



**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: Results**

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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
Summary of aims and desired outcomes of policy	<p>The route map sets out the interventions that will be put in place across a range of government policy areas in order to support people to reduce their car use by:</p> <ul style="list-style-type: none"> - Reducing the need to travel - Choosing local destinations - Switching modes to walk, wheel, cycle or public transport - Combining trips or sharing journeys where car is still necessary
Directorate: Division: team	Transport Scotland: Transport Strategy and Analysis: Transport Climate Change and Just Transition

Executive Summary

The route map to support a 20 per cent reduction in car use by 2030 has been developed in order to help meet Scotland's net zero greenhouse gas emissions target. It is however recognised that reduced car use has multiple co-benefits for individuals, communities and wider society, particular for those in protected characteristic groups who are less likely to have access to or use cars. The route map is an umbrella document that brings together a range of policy interventions from across government. It has been developed with the principle of a just transition at its heart, and this EqlA demonstrates the overall positive impact that the route map will have on protected characteristic groups, as well as flagging areas where the potential for negative impacts need to be assessed and mitigated as the individual policies within the route map are further developed.

Background

Scotland's Climate Change Plan Update in 2020 set out a commitment to reducing car kilometres by 20% by 2030. This is a crucial part of enabling Scotland to achieve its world-leading ambition of reaching net-zero greenhouse gas emissions by 2045. Our target to reduce car use stems from extensive carbon-reduction modelling, which concluded that it will not be possible to sufficiently reduce transport emissions through technological solutions alone. Reducing the use of private vehicles is necessary in addition to a switch to cleaner vehicles. Car use reduction also has wider benefits to offer, by reducing the negative impacts of existing car use, including

those such as air and noise pollution, road danger, physical inactivity, community severance and congestion, and the context of the route-map highlights this full range of benefits.

The route map has been developed using a behaviour change approach which acknowledges that it will only be possible for the desired individual behaviours to be adopted if the right social and material conditions are in place to facilitate change. In order to create a framework for change that is applicable across a variety of geographical settings and for those with a variety of transport needs, the route map sets out four broad behaviours that interventions must support. These are *reducing the need to travel*; *switching to a more local destination where possible*; *switching to a more sustainable mode where possible*; and *trip-chaining or car-sharing where none of the other three behaviours is feasible*.

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 in rural areas where people may face longer trip distances and where there may be fewer alternative mode options; 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.

Scope of the EqlA

This EqlA is comprised of evidence from published data sets and literature. Additional evidence is being gathered through engagement and consultation with stakeholders and the public and the EqlA will be updated accordingly following the closure of the statutory consultation period.

Key Findings

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, 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 to who have undergone a process for the purpose of reassigning their sex; those of different sexual orientations; those of different ethnicities; and those of those of different religions or beliefs; who may fear the risk of harassment or assault.

Recommendations and Conclusion

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 route map and its selected policies all seek to advance equality of opportunity; eliminate unlawful discrimination and foster good community relations. This impact assessment demonstrates the positive impact that the route map will have on these objectives, as well as to flagging areas where the potential for negative impacts need to be assessed and mitigated as the individual policies are developed.

Questions have been included in a public consultation on the draft route map to gather information on the public perceptions of potential impacts of the route map on groups with protected characteristics. This includes a question considering what could be done to maximise positive impacts and mitigate negative impacts. Once the consultation closes, the results will be analysed and used to augment the draft impact assessment, and the draft impact assessment record and draft impact assessment results accordingly.



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