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# **National Transport Strategy 2**

## **Equality Impact Assessment Results**

<b>Title of Policy</b>	National Transport Strategy (NTS2)
<b>Summary of aims and desired outcomes of Policy</b>	This Strategy sets out a vision for Scotland's transport system for the next twenty years. It aims to deliver a sustainable, inclusive and accessible transport system. The desired outcomes of the strategy are to promote equality, take climate action, contribute to economic growth, and improve the health and wellbeing of the people of Scotland.
<b>Directorate: Division: team</b>	Transport Scotland: Strategy and Analysis Directorate

### Executive Summary

In 2006, the first National Transport Strategy set out a 20-year vision to 2026, encapsulating priorities for transport in Scotland and providing a strategic framework against which questions of transport investment, priorities and policies could be judged. A refreshed Strategy was published in January 2016, keeping the overall framework whilst updating the strategic context and clarifying roles and responsibilities across transport modes, locations and organisational hierarchy. It recommended a 'fuller, collaborative review of the Strategy to the next Scottish Government' which was subsequently announced by the Minister for Transport and the Islands, in August 2016.

The new National Transport Strategy draws heavily on the latest evidence and has been developed through a collaborative approach involving a wide range of partners. An extensive engagement exercise involving individuals, businesses and third sector organisations has been essential to its development. The draft Strategy was published for public consultation between 31 July 2019 and 23 October 2019, accompanied by a suite of four templates, covering relevant statutory requirements, through which all equalities impacts of the draft Strategy were assessed. This enabled a fully informed consultation on the proposed substantive components of the document. An independent consultant was commissioned to analyse and report on the consultation responses. The responses played a key role in informing the content of the Strategy. Transport Scotland subsequently took account of the consultation report findings in redrafting the Strategy. Assessing for equalities impacts has thus been an iterative process.

Now published in its final form, the Strategy will inform the completion of the ongoing Strategic Transport Projects Review 2 (STPR2) and the development of the emerging National Planning Framework 4 (NPF4). Together these will provide an integrated spatial and strategic framework to underpin planning and development decisions and to guide transport infrastructure investment across Scotland up to 2040. Recognising that transport is a critical enabler of sustainable and inclusive economic growth, the Strategy provides a visionary platform and the strategic context necessary to address key economic, social and environmental challenges through action within the transport system. The Strategy's vision for Scotland's

transport system relates directly to creating an inclusive and accessible transport system contributing to a more equitable society. Reduces Inequalities is one of the four themes underpinning the vision.

The final Strategy comprises:

- a Vision underpinned by four Priorities, each with three associated Outcomes. The Vision, Priorities and Outcomes are at the heart of the Strategy and will be the basis for decisions and the evaluation of the success of Scotland's transport policies going forward
- four interconnected Priorities to deliver the Vision: reduces inequalities; takes climate action; helps deliver inclusive economic growth; and improves health and wellbeing
- under the four interconnected Priorities, a series of current and emerging challenges which must be tackled in order to deliver the Vision, Priorities, and Outcomes are set out
- finally, 24 policies that will act as the drivers of change and help address the challenges, achieve the Priorities and Outcomes and deliver the Vision are set out. The Policies are presented under the four Priorities but in some cases also cut across these

The central question which underpins any EqIA is to identify (and where appropriate work to resolve) any likely different or disproportionate impacts on persons with protected characteristics (one or more) resulting from actions undertaken by public bodies. In this case, the question was whether the publication and subsequent implementation of the Strategy by the Scottish Ministers (via Transport Scotland) would be likely to result in any likely different or disproportionate impacts on persons with protected characteristics.

Owing to the high-level nature of the emerging Strategy and to reflect the intended role of the document in setting a visionary strategic framework to underpin future decision making, at this stage the EqIA has necessarily focused on demonstrating how relevant issues and sensitivities have been considered in policy development and on highlighting linkages between proposed components of the Strategy and equalities issues, rather than on assessing specific impacts from the implementation of individual policies.

The Strategy will be supported by a Delivery Plan to identify specific mechanisms to implement the policies and priorities set out within the document. A holistic Equalities Assessment Framework has therefore been prepared as a tool to support the continued implementation of the PSED and other applicable statutory equalities duties in the design and delivery of future transport interventions (funding streams, policy programmes, physical infrastructure development, etc.) to implement the Strategy. The EAF includes one 'Equalities Objective' related specifically to the PSED and a suite of related Guide Questions.

## Background

In accordance with statutory requirements and to support sound policy development, an Equality Impact Assessment (EqIA) process has been undertaken as part of the NTS Review to identify likely different or disproportionate impacts from the emerging Strategy on people with protected characteristics, as defined by the Equality Act 2010.

## The Scope of the EQIA

As the emerging Strategy does not focus on specific modes nor define specific transport interventions or investment priorities, the scope of individual Strategy components is inherently high level and implementation mechanisms have yet to be defined. This means that the emerging Strategy, in particular all proposed policies, could result in a wide range of equalities impacts (beneficial, adverse or neutral) depending on how they targeted and implemented. Whilst the absence of specific transport interventions allows the emerging Strategy to set a forward looking and visionary strategy, rather than being grounded in the realities of current projects, this largely prevents the identification at this stage of likely specific impacts from the Strategy (including individual policies) on people with individual protected characteristics. However, transport related barriers facing vulnerable communities have been identified and addressed wherever possible through discharging the PSED throughout the development of the Strategy.

## Key Findings

The Strategy's vision for Scotland's transport system relates directly to creating an inclusive and accessible transport system contributing to a more equitable society, whilst 'Reduces Inequalities' is one of the four Priorities underpinning the vision. A commitment to advancing equality of opportunities across protected characteristics is embedded in the strategic framework of the Strategy, referenced directly in the Outcomes underpinning this Vision.

The Outcomes have been designed to address challenges specifically including the need to eliminate discrimination on the basis of gender and disability and to foster strong community relations. The Strategy also establishes a positive framework which will allow interventions to be designed around targeting existing inequalities experienced by persons related to each of the nine protected characteristics on the transport network and in society more widely.

Notwithstanding the identification of individual uncertainties in their wording, the inclusion of the following policies within the Strategy demonstrates that the PSED has been appropriately discharged by providing a positive framework to, within the context of the transport system, eliminate discrimination, harassment, victimisation, advance equality of opportunity and foster good relations between people with or within individual protected characteristics.

- ensure transport in Scotland is accessible for all by supporting the implementations and development of Scotland's Accessible Travel Framework
- remove barriers to public transport connectivity and accessibility within Scotland
- reduce the negative impacts which transport has on the safety, health and wellbeing of people
- ensure sustainable, public and active travel access to employment, education and training locations
- improve sustainable access to healthcare facilities for staff, patients and visitors

### **Recommendations and Conclusion**

The evidence provided in this Results Sheet and the accompanying Record Sheet demonstrates that the implementation of the PSED to date has directly informed and improved the final Strategy.

A holistic Equalities Assessment Framework has been prepared as a tool to support the continued implementation of the PSED and other applicable statutory equalities duties in the design and delivery of future transport interventions (funding streams, policy programmes, physical infrastructure development, etc.) to implement the Strategy. The EAF includes one 'Equalities Objective' related specifically to the PSED a suite of related Guide Questions.



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