 • Nestrans annual monitoring report – June 2019	
Participant knowledge e.g. experiences of working with different population groups, experiences of different policies.		

Appendix 2 – Consultation Activities

Stakeholder	Date of meeting
Macular Society	15/03/2019
West Locality - City Health and Social Care	26/03/2019
Aberdeen and Grampian Chamber of Commerce	30/04/2019
Fraserburgh Harbour	15/05/2019
Grampian Region Equality Council (GREC) Voice of Experience event	30/05/2019
GREC	31/05/2019
Aberdeen Airport	24/05/2019
Aberdeen and Grampian Chamber of Commerce Vanguard City & AGCC	23/05/2019
Taxis (Licensing ACC)	20/06/2019
HTAP Can you travel with confidence? event	07/08/2019
Aberdeen and Grampian Chamber of Commerce Circular Economy and Transport	21/08/2019
Eco stars meeting	09/08/2019
Department for Work and Pensions - Jobcentre Plus Transport Round Table Discussion	21/08/2019
SCDI	16/10/2019
Aberdeenshire Joint Access Panels	28/10/2019
Inverurie Business Improvement District	04/11/2019
Aberdeen Harbour Board	08/11/2019
Pupil Participation Forum	06/11/2019
Climate Change Aberdeenshire Council	22/11/2019
Aberdeenshire Youth Forum	01/12/2019
Presentation and workshop with Aberdeen City Council extended corporate management team	12/12/2019
Accessible Travel Event	19/02/2020