TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

Reducing car use for a healthier, fairer and greener Scotland

A route map to achieve a 20 per cent reduction in car kilometres by 2030

Draft Equality Impact Assessment: Record

Contents

Title of policy	Reducing car use for a healthier, fairer and greener Scotland: A route map to achieve a 20 per cent reduction in car kilometres by 2030
Minister	Minister for Transport, Mr Graeme Dey
Lead official	Heather Cowan, Head of Climate Change and Just Transition for Transport
Officials involved in the EqIA	Heather Cowan, Head of Climate Change and Just Transition for Transport Flora Ogilvie, Consultant in Public Health Catherine Sturrock, Graduate Development Programme Officer
Directorate: Division: Team	Transport Scotland: Transport Strategy and Analysis: Transport Climate Change and Just Transition
Is this a new policy or a revision to an existing policy?	New strategy developed in response to the Climate Change Plan Update (2020)

Stage 1: Framing

The route-map for reducing car kilometres by 20% by 2030 has been developed with Transport Scotland's four priorities of taking climate action; reducing inequalities; helping deliver inclusive economic growth and improving health and wellbeing at its core, and thus impacts on groups with Protected Characteristics (as well as those living in the Islands and other rural communities and those living in socio-economic deprivation) have been considered throughout the route-map development and policy selection process. In line with the General Equality Duty (Public Sector Equality Duty) the framework and its selected policies all see to advance equality of opportunity; eliminate unlawful discrimination and foster good community relations. This impact assessment aims to demonstrate the positive impact that the framework will have on these objectives, as well as to flag any areas where there may be the potential for negative impacts which need to be mitigated as the individual policies that sit within the route map are developed further.

Stage 2: Data and evidence gathering, involvement and consultation

This draft EqIA is comprised of evidence from published data sets and literature. It is important to recognise that the Transport Scotland data presented below is unadjusted for potential contributing factors, and it is acknowledged that some differences in transport behaviours by protected characteristic group may be influenced by other under lying factors, for example the group's employment rate,

income level or propensity to live in an urban location. Additional evidence is being gathered through engagement and consultation with stakeholders and the public and the EqIA will be updated accordingly following the closure of the statutory consultation period.

Characteristic[1]	Evidence gathered and Strength/quality of evidence	Source	Data gaps identified and action taken
AGE	**Walking / Wheeling** • Walking is the most popular mode of travel across all age groups with 67% percent of adults saying they walked more than a quarter of a mile in the past 7 days, slightly higher than the proportion (64%) who said they drove at least once a week[1]. Young adults were more likely to have walked to go somewhere (78%) compared with two-thirds of people aged 40-69 and 40% of those aged 80 or over[1]. • Data from a national attitude survey shows that walking participation may be lower amongst those who are 'age and health restricted', however a significant number do still make walking trips, with 48%	1. Scottish Household Survey, 2019, reported in Scottish Transport Statistics no.39, 2020. 2. Paths for all. National survey of attitudes and barriers to walking in Scotland. 3. Department for Transport. Active Travel Investment Models: Overview of evidence on increasing active travel, 2019 4. Transport Scotland. Transport and travel in	

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[1] Refer to Definitions of Protected Characteristics document for information on the characteristics

walking to local shops or services in the past month, compared to 63% of the total survey sample[2]. Interventions to improve the walking environment, such as unobstructed and well maintained footpaths may be particularly important for those who are 'age and health restricted'[3].

- Walking is the most popular mode of travel for children to school (52%, compared with 25% travelling by car or van, 19% travelling by bus and 2% cycling)[1].

Cycling

- Cycling as a means of transport is more common amongst younger people (age 16-19) than in any other age group, with the lowest levels of cycling seen amongst those age 50+[4]. The provision of quality, segregated and maintained cycle paths is identified as the single biggest enabler of cycling in people aged 50-70, and indicators suggest e-bikes may have a significant role to play in facilitating increased levels of cycling in this age group[5].

Scotland, 2019

5. Centre for aging better. Exploring the barriers and enablers to active travel among 50-70 year olds.

6. Transport Scotland, unpublished analysis, 2021.

7. NTS2 SEQIA screening report, 2021

8. Scottish Health and Inequality Impact Assessment Network. Health and Transport: A guide, 2018.

9. Scottish Government. A more active Scotland, 2018.

10. Greater London Authority, Making London Child-

	Public Transport • Younger and older people are more likely to use the bus that those in other age groups, with 57% of those aged 16-19 and 48% of those aged 60-69 having used the bus in the past month, compared with 29% of 50-59 year olds[1]. A slightly different pattern is seen for train use, with a more consistent percentage of the working age population having used train at least once in the past month (between 30-41% for those in age groups from 16-59), with lower levels of train use seen amongst those in post-retirement age groups[1]. • Older people aged 80+ are less likely to report that bus and train feel safe and secure in the evening, with 50% and 60% agreeing for bus and train respectively, compared with 78% and 85% of 16-29 year olds agreeing for bus and train respectively. • Young people are more dependent on public transport, particularly for	friendly: Designing places and streets for children and young people, 2019 11. UK Chief medical officers report: Physical activity guidelines, 2019	

	accessing education and training, and across 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[7]. For older people, the lack of access to public transport services can act as a barrier to accessing key services including healthcare[7]. **Car use** • Younger people and older people are less likely to drive, with 22% of 17-19 year olds and 14% of 80+ year olds reporting driving every day, compared with 57% of 40-49 year olds[1]. The age-pattern of driving-license holders is similar, with 39% or 17-19 year olds and 43% of 80+ year olds holding a driving license, compared with 82% of 40-49 year olds[1]. **Health impacts** • Children and older people are more vulnerable to the impact of traffic related		

	noise, air pollution and injury from collisions[8]. • Only 76% of children in Scotland meet the average daily guidelines on physical activity, and providing accessible and safe opportunities for children to be physical active through active travel is important to help them establish healthy activity habits for life[9]. Enabling child independent mobility is beneficial for child health and wellbeing, with safe and accessible walking environments being key[10]. • Walking and cycling are both low impact forms of physical activity that are encouraged across all age groups, and may be particularly beneficial for those in older age groups who are unable to engage in more strenuous forms of physical activity[11].		
DISABILITY	**Walking / Wheeling** • Disabled people are slightly more likely to walk as their main mode of transport than non-disabled people (24% of disabled peopled selected walking as their main	1. Transport Scotland. Disability and Transport, findings from the SHS, 2021	

	mode of transport compared to 21% of non-disabled people)[1]. **Cycling** • A similar proportion of disabled and non-disabled people (1%) identify cycle as their main mode of travel, however disabled people who reported that their condition affects everyday activities a lot were less likely to cycle as their main mode of travel than those who reported that their condition affects everyday activities a little[1]. • Disabled people may face a number of barriers to cycling, including inaccessible cycle infrastructure, cost of non-standard cycles, cycles not being legally recognised as mobility aids, lack of cycle facilities to accommodate parking and storage of non-standard cycles, and lack of inclusion in imagery an language used to describe cycling[2,3]. **Public Transport** • Disabled people are slightly more likely to use the bus than those with no disability, with	2. Wheels for wellbeing. A guide to inclusive cycling, 2020. 3. Sustrans. Cycling for everyone, 2020 4. NTS2 SEQIA screening report, 2021 5. Transport Scotland, unpublished analysis, 2021 6. Scottish Government. Scotland's Wellbeing – Measuring the National Outcomes for Disabled People, 2019 7. Transport for all. The impact of LTNs on disabled people and the future of accessible Active Travel, 2021	

	45% of disabled people having done so in the last month compared to 41% of non-disabled people[1]. • Adults with a disability or long-term illness are less likely to use the train, with 18% of disabled people having done so in the last month compared with 34% of non-disabled people[1]. • Disabled people may face barriers to public transport services and facilities due to lack of accessible infrastructure and passenger assistance[4]. and may also experience additional safety and security concerns when using public transport, especially at night[5]. **Car use** • Disabled people are less likely to hold a driving licence than non-disabled people (51% compared with 75%); they are less likely to have household access to a car (52% compared with 77%) and are less likely to drive everyday (25% compared with 47%)[1]. They are more likely to select car/van passenger as their main mode of travel	8. Mobility and Access Committee for Scotland. Guidance on temporary street measures during coronavirus crisis, 2020	

than non-disabled people (18% compared with 12%), however overall they are still slightly less likely to use car/van as their main mode of travel as either a driver or passenger (60% compared to 66%)[1].

Health impacts

• A smaller proportion of disabled people meet physical activity recommendations than non-disabled people and providing safe and accessible opportunities for disabled people to be physical active through travel could play an important role in reducing this inequality[6].

Impacts of roadspace reallocation / new infrastructure

• Roadspace reallocation / new infrastructure schemes may impact on disabled people in different ways from non-disabled people and impact assessments on individual schemes need to take this into account, including insuring that impacts on those with sensory as well as physical disabilities are considered[7,8].

| SEX | **Walking / wheeling**

• The proportion of men and women who report walking as a means of transport is similar (68% of men compared with 65% of women)[1].

Cycling

• A higher proportion of men cycle, with 6% of men having done so as a means of transport in the last week compared to 3% of women[1].

• Women report feeling less safe than men when cycling, particularly during hours of darkness, and road-space reallocation to provide dedicated space for cycling is cited as being more important to women than men[2].

Public transport

• The proportion of men and women who use the bus regularly is similar, with 8% of men and 9% of women using the bus on a daily basis, and 37% and 40% of men and women respectively having used the bus in the past month[3].

• The proportion of men and women who use | 1. Scottish Household Survey, 2019, reported in Scottish Transport Statistics no.39, 2020.

2. Sustrans. Inclusive city cycling: Reducing the gender gap, 2019.

3. Transport Scotland. Transport and travel in Scotland, 2019

4. NTS2 SEQIA screening report, 2021

5. Scottish Government. Active travel delivery plan, 2018.

6. Transport Scotland, unpublished analysis, 2021 | |

the train is also similar, with 3% or men and 2% of women reporting using the train on a daily basis, and 29% of men and 30% of women reporting having used the train in the past month[3].

Car use

- Men drive more frequently than women, with 49% of men driving everyday compared to 38% of women who drive everyday[1].

Trip purpose

- Women are more likely to make multi-stop and multi-purpose trips, combining travel to work with trips for other purposes such as taking children to school, looking after family members or shopping[4].

Health impacts

- More men than women meet the guidelines for moderate or vigorous physical activity (69% compared with 59% respectively), and providing safe and accessible opportunities for women to be physical active through travel

	could play an important role in reducing this inequality[5]. **Safety** • Women are more likely to have concerns about safety and security issues with regards to the use of public transport at night out of fear of being harassed or sexual assault[4]. For example, only 62% of women agreed that they feel safe and secure on the bus in the evening, compared with 78% of men[6].		
PREGNANCY AND MATERNITY	**Experience of travel** • Pregnant women or parents travelling with pushchairs and young children may find journeys are uncomfortable or difficult, especially without rest stops. People with pushchairs may find certain types of public transport option inaccessible[1]. • Pregnant women may have safety concerns about travelling at night or during isolated times of day. They may also find it difficult to travel comfortably	1. NTS2 SEQIA screening report, 2021 2. Scottish Health and Inequality Impact Assessment Network. Health and Transport: A guide, 2018. 3. UK Chief medical officers report: Physical activity	

	by public or active travel during peak hours[1].	guidelines, 2019	
	Health impacts		
	• The unborn children of pregnant women are more vulnerable to the harmful effects of air pollution than others[2].		
	• Walking and cycling are both safe forms of exercise in pregnancy and can provide an important way for pregnant women to maintain good health and wellbeing when some other forms of physical activity may be contraindicated[3].		
GENDER REASSIGNMENT	There is limited information on the experiences of transgender people in relation to transport in Scotland.	1. NTS2 SEQIA screening report, 2021	
	Safety		
	• Transgender or gender non-conforming people may have concerns about using public transport or public transport facilities, such as toilets, especially at night when these may be poorly lit, for fear of harassment or discrimination[1].		

SEXUAL ORIENTATION	There is limited information on the experiences of LGBTQ+ people in relation to transport in Scotland. **Safety** • LGBTQ+ people may have concerns about using public transport and public transport facilities, especially at night when these may be poorly lit, for fear of harassment or discrimination[1].	1. NTS2 SEQIA screening report, 2021	
RACE	**Walking and / wheeling** • Levels of walking for transport are similar amongst white Scottish; white British and Asian, Asian Scottish or Asian British groups (with 65%; 64% and 68% reporting walking as a means of transport in the previous 7 days); however there are higher levels of walking amongst white Polish; Other white and Other groups (75%; 82% and 77% respectively)[1]. **Cycling** • Levels of cycling are similarly low across all ethnic groups, with slightly higher levels seen amongst white other British; other white; and other	1. Scottish Household Survey, 2019, reported in Scottish Transport Statistics no.39, 2020. 2. Transport Scotland. Transport and travel in Scotland, 2019 3. Public Health Scotland. Scottish Migrant and Ethic Health Research Strategy	

	groups (with 7%; 14% and 7% respectively saying they had cycled for transport in the past 7 days) compared with the 4%; 5% and 3% of white Scottish; white Polish and Asian, Asian Scottish or Asian British groups[1]. **Public Transport** • Those in white Polish; other white; Asian, Asian Scottish or Asian British or other ethnic groups are more likely to use bus, with 15%; 13%; 11% and 13% respectively reporting using bus daily, compared with white Scottish and White other British groups, where 8% and 6% respectively report using bus daily. • Levels of train use across ethnic groups are similar, with between 28% and 33% of people reporting having used the train in the past month, with the exception of white Polish people, where only 14% reported having used the train in the past month. **Car use** • Those in white Scottish and white other British groups	Group Report, 2014 4. NTS2 SEQIA screening report, 2021

	are more likely to use cars, with 45% and 46% respectively reporting car use on a daily basis, compared with 37%; 23%; 28% and 29% of white Polish; other white; other and Asian, Asian Scottish or Asian British respectively[1]. **Health impacts** • Certain ethnic groups have higher prevalence of disease such as diabetes and cardiovascular disease where increased levels of physical activity and reduced levels of exposure to air pollution would be of benefit[3]. **Safety** • People from some ethnic groups may have concerns about using public transport and public transport facilities, especially at night when these may be poorly lit, for fear of harassment or discrimination[4].		
RELIGION OR BELIEF	**Safety** • When asked whether they felt safe and secure on buses in the evening, 18% of Muslims disagreed	1. NTS2 SEQIA screening report, 2021	

	with this, compared to an average of 9% across the sample as a whole[1].		
MARRIAGE AND CIVIL PARTNERSHIP (the Scottish Government does not require assessment against this protected characteristic unless the policy or practice relates to work, for example HR policies and practices)			

Stage 3: Assessing impacts and identifying opportunities to promote equality

Having considered the data and evidence you have gathered, this section requires you to consider the potential impacts – negative and positive – that your policy might have on each of the protected characteristics. It is important to remember the duty is also a positive one – that we must explore whether the policy offers the opportunity to promote equality and/or foster good relations.

Do you think that the policy impacts on people because of their age?

Age	Positive	Negative	None	Reason for your decision
Eliminating unlawful discrimination			X	
Advancing equality of opportunity	X			Young people and older people are less likely to use car than those in the middle age ranges and younger people are more likely to use walk, cycle and bus that other age groups. The route-map to car-use reduction will benefit all age groups, but will

Age	Positive	Negative	None	Reason for your decision
				disproportionately benefit those who are less likely to use car, including by ensuring there are options for people to access services without the need to travel; improving local environments to encourage people to choose local destinations; providing greater access to and increased road space for use of alternative modes; and facilitating car sharing when active travel and public transport are less feasible. In addition, the negative health impacts of car use, including air pollution, noise pollution and injury from road danger can disproportionately affect children and older people and a reduction in car use will therefore be particularly beneficial to those groups. Reducing the car-dominance of the built environment will make it easier for children and young people to adopt healthy active travel habits, and for older people to maintain low-impact physical activity through walking and cycling, when other more strenuous types of physical activity may be less feasible.
Promoting good relations among and between different age groups	X			Reducing car-use can help reduce community severance and interventions such as road space reallocation away from private car use can facilitate increased quantity and higher quality of public spaces that allow people of all ages, abilities and backgrounds to come together.

Do you think that the policy impacts disabled people?

Disability	Positive	Negative	None	Reasons for your decision
Eliminating unlawful discrimination			X	
Advancing equality of opportunity	X			Disabled people are less likely to use car; more likely to use walk and bus; as likely to use cycle; and less likely to use train than non-disabled people. The route-map to car-use reduction will benefit disabled and non-disabled people, but will disproportionately benefit those who are less likely to use car, including by ensuring there are options for people to access services without the need to travel; improving local environments to encourage people to choose local destinations; providing greater access to and increased road space for use of alternative modes; and facilitating car sharing when active travel and public transport are less feasible. A smaller number of disabled people meet physical activity recommendations than non-disabled people and providing safe and accessible opportunities for active travel can be an important part of enabling some disabled people to build physical activity into their everyday lives. In the implementation of individual policy measures, guidance on inclusive design will be followed to

Disability	Positive	Negative	None	Reasons for your decision
				ensure that restructured environments are accessible and safe for use by disabled people, including those with sensory as well as physical disabilities. This includes insuring that access is maintained for those who may need to use private vehicles as a result of their disability. Reducing the number of private vehicle journeys on the road will help free up road space and reduce journey times for those with disabilities who do need to travel by car.
Promoting good relations among and between disabled and non-disabled people	X			Reducing car-use can help reduce community severance and interventions such as road space reallocation away from private car use can facilitate increased quantity and higher quality of public spaces that allow people of all ages, abilities and backgrounds to come together. Increasing spaces for cycles to be carried on public transport alongside mobility aids could help to reduce conflict over space.

Do you think that the policy impacts on men and women in different ways?

Sex	Positive	Negative	None	Reasons for your decision
Eliminating unlawful discrimination			X	

Sex	Positive	Negative	None	Reasons for your decision
Advancing equality of opportunity	X			Women are less likely to use car than men, as likely to use walking and public transport, however less likely to cycle. The route-map to car-use reduction will benefit men and women, but will disproportionately benefit those who are less likely to use car, including by ensuring there are options for people to access services without the need to travel; improving local environments to encourage people to choose local destinations; providing greater access to and increased road space for use of alternative modes; and facilitating car sharing when active travel and public transport are less feasible. Women are more likely to make multi-stop and multi-purpose trips, so interventions to support reduced car use through online services, improving facilities at local destinations and facilitating combined and shared journeys could be particularly beneficial for women. Evidence shows that women feel less safe when cycling than men, particularly during hours of darkness and dedicated space for cycling is cited as being more important to women than men. Interventions to reduce traffic volumes and speeds and thereby reduce road danger, as well as those to provide dedicated space

Sex	Positive	Negative	None	Reasons for your decision
				for cycling will enable women to gain the health and wellbeing as well as time and cost-saving benefits of cycling that are currently enjoyed by men. This is particularly important as women are less likely meet recommended levels of physical activity than men and providing safe and accessible opportunities for active travel can be an important part of enabling women to build physical activity into their everyday lives. In the implementation of individual policy measures consideration will be given to safety and security to ensure that travel environments do not exclude those, including women, who may fear the risk of harassment or assault.
Promoting good relations between men and women	X			Reducing car-use can help reduce community severance and interventions such as road space reallocation away from private car use can facilitate increased quantity and higher quality of public spaces that allow people of all ages, abilities and backgrounds to come together.

Do you think that the policy impacts on women because of pregnancy and maternity?

Pregnancy and Maternity	Positive	Negative	None	Reasons for your decision
Eliminating unlawful discrimination			X	

Pregnancy and Maternity	Positive	Negative	None	Reasons for your decision
Advancing equality of opportunity	X			Unborn children of pregnant women are vulnerable to the effects of air pollution and the route-map to car reduction will bring benefits from reductions in pollution. Reducing the car-dominance of the built environment will make it easier for pregnant women to maintain levels of physical activity through walking and cycling which are safe in pregnancy, when some other forms of physical activity may be contraindicated.
Promoting good relations	X			Reducing car-use can help reduce community severance and interventions such as road space reallocation away from private car use can facilitate increased quantity and higher quality of public spaces that allow people of all ages, abilities and backgrounds to come together. Increasing space for cycles to be carried on public transport alongside buggies and prams could help to reduce conflict over space.

Do you think your policy impacts on people proposing to undergo, undergoing, or who have undergone a process for the purpose of reassigning their sex? (NB: the Equality Act 2010 uses the term 'transsexual people' but 'trans people' is more commonly used)

Gender reassignment	Positive	Negative	None	Reasons for your decision
Eliminating unlawful discrimination			X	
Advancing equality of opportunity			X	The car-use reduction framework itself is not deemed to impact on this dimension, however in the implementation of individual policy measures consideration will be given to safety and security to ensure that travel environments do not exclude those, including those who proposing to undergo; undergoing; or who have undergone a process for the purpose of reassigning their sex; who may fear the risk of harassment or assault.
Promoting good relations	X			Reducing car-use can help reduce community severance and interventions such as road space reallocation away from private car use can facilitate increased quantity and higher quality of public spaces that allow people of all ages, abilities and backgrounds to come together.

Do you think that the policy impacts on people because of their sexual orientation?

Sexual orientation	Positive	Negative	None	Reasons for your decision
Eliminating unlawful discrimination			X	

Sexual orientation	Positive	Negative	None	Reasons for your decision
Advancing equality of opportunity			X	The car-use reduction framework itself is not deemed to impact on this dimension, however in the implementation of individual policy measures consideration will be given to safety and security to ensure that travel environments do not exclude those, including those of different sexual orientations, who may fear the risk of harassment or assault.
Promoting good relations	X			Reducing car-use can help reduce community severance and interventions such as road space reallocation away from private car use can facilitate increased quantity and higher quality of public spaces that allow people of all ages, abilities and backgrounds to come together.

Do you think the policy impacts on people on the grounds of their race?

Race	Positive	Negative	None	Reasons for your decision
Eliminating unlawful discrimination			X	
Advancing equality of opportunity	X			Those in ethnic minority groups are less likely to use car than those in white Scottish and white British ethnic groups, with some minority ethnic groups being more likely to walk and more likely to use bus than those in white Scottish and white British ethic groups. The route-map to car-use reduction will benefit all ethnicities, but will disproportionately benefit those

Race	Positive	Negative	None	Reasons for your decision
				who are less likely to use car, including by ensuring there are options for people to access services without the need to travel; improving local environments to encourage people to choose local destinations; providing greater access to and increased road space for use of alternative modes; and facilitating car sharing when active travel and public transport are less feasible. In the implementation of individual policy measures consideration will be given to safety and security to ensure that travel environments do not exclude those, including those of different ethnic groups, who may fear the risk of harassment or assault. Certain ethnic groups have higher prevalence of disease such as diabetes and cardiovascular disease where increased levels of physical activity and reduced levels of exposure to air pollution would be of benefit. Reducing the car-use will decrease air pollution and make it easier for people to adopt healthy active travel habits, therefore helping to reduce health inequalities.
Promoting good race relations	X			Reducing car-use can help reduce community severance and interventions such as road space reallocation away from private car use can facilitate increased quantity and higher quality of public spaces that allow people of all ages,

Race	Positive	Negative	None	Reasons for your decision
				abilities and backgrounds to come together.

Do you think the policy impacts on people because of their religion or belief?

Religion or belief	Positive	Negative	None	Reasons for your decision
Eliminating unlawful discrimination			X	
Advancing equality of opportunity			X	The car-use reduction framework itself is not deemed to impact on this dimension, however in the implementation of individual policy measures consideration will be given to safety and security to ensure that travel environments do not exclude those, including those of different religions or beliefs, who may fear the risk of harassment or assault.
Promoting good relations	X			Reducing car-use can help reduce community severance and interventions such as road space reallocation away from private car use can facilitate increased quantity and higher quality of public spaces that allow people of all ages, abilities and backgrounds to come together.

Do you think the policy impacts on people because of their marriage or civil partnership?

Marriage and Civil Partnership[2]	Positive	Negative	None	Reasons for your decision
Eliminating unlawful discrimination			X	

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[2] In respect of this protected characteristic, a body subject to the Public Sector Equality Duty (which includes Scottish Government) only needs to comply with the first need of the duty (to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010) and only in relation to work. This is because the parts of the Act covering services and public functions, premises, education etc. do not apply to that protected characteristic. Equality impact assessment within the Scottish Government does not require assessment against the protected characteristic of Marriage and Civil Partnership unless the policy or practice relates to work, for example HR policies and practices.

Stage 4: Decision making and monitoring

Identifying and establishing any required mitigating action

Have positive or negative impacts been identified for any of the equality groups?	Positive impacts have been identified for the equality groups who are less likely to use car and / or more likely to use other modes. These are young & older people, women, disabled people and ethnic minorities.
	Positive impacts have been identified for the equality groups that are more vulnerable to the harmful health impacts of transport, including from air and noise pollution and road traffic danger. These include children, older people, the unborn children of pregnant women and ethnic minorities groups where the prevalence of chronic disease such as diabetes and cardiovascular disease is higher.
	Positive impacts have also been identified for the equality groups that would benefit from increased opportunities to be physically active through active travel. These include children and older people, disabled people, women, pregnant women and ethnic minority groups where the prevalence of chronic disease such as diabetes and cardiovascular disease is higher.
	Positive impacts have been identified for all equality groups through the dimension of 'promoting good relations', as reducing car-use can help reduce community severance. Interventions such as road space reallocation away from private car use can facilitate increased quantity and higher quality of public spaces that allow people of all ages, abilities and backgrounds to come together.
	While no direct negative impacts have been identified as a result of the car-use reduction route-map it is acknowledged that in the implementation of individual policy measures,

	guidance on inclusive design will need to be followed. This will ensure that restructured environments are accessible and safe for use by disabled people, including those with sensory as well as physical disabilities. This includes insuring that access is maintained for those who may need to use private vehicles as a result of their disability. It is also recognised that in the implementation of individual policy measures consideration will need to be given to safety and security. This will ensure that travel environments do not exclude those, including women; those who proposing to undergo, undergoing, or who have undergone a process for the purpose of reassigning their sex; those of different sexual orientations; those of different ethnicities; and those of different religions or beliefs; who may fear the risk of harassment or assault.
Is the policy directly or indirectly discriminatory under the Equality Act 2010[3]?	No
If the policy is indirectly discriminatory, how is it justified under the relevant legislation?	
If not justified, what mitigating action will be undertaken?	

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[3] See EQIA – Setting the Scene for further information on the legislation.

Describing how Equality Impact analysis has shaped the policy making process

The principle of a just transition is at the heart of the route-map and it is recognised that there will be some people for whom transitioning to decreased car use, particularly in the short-term, will be more challenging. This will be true rural areas where people may face longer trip distances and where there may be fewer alternative modes; as well as for individuals with specific disabilities or business needs for whom car use may be more important. It is for this reason that the target is a national one rather than a target for all regions of Scotland or indeed all individuals within Scotland to achieve the same percentage reduction in car use.

It is however important to recognise the inequity of a status quo that facilitates car use at the expense of other modes. This is because cars are not currently used equally by all groups, with young people, older people, disabled people, women, and some ethnic minorities being less likely to use cars and therefore less likely to benefit from a status quo where significant public space is allocated to private vehicles.

The framework for a route-map for reducing car kilometres by 20% by 2030 has been developed with Transport Scotland's four priorities of *taking climate action*; *reducing inequalities*; *helping deliver inclusive economic growth* and *improving health and wellbeing* at its core, and thus impacts on groups with Protected Characteristics (as well as those living in the Islands and other rural communities and those living in socio-economic deprivation) have been considered throughout the route-map development and policy selection process.

In line with the General Equality Duty (Public Sector Equality Duty) the framework and its selected policies all seek to advance equality of opportunity; eliminate unlawful discrimination and foster good community relations. The impact assessment demonstrates the positive impact that the framework will have on these objectives, as well as flagging areas where the potential for negative impacts need to be assessed and mitigated as the individual policies are developed.

Monitoring and Review

The monitoring and evaluation framework for the route-map for reducing car kilometres is still under development, however car use and use of alternative modes will continue to be monitored using current survey methods across the equality groups, to ensure that benefits of car-use reduction are equitably distributed as the individual policies are rolled out.
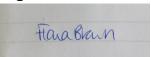
Stage 5: Authorisation of EqIA

Please confirm that:

♦ This Equality Impact Assessment has informed the development of this policy:

Yes ☒   No ☐

♦ Opportunities to promote equality in respect of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation have been considered, i.e.:
  o Eliminating unlawful discrimination, harassment, victimisation;
  o Removing or minimising any barriers and/or disadvantages;
  o Taking steps which assist with promoting equality and meeting people's different needs;
  o Encouraging participation (e.g. in public life)
  o Fostering good relations, tackling prejudice and promoting understanding.

Yes ☒   No ☐

♦ If the Marriage and Civil Partnership protected characteristic applies to this policy, the Equality Impact Assessment has also assessed against the duty to eliminate unlawful discrimination, harassment and victimisation in respect of this protected characteristic:

Yes ☐   No ☐   Not applicable ☒

Declaration

I am satisfied with the equality impact assessment that has been undertaken for the Workplace Parking Licensing (Scotland) Regulations 2022 and give my authorisation for the results of this assessment to be published on the Scottish Government's website.

Signature:

Fiona Brown

Name: Fiona Brown
Job title: Director of Transport Strategy and Analysis
Date: 11th January 2022

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