

National Transport Strategy Refresh – Record of Engagement and Consultation

The constrained scope of the National Transport Strategy (NTS) refresh did not warrant formal consultation, but the widest possible engagement was carried out in the timescale. This document details that engagement and the various impact assessments carried out.

The NTS Stakeholder Group was convened to advise on the content of the refreshed NTS and wider engagement. The terms of reference for that group are in the annex below. Through this, a sub-group was formed which fed directly into the work to clarify roles and responsibilities as outlined in Section 4 of the main NTS document.

A large workshop was also held on 29 October with representation from across transport, local, regional and national government and a variety of sectors. The workshop also included representatives from key partnership organisations such as the NHS and Ambulance Service and Police Scotland. The engagement informed the refreshed NTS and will also assist in planning for a future full review. A full review would include formal consultation.

As part of the refresh, we considered the requirement for environmental assessment, equality considerations and Child Rights and Wellbeing Impact Assessments.

As required by the Environmental Assessment (Scotland) Act 2005, Transport Scotland considered the requirement for a Strategic Environmental Assessment (SEA) of the refreshed Strategy. We determined that the elements of the refresh are not expected to contain any new significant environmental effects. Given the overarching role of the strategy, any policy direction proposals initiated here that could have environmental implications when developed into more specific plans would be subjected to SEA consideration in their own right, where it can be determined that they are likely to generate significant environmental effects. It has therefore been determined that the strategy itself would have no significant environmental effects and can be screened out. The screening material can be found on <http://www.gov.scot/Topics/Environment/environmental-assessment/sea/SEAG> with case number SEA\01106.

Scotland's strong commitment to tackling inequality is given focus in the refreshed NTS. The new NTS provides an update on what transport has achieved in this area since 2006. The Mobility and Access Committee for Scotland (MACS) was involved in the refresh exercise through their attendance at the NTS Stakeholder Group. The Strategy provides an overarching framework and a strong focus on promoting social inclusion and inclusive growth and tackling inequality. Equality impact assessments for each of the individual plans, policies and strategies will be undertaken, whenever

they are updated and in line with the Public Sector Equality Duty. That will feed into an overarching NTS Equality Impact Assessment which would be updated in line with any full NTS review. More information about how the strategy has contributed to progress in fulfilling the public sector equality duty can be found in the table below.

Table: Transport achievements with regard to compliance to Equality Act 2010

Equality protected characteristics	Transport achievements
Age	<ul style="list-style-type: none"> ○ Intention to legislate in next Parliament to ensure seatbelts are provided on all dedicated school transport. ○ Suite of road safety educational resources for 3-18 year olds linked to Curriculum for Excellence produced. ○ Road safety campaigns targeted at specific groups of people eg recent country roads campaign targets 22-40 year old men and the motorbike campaign targeted 40-49 year old men. ○ Scottish Ministers have repeatedly called on the UK Government to take action on or devolve powers to enable a graduated driver licence system to operate. This policy would be aimed at new drivers but would disproportionately affect young drivers. ○ The Road Safety Framework Mid-term Review, taking place in 2015/16 has identified three key priority areas for action through to 2020. One of these is age and we are considering outcomes and commitments for pre-drivers, drivers aged 17-25 and older drivers. ○ The blue badge scheme supports those with restricted mobility to lead independent lives. It is of particular benefit to disabled adults and families supporting disabled children and young people. The blue badge scheme has specific eligibility criteria for a parent of a child under three years old. ○ Transport Scotland published Roads for All: A Good Practise Guide in 2013. This Good Practice Guide contains Transport Scotland's requirements for inclusive design in the construction, operation and maintenance of road infrastructure. Inclusive design is an approach which aims to create environments which can be used by everyone regardless of age or disability. The Guide provides practitioners with current international good practice and advice on providing for the needs of people with sensory, cognitive and physical impairments, within the road environment. Where the guidance and design standards presented here conflict with the 'Design Manual for Roads and Bridges' (DMRB), this Good Practice Guide takes precedence. ○ The Good Practice Guide is targeted at everyone who makes design and management decisions which affect the road network. This includes external consultants and contractors as well as Transport Scotland staff. Production of the Good Practice Guide is one of the objectives of Transport Scotland's Trunk Road Disability Equality Scheme and Action Plan, 'Roads for All', published in December 2006.

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- All roads design work undertaken by or behalf of Transport Scotland adheres to this guidance.

Disability

- Abellio ScotRail is committed to increasing the confidence of customers with disabilities and reduced mobility. Under the new ScotRail franchise Abellio will:
 - Establish a Stakeholder Equality Group encouraging participation from senior citizens, young families, customers with learning difficulties, plus economic and socially-disadvantaged customer groups.
 - Reduce the notice period for passengers booking Passenger Assist Service covering all stations across the ScotRail network.
 - Complete a pilot scheme implementing the Assist-Mi customer assistance mobile app at selected stations.
 - Implement Bike & Go cycle hire scheme in at least 10 stations, including accessible cycles where possible.
 - Improve facilities and services to make them more accessible through a minor works fund. Such improvements include accessible toilets, dropped kerbs, hearing loops, additional portable ramps and handrails, wayfinding information and signage.
- Work with Network Rail is under way to deliver major accessibility schemes identified for Control Period (CP5) 2014-19 under the Department for Transport's 'Access for All' programme. So far the following stations have been announced for improvement: Blairhill, Elgin, Hamilton Central, Kilmarnock, Kilwinning and Westerton.
- Eligibility for a blue badge is primarily aimed at those with mobility issues, however, people with a range of cognitive impairments to include children with Autism and Downs Syndrome may in the future be eligible for a blue badge as a result of being in receipt of qualifying rates of Disability Living Allowance or Personal Independence Payment. A pilot scheme allowing the impact of change to be monitored and ascertain how to effect the change on a permanent basis will be launched in April 2016. The intention is therefore to lay an SSI to commence the pilot scheme across all 32 local authority areas in Scotland to incorporate those with cognitive impairments into the Blue Badge Scheme in this Parliamentary Session.

Gender reassignment

- Transport is not seen as disproportionately discriminating in this protected characteristic. Transport policies and interventions are therefore not assessed as having a negative or positive impact on this protected characteristic.

**Marriage/
civil partnership**

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Pregnancy/ maternity	○ Transport is not seen as disproportionately discriminating in this protected characteristic. Transport policies and interventions are therefore not assessed as having a negative or positive impact on this protected characteristic.
Race	○ The Road Safety Framework contains a commitment to investigate links between road safety and those in ethnic minority groups.
Religion/ belief	○ Transport is not seen as disproportionately discriminating in this protected characteristic. Transport policies and interventions are therefore not assessed as having a negative or positive impact on this protected characteristic.
Sex	○ Transport is not seen as disproportionately discriminating in this protected characteristic. Transport policies and interventions are therefore not assessed as having a negative or positive impact on this protected characteristic.
Sexual orientation	○ As part of the ScotRail franchise, Abellio is required to demonstrate proactive steps to eliminate discrimination and to promote equality. Abellio ScotRail intend to review existing equal opportunity and diversity policies and produce a Diversity and Inclusion Plan to promote and broaden all aspects of equality, tolerance and respect for others including obtaining Investors in Diversity accreditation, and exploring options for collaborating with existing Lesbian, Gay, Bisexual and Transgender networks within Network Rail or those within other Abellio run franchises to allow for sharing of best practice and economies of scale

Given time-constraints since the introduction of Children's Rights and Wellbeing Impact Assessment (CRWIA) and the overarching role of the NTS, Transport Scotland has concluded that the changes specific to the refreshed strategy that have a direct or indirect impact on children and families will need to become the subject of CRWIA development works as they become incorporated into more specific policies and implementation plans. Some of these direct and indirect impacts are listed above, but others may emerge as a wide range of new work is developed going forward.

NATIONAL TRANSPORT STRATEGY REFRESH 2015 Stakeholder Group Terms of Reference

Context

Derek Mackay MSP, Minister for Transport and Islands, has commissioned a refresh of the 2006 National Transport Strategy (NTS) with a target completion date of December 2015.

The original [NTS](#) set a framework for transport in Scotland up to circa 2026, which we believe remains relevant but requires updating in light of the changed strategic context since it was published in 2006.

The refresh will not revise the vision, the three key strategic outcomes or the five high level objectives, but will focus on two key areas updating the strategic context and clarifying roles and responsibilities of transport delivery organisations.

Remit

To provide input and expertise on:

- Strategic context and key transport challenges;
- Clarity of current transport roles and responsibilities;
- Other specific issues as requested by the Scottish Government.

Time Commitment and Lifespan of the Group

Members will be expected to attend around 3 meetings this year (including a wider workshop). The Stakeholder Group will operate until the review is completed (December/January).

Membership

Transport Scotland (Chair)
Convention of Scottish Local Authorities
Regional Transport Partnerships
Scottish Trades Union Congress
Mobility & Access Committee for Scotland
Confederation of British Industry (Scotland)
Society of Chief Officers of Transportation in Scotland
Scottish Council for Development and Industry
Scottish Cities Alliance
Transform Scotland
Citizens Advice Scotland
Chartered Institution of Highways and Transportation