

# NTS2 Delivery Plan - Island Communities Impact Assessment (ICIA)

Final Report

Transport Scotland

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Prepared for:

Transport Scotland

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# 1. Introduction

## 1.1 Purpose

AECOM was commissioned by Transport Scotland (TS) to undertake a series of impact assessments on Scotland's National Transport Strategy 2 (NTS2) Delivery Plans for 2020-2022. This includes the following:

- Equality Impact Assessment (EqIA);
- Children's Rights and Wellbeing Impact Assessment (CRWIA);
- Fairer Scotland Duty Assessment (FSDA);
- **Island Communities Impact Assessment (ICIA);**
- Health Inequality Impact Assessment (HIIA);
- Business Regulatory Impact Assessment (BRIA); and
- Data Protection Impact Assessment (DPIA) (if required).

This report sets out an assessment of impacts on island communities of the strategic policies within the NTS2 Delivery Plan 2020–22.

## 1.2 ICIA process

A screening report was produced prior to a period of consultation between November 2021 and January 2022 on the ICIA and the other impact assessments. The feedback and findings of the consultation have contributed towards completing this full ICIA on the NTS Delivery Plan 2020-22. A separate Consultation Report has been produced to provide an overview of the consultation process and a summary of responses and feedback.

## 1.3 The NTS Delivery Plan 2020-2022

The NTS sets out the vision for Scotland's transport system to 2040: "a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors". NTS2 outlines four Priorities for the transport system: [Reduces inequalities](#), [Takes climate action](#), [Helps deliver inclusive economic growth](#) and [Improves our health and wellbeing](#).

The first [NTS Delivery Plan](#) sets out 199 broad actions the Scottish Government (SG) is taking to deliver on its vision and priorities to the end of March 2022, taking account of the impact of COVID-19.

## 1.4 Relevant legislation, policy and plans

The ICIA assesses the impacts of each of the policies within the NTS Delivery Plan and will help to demonstrate TS's compliance with the Islands (Scotland) Act 2018, which it has a legal duty to consider in the delivery of its policies, programmes and projects.

### The Islands (Scotland) Act 2018

Section 3 of The Islands (Scotland) Act 2018 (Scottish Parliament, 2018) required Scottish Ministers to prepare a National Islands Plan to set out the duty of relevant authorities within the meaning of the Act to consider the impacts of policies, strategies, and services on island communities.

Part 2 - Section 3 lists the outcomes considered in the National Islands Plan for improving island communities. These include:

- (a) increasing population levels,
- (b) improving and promoting -
  - (i) sustainable economic development,
  - (ii) environmental wellbeing,
  - (iii) health and wellbeing, and
  - (iv) community empowerment.
- (c) improving transport services,
- (d) improving digital connectivity,
- (e) reducing fuel poverty,
- (f) ensuring effective management of the Scottish Crown Estate (that is, the property, rights and interests to which section 90B(5) of the Scotland Act 1998 applies), and
- (g) enhancing biosecurity (including protecting islands from the impact of invasive non-native species).

Part 3 - Section 7 outlines relevant authorities' duty to have regard to island communities in carrying out its functions. Section 8 of this Act requires the Scottish Ministers, as a relevant authority, to prepare an island communities impact assessment in relation to a policy, strategy, or service, which, in the authority's opinion, is likely to have an effect on an island community which is significantly different from its effect on other communities (including other island communities) in the area in which the authority exercises its functions.

An ICIA must:

- (a) describe the likely significantly different effect of the policy, strategy, or service (as the case may be), and
- (b) assess the extent to which the authority considers that the policy, strategy or service (as the case may be) can be developed or delivered in such a manner as to improve or mitigate, for island communities, the outcomes resulting from it.

## The National Islands Plan 2019

In December 2019, Scottish Ministers published the first ever National Islands Plan (Scottish Government, 2019) which was created with the input of many islanders and those with a strong interest in Scotland's islands.

The Plan sets out 13 Strategic Objectives which are critical to improving the quality of life for island communities.

- Strategic Objective 1: To address population decline and ensure a healthy, balanced population profile;
- Strategic Objective 2: To improve and promote sustainable economic development;
- Strategic Objective 3: To improve transport services;
- Strategic Objective 4: To improve housing;
- Strategic Objective 5: To reduce levels of fuel poverty ;
- Strategic Objective 6: To improve digital connectivity;
- Strategic Objective 7: To improve and promote health, social care and wellbeing;
- Strategic Objective 8: To improve and promote environmental wellbeing and deal with biosecurity;
- Strategic Objective 9: To contribute to climate change mitigation and adaptation and promote clean, affordable and secure energy;
- Strategic Objective 10: To empower diverse communities and different places;
- Strategic Objective 11: To support arts, culture and language;
- Strategic Objective 12: To promote and improve education for all throughout life; and
- Strategic Objective 13: To support effective implementation of the National Islands Plan.

Fairness is a key value that underpins the National Islands Plan and reflects the Scottish Government's commitment to equality and human rights. The Plan recognises that every member of society has a right to live with dignity and to enjoy high quality public services wherever they live. This commitment is also included as a National Outcome within Scotland's National Performance Framework.

## 2. Key issues and evidence

The section provides a summary of the key transport issues and evidence pertinent to assessing the impacts associated with island communities.

The Islands (Scotland) Act 2018 defines an island community as a community which consists of two or more individuals, all of whom permanently inhabit an island (whether or not the same island), and is based on common interest, identity or geography.

Island communities face challenges compared to mainland and urban areas with regards to transport. Engagement undertaken as part of the development of NTS2 identified the following concerns and unique challenges relevant to island communities:

- centralisation of public transport and limited provision in peripheral areas;
- poor journey connections, lack of seamlessness and lack of ticket integration;
- car dependencies due to poor public transport links;
- insufficient active travel infrastructure on islands;
- limited evening and weekend public transport services, resulting in difficulties accessing services and participating in social/community activities;
- incoherent, inconsistent and confusing public transport timetables across all modes;
- the ability of public transport to meet the needs and expectations of tourists and visitors, especially to Scotland's islands;
- higher costs of accessibility on islands and in rural areas;
- imbalance of service provision and demand to meet concessionary transport needs; and
- call for more flexible and pro-active support needed for the berthing of cruise ships at ports.

Island communities have similar issues to those living in remote and rural areas, but in many cases the challenges can be greater. Research has shown that the minimum income that households require for an acceptable standard of living in Scotland's island communities is well above that required in the rest of the UK, and in many cases higher than in other areas of rural Scotland (Highlands and Islands Enterprise, 2013).

Island rurality can exacerbate inequality already experienced by certain groups including those facing socio-economic disadvantage or those with protected characteristics. The ICIA for the NTS identified that factors resulting in additional costs for households in island communities compared to the rest of the UK include:

- longer commuting distances compounded by higher fuel prices;
- issues around integrated timetabling;

- the additional cost of the need to make occasional trips to the mainland;
- additional ferry/air costs for inter-island travel. Island communities can also face additional freight costs, such as to get goods, including farming and seafood produce, to market or to import energy sources or building materials and labour. Additional charges for deliveries can also be a challenge.

As described in the National Islands Plan, population decline is a threat to the sustainability of many, although not all, of Scotland's island communities. Over the 10 years to 2016, almost twice as many islands have lost populations as have gained. Future population projections suggest that islands are at further risk of depopulation with Orkney and Shetland both projected to lose 2.2 per cent of their population by 2041 and Na h-Eileanan Siar 14 per cent (National Records of Scotland (2018)).

Depopulation can have an adverse effect on communities, reducing confidence and the sustainability of services, increasing the vulnerability of communities already experiencing higher costs of service provision and market access.

Sparsely populated areas are not only experiencing a higher proportion of older people, but a relatively small number of children and young people within the community. This will result in the shrinking of the working-age population in the future, which will in turn have serious implications for the workforce, the economy, and for sustaining the population of island communities. The lack of transport connectivity, and to some extent digital connectivity, to employment opportunities for young people in island communities can be a major factor in out-migration towards the mainland, exacerbating these issues even further.



### 3. Assessment of island impacts

This section provides an assessment of impacts for the impacts on island communities of each of the strategic policies set out within the NTS Delivery Plan 2020-2022.

The assessments below refer to each strategic policy, drawing together the impacts associated with all actions sitting under that policy.

The assessment and identification of potential impacts has been based on the key issues and evidence (as set out in Section 2 of this report), information provided through discussions with officials and public consultation feedback.

The scoring mechanism used for the assessment initially provides a score of the effect of the policy for each of the relevant groups as follows:

**Major Positive Effect:** The policy has the potential to significantly support island communities, taking into account the National Islands Plan's principles of fairness, integration, environmental protection (green) and inclusiveness

**Minor Positive Effect:** The policy has the potential to support island communities, taking into account the National Islands Plan's principles of fairness, integration, environmental protection (green) and inclusiveness, but not significantly

**Neutral/ Negligible Effect:** The policy has no clear relationship with island communities or the relationship is negligible

**Minor Negative Effect:** The policy may impede principles of fairness, integration, environmental protection (green) and inclusiveness for island communities and requires mitigation measures be put in place

**Major Negative Effect:** The policy significantly affects principles of fairness, integration, environmental protection (green) and inclusiveness. Mitigation is therefore required.

**Uncertain Effect:** The action has an uncertain relationship to the Islands (Scotland) Act 2018 requirements. In addition, insufficient information may be available to enable an assessment to be made.

An overall ICIA score has been provided for each policy. This takes into account all potential effects that have been identified for relevant groups.

## 3.1 Reduces Inequalities - Strategic Policies

### RI-1: Ensure active, public and sustainable travel access to employment, education and training locations

This policy is a national policy or aimed at a broad region, including islands and the mainland.

#### **Are there potential island impacts that differ from mainland impacts?**

Free bus travel is less effective in island and remote mainland communities due to there being fewer buses in operation, resulting in less opportunity for people to exercise the benefit of free travel.

Many islands do not have a bus service that younger people can benefit from. There is already an inequality in terms of access to employment, education and training by bus as there is not a service available to many young island residents.

An ICIA on **R1-1E** has recently been completed in December 2021 and can be found at [The National Bus Travel Concession Scheme for Young Persons](#) webpage. The assessment shows that buses are not considered as important to island communities as interisland ferries.

#### **Does the policy effectively address the unique transport challenges faced by island communities?**

The policies under this action can help to address some of the unique challenges faced by island communities. However, it is recognised that, due to the remote and dispersed nature of some island communities, bus services and sustainable travel measures are likely to be less effective than on the mainland and to an extent than on the more populated islands.

Currently, Community Transport providers operating under Section 19 permits are not participating in the expansion of transport solutions. Supporting Community Transport providers and start-up community-led transport services could encourage sustainable and cost-effective solutions for vulnerable island populations.

Further engagement with the lived experience of disabled people residing across island communities would be significant to informing the development of accessible travel.

#### **Does the policy protect and increase the economic prosperity of island communities?**

Extending free travel to young people can help to increase access to employment opportunities by public transport (**RI-D and RI-1E**). However, many islands do not have a bus service that younger people can benefit from. There is already an inequality in terms of access to employment, education and training by bus as there is not a bus service available to many young island residents.

## **Does the policy address the unique social challenges faced by island communities?**

Action **RI-1F** includes establishing the Transport Young People and Employment Partnership, which brings together the transport sector, businesses, national and local government, and skills organisations, to inform the delivery of the NTS. Where this provides an opportunity to include the views of young people living in island communities it could potentially improve transport options and reduce the need for young people to leave island communities for employment reasons. This is only the case if the engagement through the forum translates into capital investment in infrastructure.

Early considerations from the Partnership include looking at pathways into employment within the transport sector itself, and how they can be targeted at young people in a number of communities. The Partnership will also consider targeted interventions around transport as an enabler for young people in island communities accessing employment (**RI-1F**).

Participants of the People's Panel were also encouraged to provide information on lived experiences (including island communities) to help inform policies for future NTS Delivery Plans (**RI-1A**).

## **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

No, this policy is not likely to impact on the islands' infrastructure or natural environment and biodiversity

## **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

In the ICIA guidance, it is strongly suggested that consultation with communities is carried out. Consultation should be targeted at younger people to gauge which issues specifically impact them.

**ICIA Score** – Minor Positive Effect

## **RI-2: Consider additional support required for public transport and keep this under review in light of the uncertainty and other challenges presented by COVID-19**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

## **Are there potential island impacts that differ from mainland impacts?**

This policy provides support to transport operators to enable them to continue the operation of their services during the COVID-19 pandemic. Impacts on islands will be potentially different due to dependency on air and ferry travel to travel from islands to the mainland and to other islands and as such actions **RI-2D** and **RI-2E** are likely to be more important to island communities.

For action **RI-2A** it is recognised that there is a higher provision of bus services in urban areas over rural areas including islands. Therefore, the mainland may see greater impacts from this action.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

The policy does not result in better access to services but has helped to maintain continued operation of ferry services and air services between islands and the mainland and also between islands.

It is recognised that different islands communities will have different unique challenges and needs. Different destinations and routes will be of importance for different islands communities. For example, Aberdeen is an important destination for healthcare for island communities in Shetland.

Action **RI-2A** ensures that bus services are still available for those who need them and freeze fares to support affordability of the service.

Support for existing rail services helps to maintain connectivity for islands that have a mainland hub with a link to the rail network (**RI-2C**).

### **Does the policy protect and increase the economic prosperity of island communities?**

Action **RI-2D** could protect the economic prosperity of the islands and the mainland by supporting the continued operation of aviation routes and ferry services during the COVID-19 pandemic. This could help ensure that connectivity is maintained enabling essential employment-based travel to take place, for example, oil and gas workers.

### **Does the policy address the unique social challenges faced by island communities?**

The policy will ensure that connectivity is maintained for essential travel when commercial air services are not able to operate. Maintaining connectivity will enable residents to continue to access services that are not available locally and enable to service providers to access the islands. This will support communities' continuing viability (**RI-2D and RI-2E**).

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

This policy is not likely to impact on the islands' infrastructure or natural environmental and biodiversity

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Continued support for air services pending the restart of commercial services can further help to manage challenges faced by island communities. Whilst there are ferry services to the islands, these are more prone to disruption than air services due to adverse weather or lack of resilience in the event of anticipated staff shortages during the COVID-19 crisis. In addition, ferry services can be more challenging for certain passengers, such as those travelling for medical reasons where a shorter, smoother journey by air is more conducive to their overall wellbeing (**RI-2D**).

### **ICIA Score – Major Positive Effect**

## RI-3: Ensure transport in Scotland is accessible for all

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

There are likely to be different potential impacts from these actions as a result of the way in which public services operate on islands in comparison to the mainland. Consultation on the actions contained within this policy did not reach out to island community groups specifically. However, there is a steering group which incorporates representatives for disabled people including views from island communities.

The Hate Crime Charter (**RI-3A**) on the ferry network must consider how it responds when the crime occurs at sea as the persons involved will be confined to the ferry for the journey, sometimes for several hours, without the ability to stop and remove the people involved. Additionally, the level of involvement from the police must also be considered as some island police services may not be in operation or available when the ferry arrives.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

Whilst not directly addressing the unique transport challenges faced by island communities the actions under this policy can help to make journeys on islands safer and easier for all. The Hate Crime Charter (**RI-3A**) was launched in March 2021 on the bus and rail network, there is work underway to launch it on the ferry network also.

The Charter focuses on a zero-tolerance approach to hate crime therefore potentially making journeys more accessible to groups that are more vulnerable to hate crime. However, there are challenges in terms of enforcing and reporting hate crimes on islands compared to the mainland due to limited police and enforcement resources.

It also recognised that although many of the actions aim to improve accessibility through awareness and assistance for those who need it, the buses and ferry services on islands may not be accessible themselves.

While **RI-3B** and **RI-3C** recognises that disabled people have specific accessibility needs, these are heightened across island communities. The limited provision or accessibility of public transport presents a barrier to travel for disabled residents who are vulnerable to exclusion, social isolation and loneliness.

### **Does the policy protect and increase the economic prosperity of island communities?**

This policy is not likely to directly impact on the economic prosperity. However, the actions under the policy may improve access to employment through safer and accessible public transport for those living in island communities. It could also make visits to islands more accessible and encourage more tourism.

### **Does the policy address the unique social challenges faced by island communities?**

Many of the actions under the policy support, for example the Thistle Assistance card (**RI-3C**) can help to support older people (not just disabled people) with accessing public transport services. Reduced booking time and turn up and go for rail passenger assistance can be used to help those from island communities connecting with rail services on the mainland and provides some flexibility where other parts of the journey could have been subject to delay. The extent to which this will help those with mobility restrictions will depend to some extent on the accessibility of rail infrastructure and also connecting ferry services and infrastructure as being developed through policy **RI-4**.

As a result of the hate crime charter (**RI-3A**), and awareness of reporting mechanisms it may appear that the number of hate crime incidents are increasing but rather it is now being identified and reported properly. This will need to be captured accurately in the ICIA as it may be viewed as a negative that hate crime cases are increasing.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

This policy is not likely to impact on the islands' infrastructure or natural environmental and biodiversity

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

There may be merit in consulting with islands communities to identify alternative ways that they can report hate crime in the absence of a police station on the island.

Reforming the National Concessionary Travel Scheme (policy **RI-4G**) to reimburse Community Transport operators would improve the delivery of free travel services for older and disabled people. This is especially important on Scottish Islands, where Community Transport offers a lifeline service for many residents who would otherwise face isolation.

**ICIA Score – Minor positive effect** (due to improved accessibility for disabled people living on islands)

## **RI-4: Remove barriers to public transport connectivity and accessibility within Scotland**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

Action **RI-4A** sets out that TS will work with local transport authorities and others to develop regulations and guidance to support implementation of Part 3 of the Transport (Scotland) Act 2019. The needs or experience of island communities with regards to bus services could differ from the mainland due to the remote and dispersed nature of island communities and the limited bus network on the majority of islands.

Action **RI-4C** will consider how transport infrastructure investment impacts on the gender pay gap in transport appraisal. No specific impacts on island residents have been identified as a consequence of this action.

The policy is not mainland focused, although **RI-4D** is related to mainland rail stations and **RI-4E** is focused on subway modernisation. The corresponding need for island communities could be reflected by including stations that are important mainland hubs for island communities.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

Action **RI-4H** includes launching further rounds of the Ferries Accessibility Fund and working with the Mobility and Access Committee for Scotland (MACS) and other partners to ensure that spending remains focused and beneficial. This can help to increase accessibility of ferry services providing improvements for those with mobility and accessibility issues.

Part 3 of the Transport (Scotland) Act 2019 provides local transport authorities with new options to influence and improve bus services in their area through partnership working, local franchising, running their own buses and information requirements. Supporting local transport authorities and others to develop regulations and guidance to support implementation (**RI-4A**) could result in changes to the operation of buses on islands including addressing unique and local issues.

Whilst not directly addressing challenges faced by island communities, action **RI-4C** will provide evidence and data to better understand these challenges and will inform and improve future actions relating to improved access to services.

Although **RI-4D** isn't specifically related to island communities as there are no railway on islands, improvements to access on rail services may provide wider options for travelling to and from the mainland using public transport over private car.

### **Does the policy protect and increase the economic prosperity of island communities?**

Action **RI-4I** involves working with the No One Left Behind partnership with Local Government, third & private sector, employability providers and other partners to ensure travel support is included in their support package (awareness, access and costs if needed), including taking rural issues into account. If the package of support

is applicable to island communities then this could improve access to employment for island communities providing that sufficient transport services are available to connect to employment opportunities.

Action **RI-4C** will provide evidence and data to inform future actions which will benefit the economic prosperity of island communities.

Improved accessibility of public transport may provide greater transport opportunities for those travelling to and from islands for education, employment in addition to leisure journeys.

### **Does the policy address the unique social challenges faced by island communities?**

The continued operation of the National Concessionary Travel Scheme for older and disabled people (**RI-4G**) will enable older people living in island communities to travel for free. However, the extent to which this will be of benefit will depend on the level and accessibility of bus services on different islands.

Part 3 of the Transport (Scotland) Act 2019 provides local transport authorities with new options to influence and improve bus services in their area through partnership working, local franchising, running their own buses and information requirements.

Supporting local transport authorities and others to develop regulations and guidance to support implementation (**RI-4A**) could result in changes to the operation of buses on islands including addressing unique and local issues. This could have a positive impact on older people and younger people as these groups are more likely to be dependent on bus travel to access services.

Action **RI-4C** will provide evidence and data that will create a better understanding of the social challenges faced by island communities and inform future actions relating to improved access to services.

Improved accessibility of public transport may provide greater transport opportunities for those travelling to and from islands.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

No, this policy is not likely to impact on the islands' infrastructure or natural environment and biodiversity.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

No improvements have been identified at this stage.

### **ICIA Score – Minor Positive Effect**

## **RI-5: Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services**

This policy is a national policy or aimed at a broad region, including islands and the mainland.



## **Is there a need to adapt plans to account for variations across island communities?**

Yes, the needs of island communities will differ and as such delivery mechanisms/mitigations will vary across communities. For example, ferry service provision should match the demand for residents on an island to access the mainland, considering whether the demand is to use the ferry every day (work purposes) or on a more infrequent basis (shopping) and leisure.

There will also be a need to consult with different island communities in respect of mechanisms and mitigations, particularly as part of the Islands Connectivity Plan (ICP) which is currently in development. Although there are some common expectations, needs and experiences of islands served by Scottish Government supported transport services, each island has its own individual needs which the Plan will seek to recognise and address, within limits of practicality and value for money.

The ICP will aim to take a consistent approach to identifying island connectivity needs but solutions are likely to vary given the very varied range of islands in terms of population size, distance from the mainland etc. The long-term investment plan, in particular, will provide different solutions for different islands but within a consistent policy framework and appraisal methodology.

The integrated travel network on the islands (including public, active, sustainable, and shared travel to, on and from the islands) will require ongoing monitoring.

## **Does the policy effectively address the unique transport challenges faced by island communities?**

Yes, improved island connectivity, through the improved resilience and enhanced connectivity provided for rural and remote communities, may contribute towards addressing many of the structural challenges that rural communities face (such as attracting young families and retaining skilled workers) (**RI-5C and RI-5D** in particular).

Disruption to travel is likely to have a disproportionate impact on lower income groups who are less able to absorb financial costs such as missed bookings, missed work or emergency childcare. Lower income groups also have a much lower ability to take advantage of alternative options, such as flights.

## **Does the policy protect and increase the economic prosperity of island communities?**

Yes, as above, improved island connectivity may contribute towards addressing many of the structural challenges that rural communities face (such as attracting young families and retaining skilled workers). It is worth noting, however, that while improved connectivity can benefit island businesses by making them more competitive, this also exposes them to increased competition from mainland suppliers. This can benefit island consumers more than island businesses.

## **Does the policy address the unique social challenges faced by island communities?**

The cost of travel and lack of connectivity are barriers to accessing essential services required to protect quality of life for island residents such as employment,

education, and healthcare. Actions to overcome cost barriers and lack of connectivity can help to ensure that quality of life for island communities is enhanced.

Island connectivity may contribute towards addressing many of the structural challenges that rural communities face (such as attracting young families and retaining skilled workers).

Children and young people are more likely to have to travel off-island on a regular basis (daily or weekly) to access education and training. While older people are less likely to need to travel off-island on a daily basis for work, education or training but may have more need to travel to the mainland for, in particular, healthcare.

Confidence in transport connectivity to access essential healthcare can affect people's choice to remain living on islands. Pregnant people and people undergoing gender reassignment would also benefit from improved access to off-island healthcare. Improved island connectivity, through the improved resilience and enhanced connectivity may incentivise these groups of people to stay on the island.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

The Islands Connectivity Plan and the investment programme (**RI-5C** and **RI-5D**) could involve redevelopment works that may have negative environmental impacts.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

The use of Sustrans' (2016) 'Transport Poverty in Scotland' study could help to prioritise island communities considered most at risk.

The island road infrastructure may not provide enough capacity to accommodate the increased vehicle capacity on ferries. This infrastructure capacity issue could be addressed through an increased number of smaller ferries to spread out the number of visitors rather than a larger offload from fewer larger ferries.

### **ICIA Score – Minor Positive Effect**

## **RI-6: Ensure that equality and a human rights approach is at the heart of all policy-making processes (RI-6)**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

Transport is of great importance to island communities and is a key factor in the ability of individual residents to, for example, access services and enjoy fundamental human rights. The cost of transport on islands is much higher, relative to income, than in the rest of Scotland.

As set out in the National Islands Plan (Scottish Government, 2019) journey times are often long and can require multiple interchanges, including an overnight stay, adding further costs. In addition, integrated ticketing is not always available, meaning that multiple tickets are required, further adding to price and journey planning complexity.

The needs of island communities will differ and as such delivery mechanisms/mitigations will vary across island communities and should consider ferry and air travel as required.

**Does the policy effectively address the unique transport challenges faced by island communities?**

As the Fairer Scotland Duty (Scotland) is included as part 1 of the Equality Act then consideration for those experiencing inequalities as a result of socio-economic disadvantage and communities of interest (including island communities) should benefit from this action.

**Does the policy protect and increase the economic prosperity of island communities?**

As above.

**Does the policy address the unique social challenges faced by island communities?**

All protected characteristic groups (including those on the islands) would benefit from ensuring that the effect of the Public Sector Equality Duty (PSED)(as set out under the Equality Act 2010 (Specific Duties (Scotland) Regulations 2012) is improved so that it becomes a key contributor to improved lives of people in Scotland with protected characteristics and equality and human rights are at the heart of all policy-making processes.

**Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

No, this policy is not likely to impact on the islands' infrastructure or natural environment and biodiversity.

**Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Unknown.

ICIA Score – Minor Positive Effect

**RI-7: Enhance the impact and accessibility of the Scottish Transport Statistics, and Transport Scotland's Social and Economic Research publication**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

**Are there potential island impacts that differ from mainland impacts?**

Island communities may be more dependent on accessing information for education purposes online. However, in some areas digital connectivity is lower than for others and digital skills amongst some island communities need to be developed in order to increase participation including accessing transport statistics and research.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

Communities of interest (including island communities) would see some benefit from improved accessibility to datasets and key publications. This increased accessibility of information has the potential to provide solid evidence for policy and decision making with regards to improving quality of life for these groups.

However, accessibility would be reduced in areas of low digital connectivity and skills.

### **Does the policy protect and increase the economic prosperity of island communities?**

As above.

### **Does the policy address the unique social challenges faced by island communities?**

As above.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

No, this policy is not likely to impact on the islands' infrastructure or natural environment and biodiversity.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Unknown.

### **ICIA Score – Neutral/Negligible Effect**

## **RI-8: Improve sustainable access to healthcare facilities for staff, patients and visitors**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

Yes, sustainable access to healthcare facilities is likely to differ for island communities and vary across different island communities. For example, communities may need to access healthcare on a different island or on the mainland requiring the need for ferry or air travel. Island communities may also have a higher dependence on community transport, online and telephone medical appointments and home visits for healthcare.

The needs of island communities will differ and as such delivery mechanisms/mitigations will vary across communities and should consider ferry and air travel as required.

**Does the policy effectively address the unique transport challenges faced by island communities?**

Yes, improved access to healthcare facilities, through telephone consultation services, home services, travelling expenses, etc., may contribute towards providing better access to healthcare services.

Many healthcare workers are on low incomes and therefore improvements to sustainable access to employment can also be of benefit to these groups.

**Does the policy protect and increase the economic prosperity of island communities?**

As above.

**Does the policy address the unique social challenges faced by island communities?**

Older people are less likely to need to travel off-island on a daily basis for work, education or training; however, they have more need to travel to the mainland for, in particular, healthcare. Confidence in transport connectivity to access to essential healthcare can affect people's choice to remain living on islands. Pregnant people and people undergoing gender reassignment would also benefit from improved access to off-island healthcare. Improved access to healthcare services may incentivise these groups of people to stay on the island.

**Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

No, this policy is not likely to impact on the islands' infrastructure or natural environment and biodiversity.

**Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

The reach and success of this policy is in part related to access to digital connectivity and will therefore need to be considered as part of the delivery of this policy.

**ICIA Score – Major Positive Effect**

## 3.2 Takes Climate Action – Strategic Policies

### CA-1: Reduce emissions generated by the transport system to mitigate climate change and improve air quality

This policy is a national policy or aimed at a broad region, including islands and the mainland.

#### **Are there potential island impacts that differ from mainland impacts?**

Island communities are typically less able to access public transport links and face greater difficulty accessing transport for essential services than those based in less rural and mainland settings. Island communities do therefore have differing needs and expectations of the transport system and the modes of transport they rely upon may be less easily incorporated into this policy.

The policy includes the improved management and quality of roadworks. Access to road maintenance and building materials on island communities is limited or logistically problematic in some cases. This is a consideration in relation to updating of roadworks quality standards.

**(CA-1B)** Evidence of different experiences of outcomes for island communities regarding speed management will be drawn out during the initial phases and will report back in early 2022.

**(CA-1C)** There is not a particular difference in the delivery of maintenance however there are issues surrounding hot materials (i.e. asphalt) as they are required to be kept in a hot box when in transit. This has resulted in issues when ferry services also carry livestock, as both cannot be on the same vessel. Potential use of cold-lay materials over hot-lay is to be considered in future.

#### **Does the policy effectively address the unique transport challenges faced by island communities?**

The actions under this strategic policy will have limited impact on addressing existing transport challenges. Through these broad steps towards minimising carbon costs of road infrastructure, could create an overall positive benefit for island communities in terms of onward improvement in carbon efficiency.

**(CA-1B)** The action will result in safer roads and in a way assist in island communities getting better access to services through improved safety.

#### **Does the policy protect and increase the economic prosperity of island communities?**

No significant impacts have been identified that will directly impact economic prosperity of islands. Job opportunities potentially could arise through the requirement of low carbon infrastructure on islands.

#### **Does the policy address the unique social challenges faced by island communities?**

The actions under this strategic policy will have limited impact on addressing existing social challenges.

## **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

No, this policy is not likely to impact on the islands' infrastructure or natural environment and biodiversity.

## **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Island communities will not see a significant change through the implementation of these actions. There are no specific suggestions in how the policy could be developed to improve impacts for island communities.

## **ICIA Score – Neutral/Negligible Effect**

### **CA-2: Support management of demand to encourage more sustainable transport choices**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

#### **Are there potential island impacts that differ from mainland impacts?**

Island communities are typically less able to access public transport links and face greater difficulty accessing transport for essential services than those based in less rural and mainland settings. Island communities do therefore have differing needs and expectations of the transport system.

**(CA-2A)** Action may not apply equally to island communities as greater proportion of kilometres will be focussed on the central belt. Reduction to 20% may not be uniformly applied across the country in the roadmap that is to be developed for this action.

**(CA-2B)** The achievement of 20-minute neighbourhoods will be less achievable in dispersed island and rural communities.

**(CA-2B)** Lack of alternative transport options for rural areas i.e. public transport means people are reliant on cars in these areas.

**(CA-2D, CA-2E and CA-2F)** are more relevant to urban areas, even small towns, not so much for remote places with little economic activity.

#### **Does the policy effectively address the unique transport challenges faced by island communities?**

It is recognised that, in order to access essential goods and services, it is often necessary for those living in island communities to travel further. Though some aspects of this policy – such as the access to superfast broadband – do address the need for islanders to travel, alternative delivery mechanisms could more directly address the issues of accessibility in island communities.

Community Transport providers deliver a variety of innovative transport solutions, including car schemes, e-bikes and demand responsive transport services. Tailoring these to the specific needs and circumstances of island communities can contribute to a reduction in mileage and emissions.

### **Does the policy protect and increase the economic prosperity of island communities?**

Islands may be reliant on tourism from an economic standpoint. High proportion of mileage may be from tourism on the islands – therefore punitive measures to reduce car kilometres may have a negative impact on island economies.

Potential overlap with pro-actively encouraging sustainable tourism actions to reduce car kilometres.

### **Does the policy address the unique social challenges faced by island communities?**

The actions under this strategic policy will have limited impact on addressing existing social challenges.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

These actions will, overall support improvements to air quality which will have a potentially positive impact on the natural environment and biodiversity of islands.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Mobility as a Service (MaaS) and Demand Responsive Transport (DRT) considerations are looking at improving digital platforms to allow greater connections for rural areas.

Bus services are often limited on islands and there is a move towards DRT services which may lead into MaaS to allow for vehicles being used for multiple purposes.

### **ICIA Score – Uncertain Effect**

## **CA-3: Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

Island communities are typically less able to access public transport links and face greater difficulty accessing transport for essential services than those based in less rural and mainland settings.

The actions under this strategic policy are aimed at improving bus reliability and journey times, rather than increasing access to bus services. In island and rural locations, where congestion is not a major issue in relation to bus usage, this policy may not have a major positive impact.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

In order to ensure the positive impacts of this policy effectively address the transport challenges faced by island communities, specific actions directly related to improving



accessibility by sustainable means in rural and island communities will be necessary. These are addressed elsewhere in the NTS2 Delivery Plan under Action **RI-5**.

There may be indirect benefits of the policy where travel requires long distance bus travel on trunk roads as part of an onward journey on the mainland.

**Does the policy protect and increase the economic prosperity of island communities?**

No significant impacts have been identified that will directly impact economic prosperity of islands.

**Does the policy address the unique social challenges faced by island communities?**

The actions under this strategic policy will have limited impact on addressing existing social challenges.

**Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

The actions under this strategic policy will have limited impact on the natural environment and biodiversity.

**Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Island communities will not see a significant change through the implementation of these actions. Actions specifically aimed at improving access to public transport in island and rural communities are provided elsewhere in the NTS2 delivery plan (**RI-5**).

**ICIA Score – Neutral/Negligible Effect**

**CA-4: Work with the Bus Decarbonisation Taskforce to co-design a pathway to a fully decarbonised bus fleet, and put in place solutions to any remaining hurdles**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

**Are there potential island impacts that differ from mainland impacts?**

Support for funding bus decarbonisation will be available to all of Scotland.

**Does the policy effectively address the unique transport challenges faced by island communities?**

It is not anticipated that this policy will have a significant impact on the transport challenges. Actions will support bus operators to transition to low carbon alternatives but there is no indication that this will affect prices, journey times or service frequency.

**Does the policy protect and increase the economic prosperity of island communities?**

It is not anticipated that this policy will have a significant impact on the economic prosperity of island communities. The need for maintenance, retrofitting or repair of low carbon bus fleets may have the potential to create job opportunities.

**Does the policy address the unique social challenges faced by island communities?**

No impacts have been identified as part of this policy that would address social challenges faced by island communities.

**Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

The actions under this strategic policy will have limited impact on the natural environment and biodiversity.

**Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Not directly.

**ICIA Score – Neutral/Negligible Effect**

This assessment is not based on information provided by TS/SG action owner.

**CA-5: Decarbonise Scotland's passenger rail services by 2035, ahead of the UK's target of 2040**

This policy is mainland focused.

**Is there is a corresponding need in island communities?**

Rail services are located on the mainland, therefore by its nature, this policy is mainland focused. However, given the need for people living in island communities to access rail services, the policy does have a corresponding need in relation to island communities.

**Does the policy effectively address the unique transport challenges faced by island communities?**

It is not anticipated that this policy will have a significant impact on the transport challenges faced by island communities.

**Does the policy protect and increase the economic prosperity of island communities?**

It is not anticipated that this policy will have a significant impact on the economic prosperity of island communities, though could support sustainable tourism where rail services provide access to ferry ports (such as Ardrossan, Wemyss Bay, Oban or Mallaig).

**Does the policy address the unique social challenges faced by island communities?**

No impacts have been identified as part of this policy that would address social challenges faced by island communities.

**Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

Support for decarbonised of rail services will not directly impact on the natural environment or biodiversity on islands.

**Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Not directly.

**ICIA Score – Neutral/Negligible Effect**

**CA-6: Promote efficient and sustainable freight transport, particularly the shift from road to rail**

This policy is mainland focused.

**Is there is a corresponding need in island communities?**

Island communities do not have direct access to any rail services. However, rail freight is used to access some markets (from, for example, Oban and Aberdeen). There may be differing expectations from island communities in regard to freight transport requirements, for example, forestry is a significant contributor to many island economies and relies mainly on access to road transport, rather than rail.

**Does the policy effectively address the unique transport challenges faced by island communities?**

It is not anticipated that this policy will have a significant impact on the transport challenges faced by island communities.

**Does the policy protect and increase the economic prosperity of island communities?**

Moves to increase the role of rail freight relative to road transport will rely specifically on freight loading and unloading facilities being available at mainland terminals. Funding via the Scottish Strategic Rail Freight Fund could be directed in this way.

**Does the policy address the unique social challenges faced by island communities?**

No impacts have been identified as part of this policy that will address social challenges faced by island communities.

**Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

Given freight on islands will still be road based, support for shifting freight from road to rail will not directly impact on the natural environment or biodiversity on islands.

**Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Not directly.

**ICIA Score – Neutral/Negligible Effect**

## CA-7: Decarbonise scheduled flights within Scotland by 2040

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

The policy will primarily benefit those living in and travelling to the Highlands and Islands.

Island communities rely more heavily on air transport than other parts of Scotland and air transport is essential for many purposes.

The delivery time of low emission aircraft and infrastructure may vary by location and routes. Commercial operators will help determine the routes that will be used by low emissions aircraft first (CA-7A).

As yet, there are no proposed changes in the provision of air services, i.e. no new routes or changes to frequency (CA-7A).

Consultation is to be undertaken with island communities to understand their views on the Scottish Government purchasing new zero-emission aircraft to lease to any airline operating routes in the Highland and Islands (CA-7A).

Expected that there will be minimal impact on the promotion of Gaelic, however consultation and consultation materials will be produced in Gaelic to ensure all will have the opportunity to have their say.

The stability of fares for air services with the roll out of low emission aircraft is unknown at this stage. New aircraft are expected to have reduced running costs than traditional aircraft, however, there is a lack of evidence at this stage (CA-7A).

The policy will affect the regions serviced by Highlands and Islands Airports (HIAL). Although, in general, island communities will benefit from this policy, not all island communities have equal access to air services provided by HIAL (CA-7A).

### **Does the policy effectively address the unique transport challenges faced by island communities?**

Not directly at this stage. However, it is feasible that low/zero-emission aircraft services may be developed more frequently on the islands, making travel to the mainland. (CA-7A)

### **Does the policy protect and increase the economic prosperity of island communities?**

Yes, there is potential for new skilled jobs to be created as a result of the sustainable aviation test environment. (CA-7B)

### **Does the policy address the unique social challenges faced by island communities?**

No impacts have been identified as part of this policy that would address social challenges faced by island communities. However, see two entries directly above.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

**(CA-7A)** Decarbonisation of airport operations will have positive impacts on the environment. Some low and zero emission aircraft have less noise and air quality impact compared to aircraft fuelled by JetA1/Avgas. Monitoring of airport operations emissions will be monitored. Kirkwall airport will have a new aircraft hangar with charging facilities for electric/hybrid aircraft.

**Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Not directly.

**ICIA Score – Minor Positive Effect**

## **CA-8: Work towards the decarbonisation of ferry services**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

**Are there potential island impacts that differ from mainland impacts?**

This policy includes the decarbonisation of all ferry services in Scotland, this will be of greater impact on island communities as they are reliant on ferry services. As ferry services provide links between the mainland and island communities, benefits from decarbonisation are expected to be equal.

Dependent on the fuelling type and infrastructure required for each route different island communities may have different requirements.

**Does the policy effectively address the unique transport challenges faced by island communities?**

It is not anticipated that the decarbonisation of ferry services will alter service provision or capacity and therefore will have limited impact on addressing existing transport challenges. New vessels may provide users with greater service reliability.

**Does the policy protect and increase the economic prosperity of island communities?**

No significant impacts have been identified that will directly impact economic prosperity of islands. Job opportunities potentially could arise through the requirement of low carbon infrastructure on islands (refuelling).

**Does the policy address the unique social challenges faced by island communities?**

It is not anticipated that the decarbonisation of ferry services will alter service provision or capacity and therefore will have limited impact on addressing existing social challenges.

**Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

The decarbonisation of ferry services will support improvements to air and water quality which will have a positive impact on the natural environment and biodiversity.

## **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Island communities will not see a significant change through the introduction of this policy as service provision and capacity is expected to stay the same. There are no specific suggestions in how the policy could be developed to improve impacts for island communities.

### **ICIA Score – Minor Positive Effects**

## **CA-9: We will support households and businesses to make the switch to zero emission vehicles**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

Support for funding electric vehicles (EVs) will be available to all of Scotland however island communities may be restricted by lack of charging infrastructure. Due to grid connection costs, installation of charging stations on islands can be significantly higher than that on the mainland.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

It is not anticipated that this policy will have a significant impact on the transport challenges. Actions will support those wishing to own an EV through loan schemes which may enable greater access to EVs however unlikely to increase car ownership overall.

### **Does the policy protect and increase the economic prosperity of island communities?**

It is not anticipated that this policy will have a significant impact on the economic prosperity of island communities. An increase in demand for EV charging points has the potential to create job opportunities to install and maintain infrastructure.

### **Does the policy address the unique social challenges faced by island communities?**

No impacts have been identified as part of this policy that would address social challenges faced by island communities as EVs are likely to be a direct replacement to existing petrol/diesel vehicles.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

Support for electric vehicle ownership may lead to greater presence of EVs on islands from both residents and visitors which will support improvements in both air and noise pollution.

## **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Actions under **CA-10** look at delivery of charging infrastructure, targeting islands where there are potential EV charging severance would help to support EV use.

### **ICIA Score – Minor Positive Effects**

## **CA-10: We will support strategically coordinated investment in the charging network that enable wider energy and transport system benefits and efficiencies**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

Islands are often faced with a greater number of difficulties in relation to electric vehicle charging infrastructure such as grid connection costs and maintenance issues.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

Greater roll out of low emission vehicle charging/refuelling stations will help facilitate the use of electric and hydrogen vehicles on the islands. These actions are unlikely to see an increase in car ownership or transport options.

### **Does the policy protect and increase the economic prosperity of island communities?**

Increased provision of low emission vehicle charging/refuelling points on islands may support tourism through enabling mainland electric vehicle users to charge safely.

As businesses make changes to their vehicle types this could also support the resilience of freight transport coming to and from islands.

Installation and maintenance of charging points may have the potential to create job opportunities.

### **Does the policy address the unique social challenges faced by island communities?**

No impacts have been identified as part of this policy that would address social challenges faced by island communities as low emission vehicles are likely to be a direct replacement to existing petrol/diesel vehicles.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

Increased charging point provision will help to support the uptake of electric vehicles which in turn will help support improvements to air quality.

Transport Scotland are currently reviewing transport and funding schemes for the next financial year. In doing so, they consider it best practice to continue helping households, businesses and Community Transport operators to purchase electric vehicles in coordination with the financial and regulatory interventions needed to ensure charging point infrastructure is in place. Transport Scotland's grant funding plans are awaiting ministerial approval.

## **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

The policy may need to include additional consideration of on-going servicing and maintenance requirements for charging points in island and other rural locations.

### **ICIA Score – Minor Positive Effects**

## **CA-11: Ensure the transport system adapts to the projected climate change impacts**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

Due to their maritime geographies, island communities are more susceptible to the coastal impacts of climate change than the majority of mainland communities. There may therefore be differences in the expectations of island communities in regard to the climate change impacts on the transport system.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

The impacts of climate change on the transport network may affect island communities more acutely because of their reliance on ferry infrastructure and lower-lying road networks. The introduction of adaption measures at vulnerable locations will help ensure that the transport network can continue to operate.

Many disabled people living on islands rely on ferry service with onward travel by train. Thereby, accessible information on rail services is essential to aid journey planning, especially in cases where alternative modes of transport are not suitable to disabled passenger needs.

### **Does the policy protect and increase the economic prosperity of island communities?**

The policy will help to maintain the economic prosperity of island communities. Establishing adaption measures at vulnerable locations will help to ensure the transport network can continue to operate, including freight and tourism traffic which is key for island communities. Flooding of infrastructure such as roads and landslides could cut off communities and their ability to continue to operate, work and live.

### **Does the policy address the unique social challenges faced by island communities?**

Although this policy does not directly address social challenges on island communities, if climate adaptation measures are not taken, the social challenges linked to isolation and remoteness for island communities could worsen.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

Due to their maritime geographies, island communities are more susceptible to the coastal impacts of climate change. Vulnerable location adaptations may help to protect the natural environment biodiversity on the islands.



## **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Considerations may need to be included into the policy that specifically relates to island communities as they are more at risk of climate change impacts.

### **ICIA Score – Minor Positive Effects**

## **CA-12: Improve the quality and availability of information to enable all to make more sustainable transport choices**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

No impacts have been identified that would suggest they will differ between island and mainland communities in respect of access to information or software systems. Mainland communities will benefit more from these platforms due to greater availability of transport alternatives to the car.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

It is not anticipated that this policy will significantly impact the transport challenges faced by island communities. Mobility as a Service (MaaS) (**CA-12A**), travel data information (**CA-12B**) and smart ticketing (**CA-12E**) may make users including island communities more aware of transport options available to them. However, a shift to more sustainable travel options requires alternatives to be available, which will limit the impacts of this policy on the islands.

### **Does the policy protect and increase the economic prosperity of island communities?**

No impacts have been identified that would protect or increase economic prosperity of island communities. MaaS (**CA-12A**), Travel data information (**CA-12B**) and smart ticketing (**CA-12E**) may make users more aware of transport options available to them which could support tourism to the islands for those without access to a private vehicle.

### **Does the policy address the unique social challenges faced by island communities?**

It is not anticipated that this policy will significantly impact the social challenges faced by island communities.

Action **CA-12D** will not deliver any benefit to the islands as a standalone activity, however, may remove a barrier to Mobile Network Operators where they will have less cost to provide enhanced digital connectivity to the islands.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

It is not anticipated that this policy will have a significant impact on the islands infrastructure, environment or biodiversity.

MaaS (**CA-12A**), Travel data information (**CA-12B**) and smart ticketing (**CA-12E**) may make users more aware of transport options available to them which could encourage greater journeys from visitors to be made by public transport, benefitting air quality however the impact from this would be marginal.

**Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Action **CA-12D** will not deliver for the islands as a stand-alone activity as is related to the rail network, however it may present opportunities to utilise enabling infrastructure to enhance digital connectivity.

**ICIA Score – Neutral/Negligible Effects**

### **3.3 Helps Deliver Inclusive Economic Growth – Strategic Policies**

#### **EG-1: Review train services to better align capacity with demand following the disruption caused by the COVID-19 outbreak**

This policy is mainland focused.

**Is there is a corresponding need in island communities?**

This policy relates to the rail network and is therefore not directly relevant to island communities. However, those living in island communities can connect (either by air or ferry services) to the rail network on the mainland.

**Does the policy effectively address the unique transport challenges faced by island communities?**

Only to the extent that island communities rely on onward rail connections from air/ferry transport to and from the islands.

**Does the policy protect and increase the economic prosperity of island communities?**

The policy will directly impact businesses within the rail industry, or which provide services to the rail industry and as such is not directly relevant to the economic prosperity of island communities.

Changes to provision of services in line with reduced demand could potentially impact on consumers. However, the action explicitly states that changes to services will only be made where there is little or no impact on consumers.

**Does the policy address the unique social challenges faced by island communities?**

The actions under this strategic policy will have limited impact on addressing existing social challenges.

**Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

It is anticipated that these actions will have an overall positive impact on the environment by encouraging a return to public transport following the pandemic.

**Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Island communities will not see a significant change through the implementation of these actions. There are no specific suggestions in how the policy could be developed to improve impacts for island communities.

**ICIA Score – Neutral/Negligible Effects**

**EG-2: Undertake measures to improve the resilience of the rail network**

This policy is mainland focused.

**Is there is a corresponding need in island communities?**

This policy relates to the rail network and is therefore not directly relevant to island communities. However, those living in island communities can connect (either by air or ferry services) to the rail network on the mainland.

**Does the policy effectively address the unique transport challenges faced by island communities?**

Only to the extent that island communities rely on onward rail connections from air/ferry transport to and from the islands.

**Does the policy protect and increase the economic prosperity of island communities?**

The policy will directly impact businesses within the rail industry, or which provide services to the rail industry and as such is not directly relevant to the economic prosperity of island communities.

Continual improvement of the rail network represents a positive outcome for consumers, providing a modern, safe and efficient rail system.

**Does the policy address the unique social challenges faced by island communities?**

The actions under this strategic policy will have limited impact on addressing existing social challenges.

**Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

It is anticipated that these actions will have an overall positive impact on the environment by encouraging a return to public transport following the pandemic.

**Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Island communities will not see a significant change through the implementation of these actions. There are no specific suggestions in how the policy could be developed to improve impacts for island communities.

**ICIA Score – Neutral/Negligible Effects**

## **EG-3: Undertake measures to improve the resilience of the road network**

This policy is mainland focused.

### **Is there is a corresponding need in island communities?**

This policy relates to the trunk road network and is therefore not directly relevant to island communities. However, the trunk road network can be used by those living in island communities to travel to and from destinations on the mainland.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

The actions under this strategic policy will have limited impact in addressing existing transport challenges faced by island communities. The policy relates to the trunk road network so will not enhance roads on islands themselves, however improvements to the trunk roads may benefit island residents when travelling to destinations on the mainland.

### **Does the policy protect and increase the economic prosperity of island communities?**

Improvements to the trunk road network could improve connectivity and access to the islands. As goods generally have to travel further to reach the islands, a resilient road network is essential for island businesses to remain competitive compared with those on the mainland. Improved resilience on the road network would also benefit access via road freight and ensuring that islands are supplied with essential goods.

### **Does the policy address the unique social challenges faced by island communities?**

The actions under this strategic policy will have limited impact on addressing social challenges faced by island communities. However, island residents may benefit from a more resilient road network when travelling on the mainland. As island residents often have to travel to access services such as higher education or healthcare facilities, this could enhance the quality of life for island residents.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

The actions under this policy are unlikely to impact on the infrastructure, natural environment or biodiversity of islands.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Island communities will not see a significant change through the implementation of these actions. There are no specific suggestions in how the policy could be developed to improve impacts for island communities.

### **ICIA Score – Minor Positive Effects**

## **EG-4: Hold Abellio ScotRail and Caledonian Sleeper franchise holders as well as Network Rail to account in meeting our challenging, but achievable performance targets**

This policy is mainland focused.

### **Is there is a corresponding need in island communities?**

This policy relates to the rail network and is therefore not directly relevant to islands communities. However, those living in island communities can connect (either by air or ferry services) to the rail network on the mainland.

There is no corresponding need to improve the resilience of rail services for island communities above and beyond the proposed actions.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

Although the rail network is not directly relevant to the islands, island communities may still benefit from improvements to the rail network when travelling on the mainland. Rail connections to ferry ports and airports can be particularly important for onward travel within Scotland for those without a car or those who are unable to drive.

### **Does the policy protect and increase the economic prosperity of island communities?**

The policy is not likely to have a significant benefit to island economies, however rail travel, as part of a multi-modal journey, may provide access to business opportunities or employment training, which could indirectly benefit the economic prosperity of island communities.

### **Does the policy address the unique social challenges faced by island communities?**

Improved rail services may benefit islanders when travelling to mainland Scotland. Rail services may provide access to services in major cities that are not available on the island, such as education or healthcare, which could enhance the quality of life for island residents.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

The actions under this policy are unlikely to impact on the infrastructure, natural environment or biodiversity of islands.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Island communities will not see a significant change through the implementation of these actions. There are no specific suggestions in how the policy could be developed to improve impacts for island communities.

### **ICIA Score – Minor Positive Effects**

## **EG-5: Assist Scottish Canals to ensure resilience in their transition from a public corporation to a non-departmental public body**

This policy is mainland focused.

### **Is there is a corresponding need in island communities?**

This policy relates to the canal network and is therefore not directly relevant to island communities. However, the Crinan Canal provides a 'shortcut' for leisure travel between Clyde and the Inner Hebrides. There may therefore be potential benefits for these island communities where resilience measures help to ensure continued income through tourism.

There is no corresponding need to improve the resilience of canals for island communities above and beyond the proposed actions.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

As the policy relates to the canal network, it is not directly relevant to island communities and will not address existing transport challenges faced by island residents.

### **Does the policy protect and increase the economic prosperity of island communities?**

Although the policy will not directly impact island communities, improvements to the canal network could attract tourism to the islands, particularly via the Crinan Canal which is used by tourists travelling between Clyde and the Inner Hebrides. This would help to ensure continued income through tourism for some communities.

### **Does the policy address the unique social challenges faced by island communities?**

There are unlikely to be significant improvements to the quality of life for island residents as a result of the policy. However, improvements to the canal network could benefit residents who use canals for leisure activities.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

The actions under this policy are unlikely to impact on the infrastructure, natural environment or biodiversity of islands.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Island communities will not see a significant change through the implementation of these actions. There are no specific suggestions in how the policy could be developed to improve impacts for island communities.

### **ICIA Score – Neutral/Negligible Effects**

## **EG-6: Increase the use of asset management across the transport system**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

This policy covers a range of asset management and maintenance measures but a specific reference to islands and ferries is noted in the individual actions **EG-6E** and **EG-6F**.

The islands' tourism season means that its maintenance, strengthening and replacement work is limited during the summer period, which severely restricts what works can be achieved and often results in poorer outcomes due to bad weather, potentially differing the impact from the mainland. For example, concrete, waterproofing and painting works all need to be completed in temperatures above 5 degrees Celsius. There are also fewer roads which can be used for suitable diversions on Skye.

If Transport Scotland had to undertake a replacement scheme for bridges it has to either be done in two halves (extending the programme and costing more) or using a temporary bridge (also costs more and can be difficult in locations).

The impacts of the action would be very similar to other rural Scotland locations, except where works would be required to Skye or Carrich bridges. These would have to be kept open to traffic at all times as they are the only connectivity other than ferry via Mallaig.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

The actions under this strategic policy will have a positive impact on island communities. Ferry routes to and from the Scottish mainland provide critical transport links for island communities, providing access to opportunities, facilities and for incoming and outgoing freight. Maintaining existing ferry provision and increasing capacity for people, vehicles and freight will help to mitigate the challenges faced by island communities.

Traffic volumes are generally lower on Skye, and therefore a number of structures which require replacement are lower in the priority list than higher volume roads. There is a risk that they will have deteriorated by the time they have moved up the priority list, leading to more repairs, having to have load or lane restrictions placed upon them until they can be repaired or they have deteriorated so much that now have to be replaced. This results in greater costs.

### **Does the policy protect and increase the economic prosperity of island communities?**

Management and maintenance of existing ferry assets will have a positive impact on attracting economic opportunities to islands and may contribute to increased prosperity. By addressing issues such as reliability, capacity and resilience on the ferry network, there will be efficiencies and cost savings for businesses exporting or importing goods and services and improved connectivity for residents and visitors,



which in turn makes the communities and/or wider region more attractive as places to live, work and visit.

Local Small and Medium Enterprises (SMEs) are likely to be interested in works related to the action, benefitting the local island economies. Having to undertake works in colder months extends programmes, also leading to increased costs. Schemes are generally more expensive in rural and island locations than central belt.

### **Does the policy address the unique social challenges faced by island communities?**

Management and maintenance of ferry assets will protect and enhance the quality of life for island residents by preserving connectivity with the Scottish mainland and ensuring access to goods and services.

The action will ensure the road is available for all members of island communities. It doesn't particularly benefit any particular demographic but all demographics.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

As the policy relates to management of ferry assets, it is unlikely to impact on the natural environment or biodiversity of islands. However, increased ferry capacity could contribute to increased road traffic on islands.

The action will improve resilience of infrastructure, ensuring it is available and safe for use. Environmental and biodiversity impacts and considered in all schemes and mitigation measures, if required, are included.

The improvement and maintenance of pavements is especially important across island communities where alternative modes of transport are not available. The width of pavements should be prioritised to provide access for disabled vehicles, such as wheelchairs and mobility scooters.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Island communities will not see a significant change through the implementation of these actions.

### **ICIA Score – Major Positive Effects**

#### **EG-7: Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally**

This policy is mainland focused.

### **Is there is a corresponding need in island communities?**

This policy relates mainly to the rail network with regards to freight and tourism and is therefore not directly relevant to island communities.

There is corresponding need for enabling businesses in island communities to be competitive. This policy may indirectly support some island communities. For

example, action **EG-8** caters for a wider range of transport modes to support economic recovery and could be more directly relevant to island communities.

Potential indirect benefits for freight and tourism users of the rail network for island communities connected by ferry or air to the rail network.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

The actions under this strategic policy mainly concern the rail freight network across Scotland and are therefore not directly relevant to the islands. However, island communities may indirectly benefit from improved access to goods as a result of the policy. As goods often must travel further to reach island communities, the use of rail freight for part of their journey also offers carbon savings compared with road freight, which reduces the environmental impact of supply chains.

### **Does the policy protect and increase the economic prosperity of island communities?**

Although the policy does not directly impact island communities, exploiting the economic potential of rail freight may help businesses on islands remain competitive. Rail freight may be used in the transportation of goods to or from the islands, which could present economic opportunities for businesses and increase the prosperity of island communities.

### **Does the policy address the unique social challenges faced by island communities?**

The policy is unlikely to have a significant impact on the quality of life of island residents, however improvements to rail freight on the Scottish mainland could improve the access to goods for island communities.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

The actions under this policy are unlikely to impact on the infrastructure, natural environment or biodiversity of islands. However, the actions will overall support the reduction of transport emissions and have a positive impact on the natural environment

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Island communities will not see a significant change through the implementation of these actions. There are no specific suggestions in how the policy could be developed to improve impacts for island communities, including by considering the potential role of ferries.

### **ICIA Score – Neutral/Negligible Effects**

## **EG-8: Identify opportunities to ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland to help our economic recovery**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

The policy does not specifically identify islands but it does have relevance for island communities, especially through its impact on tourism.

The policy is anticipated to have a similar impact across Scotland, with the focus on provision of connections to international markets. This could have more impact on areas close to international gateways (such as international airports on the mainland) but some island communities may also rely on the connections for their livelihood (for example importing and exporting products and tourism). The action would not disadvantage islanders but understanding their routes to international markets would support them.

Delivery of the action could vary in different island communities depending on their ability to connect to international gateways. There could be a need to consult with island communities in respect of mechanisms or mitigations, specifically through the aviation strategy elements of the policy, as well as ferry connections. Air transport connection and ferry routes are the key transport relevant for islanders' connection to international markets.

Island communities will need to travel to the mainland to access these services.

Better connectivity on the mainland could benefit island communities by potentially making it easier for them to reach their final international destination quicker or with less changeovers required.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

The policy does not definitely relate to better access to services for islands communities but it has the potential to. This relies on supporting the islands' connection to international markets through connection to the mainland. The policy mainly focuses on Scotland's (as a whole) connection to international markets rather than focusing on island communities.

If the islanders' connection to the mainland and international gateway is supported or maintained, then this could result in better access to services reliant on international connections.

### **Does the policy protect and increase the economic prosperity of island communities?**

The potential tourism benefits from increased connection to international markets could lead to economic opportunities from visitors to the islands. This could create employment opportunities for residents, though some tourism jobs would be anticipated to be temporary jobs, with limited guarantee of long-term employment.

### **Does the policy address the unique social challenges faced by island communities?**

The policy could enhance the quality of life of island residents. There could be more connectivity for island residents with international markets. But the policy is not aimed at addressing unique social challenges faced by island communities.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

No, the strategic policy is not likely to impact on nature or biodiversity.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Ensuring connections between the islands and gateways in Scotland would support this. Connection to islands through improved ferry connections is considered elsewhere in the NTS2 actions.

### **ICIA Score – Neutral/Negligible Effects**

## **EG-9: Prepare for the transport implications of the UK's withdrawal from the EU and any future constitutional changes**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

Yes – the islands were considered as part of the overall planning, with the acknowledgement that bespoke support for the islands could be required following the UK's departure from the EU. Communities were consulted with as part of the process to mitigate for specific islands. During consultation, it was indicated that this action is now complete following the UK's completed withdrawal from the EU. The only outstanding element is **EG-9F** which focuses on on-going actions (continuing to monitor EU transport strategy and developments in order to identify opportunities where Scotland can engage proactively in these issues, so that Scotland can continue to contribute to the European story).

### **Does the policy effectively address the unique transport challenges faced by island communities?**

The action aimed to prevent disruption as a result of the UK leaving the EU and possible logistics changes related to that, with mitigation in place to support the islands at risk of disruption. The action is complete following the UK's exit from the EU.

### **Does the policy protect and increase the economic prosperity of island communities?**

The action was in place to reduce any impact on communities (including island communities) after leaving the EU, in order to mitigate any disruption caused to the logistics sector. As per the consultation, mitigation was not required with disruption being less than anticipated for island communities. The action is now complete following the UK's exit from the EU.

### **Does the policy address the unique social challenges faced by island communities?**

The action would have mitigated impacts on island residents, which would have prevented a decrease in quality of life (i.e. through maintaining logistics to provide the goods required for the communities).

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

The action was not likely to impact on the islands' infrastructure or natural environment and biodiversity.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

The action took into consideration specific challenges that could be faced by both island communities and specific islands and mitigation was developed accordingly. The action is now complete, so the policy is not likely to be developed further to further benefit island communities.

### **ICIA Score – Neutral/Negligible Effects**

## **EG-10: Support Scotland to become a market leader in the development and early adoption of beneficial transport innovation**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

There could be impacts from the action that differ from the mainland. The action focuses on beneficial transport innovations, and these transport solutions could vary between the islands and the mainland. Island-specific transport innovations may need to be pursued for the action to benefit the islands. Currently it is only specified where some of the innovation activities could occur (such as Fife to Edinburgh, St Andrews University, Scottish cities) but it is unclear if the innovation (and eventual benefits from the innovation) could impact the islands.

It may be necessary to consult with island communities to determine how the transport innovations could benefit island communities. This could include identifying island-specific challenges that transport innovation could help address.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

The policy does not directly address any unique transport challenges faced by the island communities. There is a lack of detail to understand which innovations could lead to a benefit for the islanders.

### **Does the policy protect and increase the economic prosperity of island communities?**

The policy could increase the prosperity of the island communities if one of the innovations is an increase in electric vehicle (EV) charging points for the islands

(which is not specified). This could support the tourism industry by encouraging visitors using electric vehicles and create seasonal employment for some residents.

### **Does the policy address the unique social challenges faced by island communities?**

It is unclear if the policy would enhance the quality of life of island residents. If innovations in transport lead to opportunities linked to these on the mainland then this could result in outmigration.

The transport innovation could support the islands older population, if the encouragement of innovation leads to transport solutions that support their possible decreased mobility. However, this is not specified by the action so is not guaranteed.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

The development and early adoption of beneficial transport innovation with environmental objectives may help to improve air quality and potentially reduce the impacts of climate change on those in island communities.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

The action could be improved by identifying specific transport innovations that could benefit island communities.

### **ICIA Score – Neutral/Negligible Effects**

## **EG-11: Meet the changing employment and skills demands of the transport industry and upskill workers**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

There are potential island impacts from the action that could differ from mainland impacts. The impact on the action depends on where the benefits of the actions (mainly aimed at supporting skills and training for emerging transport sectors) would be seen. Some areas may have more demand for hydrogen vehicles, heavy good vehicles, and that may be skewed to the mainland rather than islands.

Access to courses and training needs to be enabled for island residents in order for island communities to be able to benefit from the opportunities. This may require courses being run in island communities or support for island residents looking to participate in this action, and also ensuring the island population has the skillset to maintain the new technology that could be installed on the islands.

Understanding the transport skills gaps that exist in island communities could help inform the types of training that is provided to ensure they can benefit from the action.

There are no island-specific indicators/targets that require monitoring, so the impact on the islands remains to be seen.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

Consultation would need to be undertaken to understand the specific transport challenges faced by island residents. Additionally, there could be access to more skill development opportunities for residents through the action, and more job opportunities for residents to be upskilled to maintain the islands' infrastructure.

### **Does the policy protect and increase the economic prosperity of island communities?**

The action could create new employment opportunities for island residents. The action could upskill residents into emerging areas of transport, such as hydrogen and electric vehicles. This could support existing industries on the islands. Though if opportunities to use the new skillsets are not available on the islands, then this could result in people having to move to find opportunities.

### **Does the policy address the unique social challenges faced by island communities?**

The action could enhance quality of life for island residents if it presents opportunities to take part in the training and upskilling. The action has the possibility to exacerbate existing demographic challenges, potentially encouraging outmigration of residents to access the training opportunities, or employment opportunities connected to the training, unless training opportunities and related-jobs can be created on the islands.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

The action could have a positive impact on island nature or biodiversity if the upskilling leads to less-polluting forms of transport (such as hydrogen or electric) on the islands.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

The action could be developed through inputs from island communities to understand their opportunities and challenges linked to transport and emerging areas of transport.

Gaelic could be promoted by providing training opportunities for Gaelic speakers (i.e. courses being taught in the language).

### **ICIA Score – Uncertain Effect**

## **EG-12: Integrating transport policy with wider digital investment, with digital connectivity for a green and resilient economic recovery, reducing the need to travel unsustainably, in line with the Sustainable Investment Hierarchy**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

## **Are there potential island impacts that differ from mainland impacts?**

There is the potential for some differing impacts on island communities - the action focuses on connection for rural regions and the island communities would be expected to fall into this category. The action indicates it will connect some of the most rural regions of Scotland but not explaining if this could include all island communities, so impacts could differ between the mainland and island communities, as well as between different islands.

**EG-12F** focuses on 'realising collateral connectivity of railside communities' which indicates this will benefit communities close to rail routes. Island communities would not be included in this element due to a lack of railways on the islands. This also applies to using roads to support fibre connectivity, with an acknowledgement that some islands only have one main road, which could impact connection or lead to transport disruption when being installed.

All islands within Argyll & Bute, Na h-Eileanan Siar, Shetland and Orkney have been included with the North lot of the Reaching 100% (R100) programme. Those properties which will not benefit from build through the R100 North lot contract will be able to claim a voucher worth up to £5000 through the Scottish Broadband Voucher Scheme (SBVS).

There could be differing impacts between communities depending on the ease of connecting the remote island communities to the digital connections (superfast broadband, 4G and 5G mobile connections, etc).

Those candidate sites for the 4G Infill Programme on islands have been identified no differently those in the rest of Scotland so there should not be a differing impact on that.

There are no island-specific indicators/ targets specified in the action but with digital connectivity being measurable (i.e. X% of homes/ businesses connected to broadband, or X% have 4G mobile coverage) specific targets could be set for island communities.

## **Does the policy effectively address the unique transport challenges faced by island communities?**

The action does result in a better access to services, specially improved digital connectivity. The improved digital connectivity for island communities benefitting can also support access to services that require digital connectivity (such as remote-access online education). There could also be increased online participation for island residents in education, employment and healthcare, which the island residents may be more reliant on due to their remote nature.

Island communities generally have poorer superfast broadband coverage percentages than those on the Scottish mainland, and different methods of delivering backhaul must be considered to deliver a solution.

## **Does the policy protect and increase the economic prosperity of island communities?**

There could be an increased economic prosperity for island communities through improved digital connectivity and increase in online participation. It could expand industries reliant on digital connectivity that previously would have not been able to



operate without a reliable digital connection. There could even be an increase in remote-working for residents, where they may not have had the opportunity to work remotely due to insufficient digital connection.

One of the key findings from the Analysys Mason study on the benefits of the Digital Scotland Superfast Broadband (DSSB) programme was that for every pound invested in Scotland's digital infrastructure would deliver around £12 of benefit to Scotland's Economy.

Universal superfast broadband access and the benefits it would deliver – including things such as greater access to e-Health services – will hopefully reduce the need for people to travel, thus reducing pressure on transport services on the islands.

### **Does the policy address the unique social challenges faced by island communities?**

The remote and rural nature of island communities means residents may be more reliant on digital connectivity to access services. Therefore, an improvement in digital connectivity could help address these challenges. People reliant on sufficient digital connectivity may have moved away from the islands. However, if this is improved then it could lead to people moving (or staying in) these communities through new remote-working opportunities enabled by better internet connection.

Improved digital connectivity allows users to more easily stay in touch with friends and family, while potentially providing increased work and educational opportunities. This in turn has the potential to mitigate the issue of depopulation.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

If the increase in digital connection results in less journeys being required (such as to work, access healthcare, or other online services) then this could place less requirement on the islands' infrastructure or reduce people's environmental impact through journey reduction. But there are no specific biodiversity elements included in the action.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

The action could assess the level of intervention required to enable island communities to have sufficient digital connectivity as the action makes no specific mention of islands, just remote and rural parts of Scotland. This could limit its benefit for island residents if the islands aren't given sufficient focus.

Consultation could be undertaken in island communities to understand the forms of digital connectivity they rely on and would need to know how to expand.

### **ICIA Score – Minor Positive Effects**

## 3.4 Improves our Health and Wellbeing – Strategic Policies

### HW-1: Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands

This policy is a national policy or aimed at a broad region, including islands and the mainland.

#### **Are there potential island impacts that differ from mainland impacts?**

Island communities could see a less of an impact from the introduction of these measures due to a dispersed population. Distances/routes may be unsuitable for some sustainable modes such as active travel.

Island communities will have different levels of expectations and needs with regards to active travel provision given the rural nature of islands and the remoteness of rural communities.

#### **Does the policy effectively address the unique transport challenges faced by island communities?**

Island communities will have different levels of expectations and needs with regards to active travel provision given the rural nature of islands and the remoteness of rural communities.

Promotion of active travel may help some people on islands get from A to B more sustainably however given rural nature there is unlikely to be a significant impact from the actions under this policy.

#### **Does the policy protect and increase the economic prosperity of island communities?**

It is unlikely that the actions under this policy will have a significant impact on the economic prosperity of island communities.

#### **Does the policy address the unique social challenges faced by island communities?**

The actions under this strategic policy will have limited impact on addressing existing social challenges.

Promotion and facilitation of active travel may help increase transport opportunities for island communities which may support social challenges however unlikely to be significant.

#### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

Promotion and facilitation of active travel may help to support air quality through increase active travel uptake over private vehicles.

#### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Island communities are less likely to see a significant impact compared to mainland communities due to their rural nature. There are no specific suggestions in how the policy could be developed to improve impacts for island communities.

All active travel options should include provisions and associated infrastructure for disabled people. For example, bike hire schemes must include tricycles suitable for disabled people and bike storage for disabled tricycles.

### **ICIA Score – Neutral/Negligible Effects**

## **HW-2: Increase safety of the transport system and meet casualty reduction targets**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

Island communities exhibit a level of road safety performance similar to that of Scotland as a whole both in terms of road traffic casualties % change over 2015-2019 compared to 2004-2008 average and in casualty rate per 1,000 population therefore it is expected that island and mainland impacts from this policy will be similar.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

It is not anticipated that this policy will have a significant impact on the transport challenges faced by island communities. However safer roads may assist island communities in accessing services.

### **Does the policy protect and increase the economic prosperity of island communities?**

It is not anticipated that increasing safety of the transport system will have a significant impact on improving the economic prosperity of island communities. However, the policy will help to reduce the number of road casualties and the corresponding negative economic impacts, protecting the economic prosperity of island communities.

### **Does the policy address the unique social challenges faced by island communities?**

It is not anticipated that this policy will have a significant impact on the social challenges faced by island communities however improved road safety will help to support the quality of life of island residents as well as the rest of Scotland.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

Islands infrastructure, natural environment or biodiversity is unlikely to be impacted by this group of actions.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

No specific suggestions at this time.

### **ICIA Score – Neutral/Negligible Effects**

## **HW-3: Implement measures that will improve perceived and actual security of Scotland’s transport system**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

It is not anticipated that island communities will have differing expectations or needs in regard to safety.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

It is not anticipated that this policy will have a significant impact on the transport challenges faced by island communities.

### **Does the policy protect and increase the economic prosperity of island communities?**

It is not anticipated that increasing safety of the transport system will have a significant impact on improving the economic prosperity of island communities.

### **Does the policy address the unique social challenges faced by island communities?**

It is not anticipated that this policy will have a significant impact on the social challenges faced by island communities.

### **Does the policy impact on the islands’ infrastructure or natural environment and biodiversity?**

Islands infrastructure, natural environment or biodiversity is unlikely to be impacted by this group of actions.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

No specific suggestions at this time.

### **ICIA Score – Neutral/Negligible Effects**

## **HW-4: Reduce the negative impacts which transport has on the safety, health and wellbeing of people**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

It is not anticipated that island communities will have differing expectations or needs in regard to safety, health and wellbeing. As this policy largely concerns low emissions zones (LEZs) in four major cities on the Scottish mainland, there is no anticipated direct impact on island communities.

Given that it is not a significant issue on islands, there is no corresponding need to improve air quality. No assessment was undertaken on Gaelic language signage.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

The actions under this strategic policy will have limited impact on addressing existing safety, health and wellbeing challenges for island communities.

### **Does the policy protect and increase the economic prosperity of island communities?**

The economic prosperity of island communities is unlikely to be significantly impacted by this policy.

### **Does the policy address the unique social challenges faced by island communities?**

The actions under this strategic policy will have limited impact on addressing existing social challenges for island communities.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

It is anticipated that the actions included within this policy will have an overall positive impact on the environment, though with limited benefits to islands.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Island communities will not see a significant change through the implementation of these actions. There are no specific suggestions in how the policy could be developed to improve impacts for island communities.

### **ICIA Score – Minor Positive Effects**

## **HW-5: Embed the implications for transport in spatial planning and land use decision-making**

This policy is a national policy or aimed at a broad region, including islands and the mainland.

### **Are there potential island impacts that differ from mainland impacts?**

Specific policies and proposals within National Planning Framework 4 (NPF4) and Strategic Transport Projects Review 2 (STPR2) will vary across regions and local authority areas. Island communities will have different levels of expectations and needs with regards to transport given the rural nature of islands and the remoteness of rural communities.

### **Does the policy effectively address the unique transport challenges faced by island communities?**

The actions under this strategic policy will have limited impact on addressing existing safety, health and wellbeing challenges.

### **Does the policy protect and increase the economic prosperity of island communities?**

The economic prosperity of island communities is unlikely to be significantly impacted by this policy.

### **Does the policy address the unique social challenges faced by island communities?**

The actions under this strategic policy will have limited impact on addressing existing social challenges.

### **Does the policy impact on the islands' infrastructure or natural environment and biodiversity?**

It is anticipated that the actions included within this policy will have a minimal impact on islands' infrastructure, natural environment or biodiversity.

### **Can the policy be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?**

Island communities will not see a significant change through the implementation of these actions. There are no specific suggestions in how the policy could be developed to improve impacts for island communities.

### **ICIA Score – Neutral/Negligible Effects**

## 4. References

- Highlands and Islands Enterprise (2013): [A Minimum Income Standard for Remote Rural Scotland](#)
- Scottish Government (2019): [The National Plan for Scotland's Islands](#)
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- Scottish Parliament (2018): [Islands \(Scotland\) Act 2018](#)
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