



**TRANSPORT
SCOTLAND**
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Transport Transition Plan

Statutory Assessments Interim Update

SEPTEMBER 2020

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The information and references contained within this report reflect engagement and evidence gathered between March 2020 and early September 2020.

Overview

On 21 May, the First Minister published a Scottish Government (SG) [Route Map](#), setting out the steps through and out of the pandemic. The Cabinet Secretary for Transport, Infrastructure and Connectivity launched the Transport Transition Plan (TTP) on 26 May 2020. This continually evolving plan outlines the action Transport Scotland (TS) has taken to date and the planning being undertaken to prepare the transport system as we transition through the COVID-19 crisis. As we have eased out of lockdown and restrictions have been lifted, (albeit with local lockdowns now being put in place in some areas), how we work, socialise and access services has changed. Work has been undertaken and continues, to provide a safe transport system to meet the needs of the country. The focus is to ensure Scotland can keep on moving consistent with the current guidance, whilst continuing to suppress the spread of the COVID-19 virus.

The overall objectives of the TTP over the immediate, medium and longer term, seek to:

- ease restrictions on everyday life and movement;
- support economic recovery within the transport sector and broader economy

As part of our response to COVID-19 through the TTP we recognise the role of impact assessments as a supportive tool for policy development, which is critical during the COVID-19 pandemic as we consider the restrictions placed on Scottish society and the evidence available to inform decision making. We have therefore undertaken statutory impact assessments (including: Equalities Impact Assessment; Fairer Scotland Duty Assessment; Islands Impact Assessment, the stage one assessment of the Child Rights and Wellbeing Impact Assessment and pre-screening for the Strategic Environment Assessment) which continue to inform our Transport Transition Plan. This will assist us in strengthening our evidence base and understanding of the transport challenges arising from the pandemic and ensure that our developing policies take due consideration of their impact on our Scottish Citizens. The fluidity of the circumstances around the pandemic and the easing of lockdown dictates that policy and practice decisions are happening at an unprecedented pace, and the development of these assessments will be carried out on in conjunction with the iterative processes.

A Fair Restart and the National Transport Strategy 2

We acknowledge from survey work that overall public confidence in public transport has reduced significantly¹. We also need to carefully manage the increased demand on public transport to prioritise the safety of its users and prevent overcrowding. We want to promote the use of sustainable transport choices where possible and not become a society with greater car dependence than before. There remains global uncertainty on whether temporary changes in travel demand will be sustained or whether behaviour will revert back to pre-pandemic conditions.

A key theme within the TTP is ‘a fair restart’. The [National Transport Strategy \(NTS2\) - Protecting our climate and improving lives](#), published in February 2020, sets out our vision for a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. While it did not consider the specific COVID-19 challenge within its original remit, the NTS2 is a long term strategic document and will therefore continue to provide the guiding principles for the transport component of planning for the Transport Transition which supports delivery of Scotland’s Route map through, out of the crisis and in to the future.

Going forward, we will be continuing to seek to lock in the benefits and mitigating the negatives arising from the COVID-19 pandemic as we set out our future investment plans and commitments as detailed in the recently published Programme for Government, and the forthcoming Infrastructure Investment Plan and second STPR2.

Understanding the impacts and our responsibilities as decision makers

The [Scottish Government’s \(COVID-19\): framework for decision making](#) highlights that the harms caused by the pandemic are not felt equally and in our response we must recognise these unequal impacts. Transport plays an important part in delivering the fully inclusive society we want and as we develop and implement the TTP we will work to ensure that Scotland’s transport system continues to meet the changing needs of our citizens.

As we implement the Route Map, the Scottish Government and Transport Scotland will comply with its obligations under the Equality Act 2010 and the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 (SSI 2012/162). Section 149 of the Equality Act 2010 places a general duty (known as the Public Sector Equality Duty (PSED)) on public authorities to have due regard to: eliminating discrimination, harassment and victimisation and other conduct prohibited by the Act; advancing

¹ Demand for public transport continues to be significantly down compared to last year, with usage week ending 20.09.2020 highlighting demand was down between 30% to 70% compared with 2019 (Transport Scotland, COVID19 Trends Report – published 23.09.2020)

equality of opportunity; and fostering good relations between persons who share a protected characteristic and those who do not. In the decisions that we make we must consider how they will meet the three needs in the general equality duty. We are also required by the Fairer Scotland Duty (under Part 1 of the Equality Act 2010) to actively consider ('pay due regard' to) how to reduce inequalities of outcome caused by socio-economic disadvantage.

The Scottish Government considered from the outset whether the lockdown provisions were consistent with the Equality Act 2010 and also considered whether the provisions could constitute indirect discrimination. The Act states that indirect discrimination occurs when a policy which applies in the same way for everybody has an effect which particularly disadvantages people with a protected characteristic, unless the person applying the policy can justify the differential treatment. Where potential indirect discrimination has been identified the requirement that that can only be done where it is a proportionate means of achieving a legitimate aim, to comply with equality law, is kept under close review.

While in many cases, the provisions have applied to all persons irrespective of protected characteristic, we recognise that not all people or communities are affected in the same way or to the same degree. Therefore, the evidence we have gathered and ongoing dialogue with stakeholders, including equality stakeholders, will help to inform thinking as to how the proposals may need to be adjusted or mitigated to remove barriers or disadvantages for particular equality groups, to better advance equality; to foster good relations; or to reduce socio-economic disadvantage.

Engagement Process

The engagement for the TTP builds on the engagement and impact assessments that were undertaken and published for the NTS2. We have established a Transport Equality Network so that this process is informed by input from stakeholders from the Scottish equality community. The evidence held prior to March was gathered under significantly different conditions. Although the full picture is not yet clear, we know that some inequalities have been intensified by the pandemic. By working closely with stakeholders we are ensuring that, where data exists, our data is current and our evidence is therefore reflective of the lived experiences of users of the current transport system. With this, we can improve our approach and fulfil our statutory obligation under the Transport (Scotland) Act 2019 to support a rights-based approach to the National Transport Strategy.

We have established a TTP National Advisory Group with the purpose being to align approaches and share knowledge across national, regional and local transport planning activity as we transition out of lockdown. National stakeholder representatives include the Convention of Scottish Local Authorities (COSLA), Regional Transport Partnership's (RTP's), Poverty Group representation, Mobility and Access Committee for Scotland (MACS), business group representation and academics. We will engage others to assist us in the consideration of commitments on reducing inequalities.

Transport Transition Equalities Network

Established June 2020

- Young Scot
- Disability Equality Scotland
- Poverty and Inequality Commission
- Equality and Human Rights Commission
- Mobility Access Committee
- Poverty Alliance
- Engender
- Interfaith Scotland
- Scottish Government policy colleagues from Housing and Social Justice
- Scottish Government policy colleagues from the Equality Unit
- Islands Policy and Communities
- Scottish Rural Network
- Age Scotland
- Scottish Ethnic Minority Older People Forum

We have established the Transport Scotland Transport Equality Network to engage and seek evidence to inform the iterative Transport Transition Plan and Equalities Impact Assessment process (EQIA).

Established in June 2020, the Transport Equalities Network was set up in response to the need for real time evidence and data gathering to reflect the lived experience and movements of the people of Scotland during the pandemic.

Whilst a thorough and in-depth EQIA and consultation had been carried out for the NTS2, this data had been effectively out of date for the situation we are now in. Post-March, there was a clear need to understand how people lived, travelled and experienced and by working virtually with the Network we have been able to use gather real time data and evidence through stakeholder organisations using surveys and other engagement tools. This has provided valuable insights which have been fed in to the Transport Transition Plan EQIA and also the Scottish Government RouteMap.

In addition, an EQIA was also carried out, and has been published, regarding the wearing of face coverings on public transport (and other public settings). This reflected engagement with the Transport Equalities Network alongside evidence and data from across Scotland and the UK.

In addition, at an operational level, we are engaging with local authorities in the Edinburgh (South East Scotland) and the Glasgow city regions, due to the scale of the public transport challenge in these areas and the requirement for joined up working to manage the interactions between the strategic and local transport networks during the transition.

There are also challenges in rural areas, other cities and areas of the country. We will continue to identify common issues through the National Advisory Group and work closely with Local Authorities and RTPs as they and consider what Transport Scotland input they may require in relation to their transport transition planning activity.

A key part of this is the on-going engagement with Island authorities and communities in relation to ferries and aviation. Early consideration of the TTP identified that island communities are particularly dependent on ferry services, for connections to and from the mainland. To mitigate this the TTP has given specific consideration to ferries throughout and we have completed an Island Communities Impact Assessment (ICIA) in relation to the ferries aspects of the TTP.

In general the TTP applies to all transport modes consistently across all of Scotland and hence the authors of the TTP consider that it will not have significantly different effects on island communities. The TTP's development has been supported by a

National Advisory Group. This Group has involved a wide range of stakeholders including some with an understanding of island issues.

The ICIA considers the two ferry contracts directly run by the Scottish Government through Transport Scotland, the Northern Isles Ferry Services (NIFS) operated by Serco NorthLink Ferries (SNF) and the Clyde and Hebrides Ferry Services (CHFS) operated by CalMac Ferries Ltd (CFL), as these are the services where Scottish Government have direct responsibility to consider appropriate mitigation.

The ICIA considers the assessment and conclusions and where possible mitigation measures under each of the TPP themes. The ICIA is available from Transport Scotland.

Initial Findings

The detail below provides a summary of the impact of COVID-19 on transport related matters in relation to Equalities Impacts by protected characteristic, on Children and Wellbeing and in relation to the Fairer Scotland Duty by socio-economic disadvantage. But it is important to remember that people do not neatly fit into single boxes. Every adult, child and every family will display a combination of different protected characteristics and household income. Although the analysis below focuses on each of the protected characteristics and socio-economic disadvantage, as policy and strategy makers and Transport Planners, we do not underplay this variation. It is important for us to remember both the intersectionality of protected characteristics and the wide range of family circumstances that influence the barriers people face and their lived experience of poverty, inequality and/or discrimination.

EQIA

Age

- Across our remote and rural areas, the relatively high cost and low frequency of public transport can have a disproportionate impact on young people and can lead to inferior employment and education opportunities. This can lead to long term out-migration² and impact on the sustainability of remote and rural communities.
- Before the pandemic, stakeholders advised that we were already battling a mental health epidemic. A recent survey revealed that 40% of respondents are moderately to extremely concerned about their own mental wellbeing³. Many young people are anxious about what life is now like and what it will be like post lockdown, and the impact of isolation on their mental health and wellbeing.
- Analysis of responses to the Scottish Government Dialogue tool suggests that a large number of older respondents and respondents with elderly family members reported higher levels of isolation as a result of lockdown, highlighting that this was partly due to being unable to go outside for walking

² HIE survey, 2018

³ <https://www.youthlinkscotland.org/media/4486/lockdown-lowdown-final-report.pdf>

or cycling. Many respondents stressed the associated physical and mental health impacts.

- Older people may also be more reluctant to leave the house as they are considered at higher risk. Analysis from responses to the Dialogue tool highlighted that fear of being able to maintain physical distancing may dissuade older and higher risk people from leaving the house due to being at greater risk.
- With the above taken in to account, at this point there is no evidence that the plans actions or policies will have a disproportionate impact on age.

Sex

- The clinical evidence emerging from the pandemic remains uncertain given that it is still ongoing and it is difficult to draw any firm conclusions about the trajectory's of the disease as it affects men and women. We currently know that COVID-19 is of particular risk to older people and those with underlying conditions. We also know that women are more likely to fall into these groups – women constitute a larger proportion of older people⁴, and more women than men in Scotland live with a long-term health condition⁵. Women are more likely to rely on public transport, and to take less direct journey patterns, and public transport use is noted as an aggravating risk factor⁶.
- Currently, multi-purpose trips are reduced as restrictions (such as the continuing work from home messaging for non-essential office workers) mean that the majority of people are travelling for specific reasons and doing so for single purpose journeys⁷. Transport Scotland survey data shows that for the majority of men and women, car is the main mode of transport for travelling to work but less women than men report using this mode.
- Data from NHS Scotland and the Scottish Social Services Council shows that women make up a majority of health (77%) and social care (85%) staff and may therefore have increased exposure to COVID-19. Due to occupational segregation, women are more likely than men to need to travel to work as they are over represented in care sector, hospitality, tourism and retail occupations. Data from the Transport Scotland public attitudes survey on COVID-19 shows that of those that responded to the survey more women than men are reporting they are in employment at the current time and less likely to have been furloughed than men.
- With the above taken in to consideration and ongoing monitoring put in place in coordination with other Scottish Government departments, there is evidence that the plan's actions will have a disproportionate impact on the basis of gender.

Disability

- Some disabled people were unable to leave the house due to shielding. This may increase feelings of isolation and have additional detrimental impacts on physical and mental health. Some disabled people may also be more

⁴ World Health Organisation, Aging <https://www.who.int/nutrition/topics/ageing/en/>

⁵ The Scottish Government (2018) Scottish Health Survey

⁶ Engender Briefing: Women and COVID-19

⁷ To be kept under review given pace of restrictions easing

reluctant to leave the house due to anxieties around being at higher risk. Analysis from responses to the Dialogue tool highlighted that fear of being able to maintain physical distancing may dissuade disabled and higher risk people from leaving the house due to being at greater risk.

- Physical distancing on board trains, ferries and buses may also be making it more difficult for disabled people to travel due to fewer accessible seats being available or spaces for wheelchairs. Data from a survey of disabled people undertaken by Disability Equality Scotland shows that 99% of respondents had concerns over physical distancing⁸. This may have an impact in a number of ways, not least creating additional barriers to employment, education and training and to access key services .
- Disabled people have indicated their concerns over passenger assistance in the Disability Equality Scotland poll from week commencing 6 April 2020. Feedback from their members revealed that disabled people are being denied assistance during this time making it increasingly difficult for those who must travel⁹.
- Increased levels of walking and cycling for recreational purposes during lockdown has garnered a lot of support in terms of trying to sustain this positive behaviour change as we move through transition and out of lockdown. However, the Disability Equality Survey highlights that disabled people consider themselves to be excluded from this policy focus and suggest there should be an equal focus on accessible travel. Relatively few disabled people cycle - this may suggest that a shift from cars to cycling may disadvantage poorer and disabled people unless effective measures are introduced to make cycling more diverse and more accessible. It has been noted that there are very few options (e.g. adapted bikes, tricycles) available for disabled people in most bike hire schemes, including e-bikes.
- There is also a need for Inclusive Communications before and during journeys. Disability Equality Scotland members noted in the weekly poll, week commencing 6 April 2020, that in general disabled people felt that they were not being kept up to date with information about timetable changes or changes to passenger assistance services¹⁰.
- There is some initial evidence that the Plan has the potential to have a disproportionate impact on those with a disability. This evidence has been presented to policy officials within Transport Scotland and action has been taken by the Transport Transition Steering Group to review this and to take mitigating actions urgently to review these policies and actions to ensure that people with disabilities are not excluded from the Transport Transition.

Gender Reassignment

- Overall, there is limited evidence on the experiences of transgender people in relation to transport in Scotland. Many surveys and data sources do not

⁸ <https://yoursayondisability.scot/weekly-poll-results-covid-19-physical-distancing-week-beginning-25-may/>

⁹ <https://yoursayondisability.scot/weekly-poll-results-covid-19-impact-on-public-transport-week-beginning-6-april/>

¹⁰ <https://yoursayondisability.scot/weekly-poll-results-covid-19-impact-on-public-transport-week-beginning-6-april/>

include questions on a person's trans status or provide a non-binary response to the sex/gender question.

- Engagement with the Scottish Trans Alliance in June indicated that with regards to the specific topic of COVID19, via their engagement with stakeholders during the pandemic, they had not been made aware of any particular concerns, barriers or difficulties that trans people are facing using public transport at this time, and don't anticipate that trans people will be impacted in particular or disproportionate ways by the Transport Transition Plan.
- There is no evidence at this time to suggest that the plan will have disproportionate impact on the basis of gender reassignment.

Sexual Orientation

- Around 2% of the Scottish population identify as Lesbian, Gay, Bisexual or Other (LGBO)
- There is no evidence at this time to suggest that the plan will have a disproportionate impact on the basis of sexual orientation.

Race

- A report by Public Health England provides evidence that suggests that minority ethnic people are at higher risk from COVID-19¹¹. However, Public Health Scotland have stated that based on the data currently available, the proportion of ethnic minority patients among those seriously ill with COVID-19 did not appear to be higher compared to the Scottish population generally. Public Health Scotland have stated that further work is required to improve this analysis¹² and this may therefore reveal whether any measures aimed at reducing the spread of the virus could particularly benefit – or negatively impact on minority ethnic people. The Coalition for Racial and Equality and Rights have drawn together research¹³ that shows that many of the conditions associated with being vulnerable to COVID-19 are prevalent in ethnic minorities and the Scottish Government are setting up an Expert Group to provide a clearer picture of the impact on minority ethnic communities of coronavirus. Transport Scotland will look to engage and monitor the results of this work and will develop the EQIA and the Transition Plan in line with any findings.
- Language barriers have been raised by stakeholders as a challenge during the pandemic, with access to information and guidance and anxieties around this highlighting the issues experienced by many for whom English is not their first language.
- The Transport Transition Equality Network continues to engage with a number of organisations including the Scottish Ethnic Minority Older Peoples Forum for further consultation on how the transport transition plan is impacting on people in Scotland during the pandemic.

¹¹ Public Health England (2020) Disparities in the risks and outcome of COVID-19

¹² Public Health Scotland (2020) COVID-19 Statistical Report

¹³ <https://www.crer.scot/single-post/2020/04/20/Are-we-really-all-equal-in-the-eyes-of-COVID-19>

- With the above taken in to account, there is no further evidence at this time to suggest that the transport transition plans actions will have a disproportionate impact on the basis of race.

Pregnancy and Maternity

- The NHS inform website states that people who are pregnant do not appear to be more susceptible to COVID-19 than the general population, although are generally more susceptible to infection. If a pregnant woman contracts COVID-19 during their pregnancy it is likely that they will not be more seriously unwell than other healthy adults, and that they will experience only mild or moderate cold/flu like symptoms¹⁴. However, pregnant women are listed in the group of people who are at higher risk of developing severe illness with coronavirus¹⁵.
- Pregnant women, particularly those over 28 weeks pregnant, are deemed to be of higher risk of severe illness and are asked to strictly follow physical distancing guidance.¹⁶ For some women, this may lead to issues or anxieties on public transport where physical distancing is more challenging.
- With the above taken in to account, there is no evidence at this time to suggest that the Transport Transition Plan will have a disproportionate impact on pregnant women or those on maternity leave.

Religion or Belief

- Overall, there is limited evidence on the use of transport from a religion or belief perspective and little evidence that the Transport Transition Plan has a disproportionate impact on the basis of religion or belief. However through the Transport Equalities Network we are continuing to engage with organisations including Interfaith Scotland to ensure we are aware of any challenges or issues.

Marriage and Civil Partnership

- We have not identified any impacts of this Plan for this protected characteristic. There has been no evidence to date to suggest that the plan will have a disproportionate impact on this protected characteristic.

Child Rights and Wellbeing

Article 4 of the UNCRC requires governments ‘to undertake all appropriate legislative, administrative and other measures for the implementation of the rights recognised in the UNCRC’. Child Rights and Wellbeing Impact Assessments (“CRWIAs”) are one of the general measures of implementation under the

¹⁴ <https://www.nhsinform.scot/illnesses-and-conditions/infections-and-poisoning/coronavirus-covid-19/parents-and-families/coronavirus-covid-19-pregnancy-and-newborn-babies>

¹⁵ <https://www.nhsinform.scot/illnesses-and-conditions/infections-and-poisoning/coronavirus-covid-19/coronavirus-covid-19-general-advice>

¹⁶ <https://www.gov.scot/publications/equality-fairer-scotland-impact-assessment-evidence-gathered-scotlands-route-map-through-out-crisis/pages/10/>

Convention. The Stage One screening process for the CRWIA for the Transport Transition Plan and engagement with stakeholders has confirmed that a full CRWIA will not be required for the TTP and an extended Age – Young Persons section will be included in the EQIA. The CRWIA Stage One will be published in due course.

An overview of Child Rights and Wellbeing specific findings are detailed below, relevant to transport:

Child Poverty

Prior to the pandemic, we already knew that families living on low incomes are excluded from maintaining social connections or accessing employment or training opportunities due to the affordability and availability of transport options. Between 2015 and 2018 over 1 million Scottish Citizens were living in relative poverty each year, including almost 25% of children¹⁷. In addition to this, research also showed that over 1 million people in Scotland also live in areas that are at risk of transport poverty¹⁸. We also knew that: low income families are more likely to travel by bus; household access to bikes increases with household income; and those living on lower incomes were less likely to walk.

Young People

In response to the pandemic and through the early stages of lockdown, young people were not travelling (as with most of the population). However, as we continue to ease out of the lockdown this will change and consideration is being given to how this will be reflected across the Scottish Government.

There is also an expected rise in youth unemployment and the likelihood that young people, particularly in rural areas, will need to travel more in order to access employment. If transport services are significantly restricted this would act as an employment barrier for young people. Data from the Resolution Foundation states that more than one in three 18-24 year olds is earning less than before the outbreak¹⁹. In addition, those leaving full time education this year can expect to find it harder to find employment and, especially, harder to find well-paid employment.

These findings from the CRWIA have been absorbed in to the EQIA under the Age – Young People's section and the CRWIA Stage One is due for publication shortly. Through the TTP consideration is being to how we can support the rising affordability issues faced by our young people.

Fairer Scotland Duty Assessment

Transport poverty in terms of access as well as affordability is likely to be exacerbated across Scotland by the COVID19 pandemic and its impacts. Although many challenges presented by COVID19 are shared across Scotland, for some these impacts will be more acutely felt. For instance; for women (who are more likely

¹⁷ Poverty and Income Inequality in Scotland: 2015-2018, Scottish Government, 2019

¹⁸ Sustrans define this as people who are deemed to be at risk of transport poverty when they don't have access to essential services or work due to limited affordable transport options.

¹⁹ <https://www.resolutionfoundation.org/publications/young-workers-in-the-coronavirus-crisis/>

to be reliant on public transport and are more likely to trip chain²⁰) and disabled people (who were asked to shield for several months), those in rural and island communities and those in areas where transport connections were already poor due to limited capacity and likelihood of some routes and community transport services being withdrawn as the various sectors, particularly the bus sector, look to recover financially. Tourism plays a crucial role in the Scottish economy, particularly in rural areas. This sector faces unprecedented challenges, which could accentuate many of the structural challenges that fragile communities face (such as attracting young families and retaining skilled workers).

Stakeholder feedback from the Transport Equality Network has highlighted the acute transport issues felt by rural commuters during the early stages of the route map easing as service cuts remain but workplaces reopen²¹.

Additionally, reduced seating on services have impacted on disabled commuters and those who rely on public transport to get to their place of work. Isolation has been a key theme of this period. People living in poverty also often live in communities that are either under-served or not served at all by public transport, which means that there is often simply no transport at all to areas of employment or to local services. This results in individuals either being entirely isolated or at risk of potentially being forced into car ownership, with all of its associated high costs. Community engagement around transport and poverty and employment (which can often be low-paid and insecure employment) highlights the high-costs and often unavailable or unreliable transport system – even before the pandemic period. Concerns that this will become more severe as we continue and service cuts become a possibility are a cause for concern amongst stakeholders and reassurance that communities will continue to have vital transport links is critical.

A large emphasis has been put on home working, the evidence highlights that there is a divide between those who are in occupations which support this and those which cannot. Occupations requiring higher qualifications and more experience were more likely to provide homeworking opportunities than elementary and manual occupations.²² Across the UK, some industrial sectors, such as transportation and storage, accommodation and food services, and wholesale, retail and repair provide relatively few opportunities for people to work from home.

Other industrial sectors, such as information and communication, professional, scientific and technical activities, financial and insurance activities, and real estate activities, also provide far more homeworking opportunities.²³

Strategic Environmental Impact Assessment

²⁰ *Trip chaining* - making trips to perform several activities such as shopping, caring and family errands. Women, especially with children in the household, are more likely to chain these household sustaining trips to the trip to and from work.

²¹ The work from home if you can guidance remains in place across Scotland

²²

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/coronavirusandhomeworkingintheuk/april2020>

²³ ONS Employment and Labour Market Survey, Coronavirus and Home Working April 2020

The Environmental Assessment (Scotland) Act 2005 requires public bodies to undertake an SEA for any plans likely to have significant environmental benefits. We have undertaken a pre-screening exercise for the TTP where it has been clearly established that the plan is likely to have no or minimal effects on the environment. A pre-screening form has been submitted to Scottish Government SEA Gateway and no response received from the statutory consultation authorities therefore an SEA not required at this time. However if our plan activities change or we start to consider options that have, or have the potential to have, environmental effects that are not minimal then we will require to reconsider and potentially re-screen. Therefore careful consideration is required as to what falls under the banner of the Transport Transition Plan and what is part of our new business as usual activity.

Broad look at next steps

Mitigating Actions Being Taken to Support Reducing Inequalities:

- Using the evidence and issues identified and ongoing consultation with stakeholders across Scotland, the Transport Transition Steering Group have been tasked with reviewing the issues and challenges raised and looking at mitigating actions to support the reducing inequalities priority. The Steering Group works closely with the Equalities Network to ensure current issues can be picked up and reviewed throughout this period.
- Work continues at pace by Transport Scotland modal colleagues liaising both internally and with those outside of Transport Scotland to encourage proactive action in this area.

Transport Transition Plan:

- Transport Transition²⁴ is a dynamic workstream to and the TTP outlines the action Transport Scotland is taking whilst we transition through and out of the COVID-19 crisis.
- We saw the easing of lockdown restrictions, however we have also seen differing local restrictions and increasing national restrictions of late.

²⁴ <https://www.transport.gov.scot/coronavirus-covid-19/transport-transition-plan/>

- The future is unknown, and the date for Phase 4 of the Routemap - when we judge that the virus has ceased to be a significant threat to public health in Scotland – is uncertain.
- This Government is taking an evidence-based and transparent approach as we transition, the ongoing matters and key next steps are as follows:
 - Assessing demand for travel – we continue to monitor travel demand on the transport network and undertake surveys on public attitudes, also share this information with academic research to understand the impact of restrictions, assist in compliance monitoring, understand how travel behaviour may change due to changes in restrictions and in the long term.
 - Keeping the public safe – we will keep our safe travel guidance under review, based on feedback and changing circumstances.
 - Engaging with Stakeholders - The Transport Transition Plan National Advisory Group will continue to meet every few weeks (depending on progressing status of Transition through Routemap) and the South East and Glasgow groups also.
 - Adapting our Transport Systems – We will continue with the Spaces for People and Bus Priority Deployment fund as well as other active travel initiatives.
 - Travel Demand Management and Communication – We will continue to push out weekly messaging – tailored to be appropriate to the restrictions and public health messages of the time, also the capacity on the transport network. Also, undertake workshops at key milestones offering support to business with employees returning to work.

National Transport Strategy – Delivery Plan:

- The first annual NTS2 Delivery Plan, due to be published by the end of 2020, will set out the actions being taken forward by the Scottish Government to help achieve our Vision and Priorities – of which Reducing Inequalities is key. It will also take account of the impacts of the ongoing COVID-19 pandemic and any new and exacerbated challenges.
- We are committed to having a collaborative process as part of the development of the Delivery Plan and we will take this forward with the partners who were involved in the development of the NTS2.

- Going forward, we will be looking to lock in the benefits and mitigating the negatives of the COVID-19 pandemic as we set out our future investment plans and commitments in the recently published Programme for Government and the forthcoming Infrastructure Investment Plan and second STPR2.



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