# Strategic Transport Projects Review (STPR2)
## Consultancy Support Services Contract



**STPR**
STRATEGIC
**TRANSPORT**
PROJECTS
REVIEW
PROTECTING OUR CLIMATE
AND IMPROVING LIVES

# Island Communities Impact Assessment (ICIA) Final Report

## December 2022

**Jacobs**   **AECOM**

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# 1. Introduction

## 1.1. Background

In early 2019, Transport Scotland commenced the second Strategic Transport Projects Review (STPR2) to help inform transport investment in Scotland for the next 20 years. STPR2 will help to deliver the vision, priorities and outcomes for transport set out in the National Transport Strategy (NTS2), aligning with other national plans such as the Climate Change Plan, the second Cleaner Air for Scotland strategy and the National Planning Framework (NPF4).

Further information on NTS2 and STPR2 is provided at Strategic Transport Projects Review 2.

STPR2 involves conducting an evidence-based review of the performance of Scotland's strategic transport network across walking, wheeling, cycling, bus, ferry, rail and the trunk road network. The outcomes from STPR2 will:

- enhance accessibility across Scotland for residents, visitors and businesses;
- create better connectivity with sustainable, smart and cleaner transport options; and
- highlight the vital contribution that transport investment can play in enabling and sustaining Scotland's economic growth.

The review will help inform Scottish Ministers on a programme of potential transport investment opportunities for the period between 2022 and 2042.

As part of their commission, Jacobs and AECOM have undertaken a series of impact assessments on STPR2, which includes this Island Communities Impact Assessment (ICIA).

## 1.2. STPR2 Integrated Impact Assessments

STPR2 is accompanied by various social and environmental impact assessments that have been integrated into each stage of STPR2 Scottish Transport Appraisal Guidance (STAG) development. These comprise this ICIA, a Child Rights and Wellbeing Impact Assessment (CRWIA), an Equality Impact Assessment (EqIA), a Fairer Scotland Duty Assessment (FSDA), a Strategic Environmental Assessment (SEA) and a Habitats Regulation Appraisal. These impact assessments interact and complement each other to ensure that STPR2 is environmentally sustainable and socially equitable. They share baseline data wherever possible and as such an integrated approach to the assessment process has been undertaken. Figure 1 shows the impact assessments required for STPR2.

Until this point, ICIA reporting was combined with the CRWIA, EqIA and FSDA as an integrated assessment. An EqIA Scoping Report encompassing all assessments was initially developed for STPR2 and published for consultation between December 2019 and February 2020 in order to gather views on the scope and proposed approach. This provided a full policy review, baseline evidence, findings from stakeholder engagement activities and set out proposed equality topics and objectives to use as a framework for the assessments.

An EqIA Progress Report was published in February 2021. This summarised the assessment conducted until that point on the EqIA, CRWIA, ICIA and FSDA.

In January 2022, the STPR2 Draft Technical report (Jacobs AECOM 2022a) was published alongside associated documents and individual draft impact assessments (including the Draft ICIA report (Jacobs AECOM 2022b)). A 12-week public consultation period was undertaken, hosted on the Scottish Government's consultation platform Citizen Space. Further details of the statutory consultation process are provided in chapter 4.

The views of statutory consultees, wider stakeholders and the public on the processes, findings and recommendations have been used to shape the Final STPR2 Technical Report.

In addition, where relevant, feedback relating to the Draft ICIA report is addressed within this Final ICIA report.
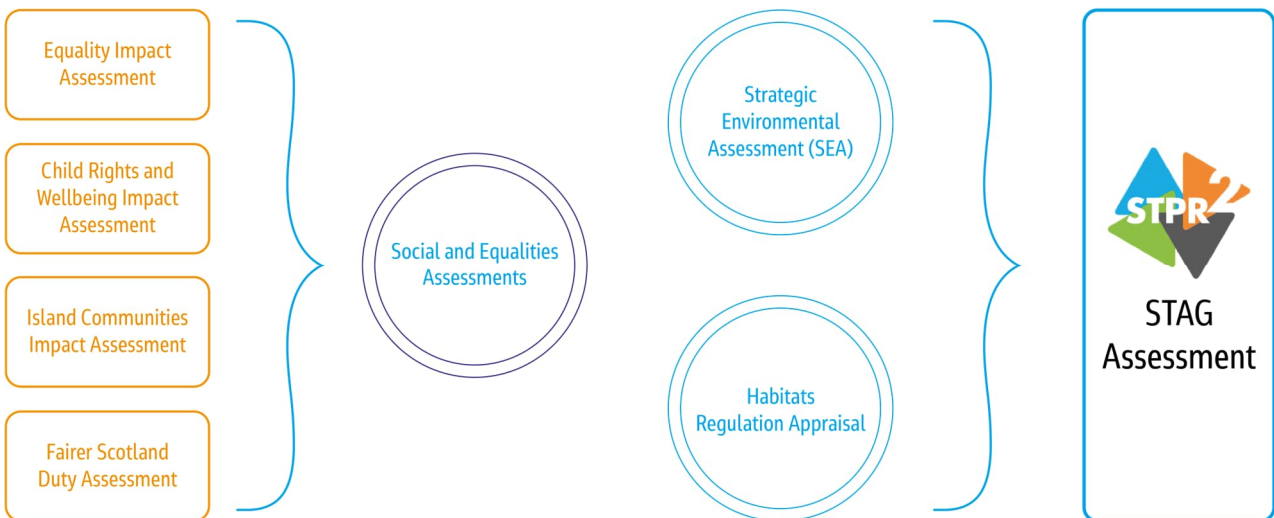


**Figure 1 – Relationship Between Impact Assessments, SEA and STAG**

## 1.3. Purpose and Structure of ICIA Report

This report identifies potential impacts of STPR2 on island communities and demonstrates Transport Scotland'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. Regulation 3 of The Island Communities Impact Assessments (Publication and Review of Decisions) (Scotland) Regulations requires that all ICIAs prepared by a relevant authority are published on a website of the relevant authority.

This report also details how the ICIA process has informed the development of STPR2 and provides an analysis of the STPR2 recommendations with regard to impacts on island communities. It contains the following chapters:

- Chapter 1 summarises the general background to STPR2, the ICIA and other impact assessments required for STPR2;
- Chapter 2 provides detail on the legislative context for the ICIA;
- Chapter 3 provides a summary of the equalities baseline;
- Chapter 4 describes the approach to stakeholder engagement;

- Chapter 5 describes the approach to assessment;
- Chapter 6 summarises the assessment findings; and
- Chapter 7 provides high-level recommendations.

A glossary is also provided in Appendix A: which explains the terminology used throughout this report. Appendix B: presents the equality topics, objectives and guidance questions.

## 2.   Legislation, Policy and Guidance

### 2.1.  Islands (Scotland) Act 2018

The Islands (Scotland) Act was passed by the Scottish Parliament in 2018 and is only one of a handful of place-based pieces of legislation to focus specifically on islands in the world. The measures it contains, like the ICIA, are designed to meaningfully improve outcomes for island communities.

As a Relevant Authority under Sections 7 and 8 of the Act, Transport Scotland has a legal duty to carry out an ICIA when creating new plans and policies that are likely to have an impact on an island community which is significantly different from its impact on other communities (including other island communities) in Scotland.

An ICIA must:

▪ Describe the likely significantly different effect of the policy, strategy, or service (as the case may be); and
▪ 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 Islands (Scotland) Act 2018 introduced a number of measures to underpin the Scottish Government's objective of ensuring that there is a sustained focus across government and the public sector to meet the needs of island communities now and in the future with the aim of improving outcomes for island communities. One of the provisions introduced, in Part 2, Section 1 of the Act, was a duty on Scottish Ministers to prepare a National Islands Plan (the Plan).

### 2.2.  The National Islands Plan 2019

In December 2019, Scottish Ministers published the first ever National Islands Plan which was created with the input of many islanders and those with a strong interest in Scotland's islands (Scottish Government, 2019). The Plan sets a direction of travel for the Scottish Government and provides a framework for action in order to meaningfully improve outcomes for island communities. As required by Part 2, Section 3 of the Act, it includes proposals for improving outcomes for island communities, through:

▪ increasing population levels
▪ improving and promoting sustainable economic development
▪ improving and promoting environmental wellbeing
▪ improving and promoting health and wellbeing
▪ improving and promoting community empowerment
▪ improving transport services
▪ improving digital connectivity
▪ reducing fuel poverty
▪ ensuring effective management of the Scottish Crown Estate
▪ enhancing biosecurity

As required by Part 3, Section 2 of the Act, the Plan sets out 13 Strategic Objectives and associated key actions in relation to achieving the proposals set out above and improving the quality of life for island communities. These objectives are as follows:

1 Population Levels: To address population decline and ensure a healthy, balanced population profile
2 Sustainable Economic Development: To improve and promote sustainable economic development
3 Transport: To improve transport services
4 Housing: To improve housing
5 Fuel Poverty: To reduce levels of fuel poverty
6 Digital Connectivity: To improve digital connectivity
7 Health, Social Care and Wellbeing: To improve and promote health, social care and wellbeing
8 Environmental Wellbeing and Biosecurity: To improve and promote environmental wellbeing and deal with biosecurity
9 Climate Change and Energy: To contribute to climate change mitigation and adaptation and promote clean, affordable and secure energy
10 Empowered Island Communities: To empower diverse communities and different places
11 Arts, Cultural and Language: To support arts, culture and language
12 Education: To promote and improve education for all throughout life
13 Implementation: 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.

## 2.3.  Island Communities Impact Assessments: Guidance and Toolkit

In October 2020, the Scottish Government issued guidance on ICIA (Scottish Government, December 2020b) under Section 11 of the Islands (Scotland) Act 2018 and relating to the duty imposed by Section 7 of the Act. The guidance shows how to assess and take into account the impacts policies, strategies or services might have on island communities in Scotland. Figure 2 sets out the recommended steps within the ICIA guidance.
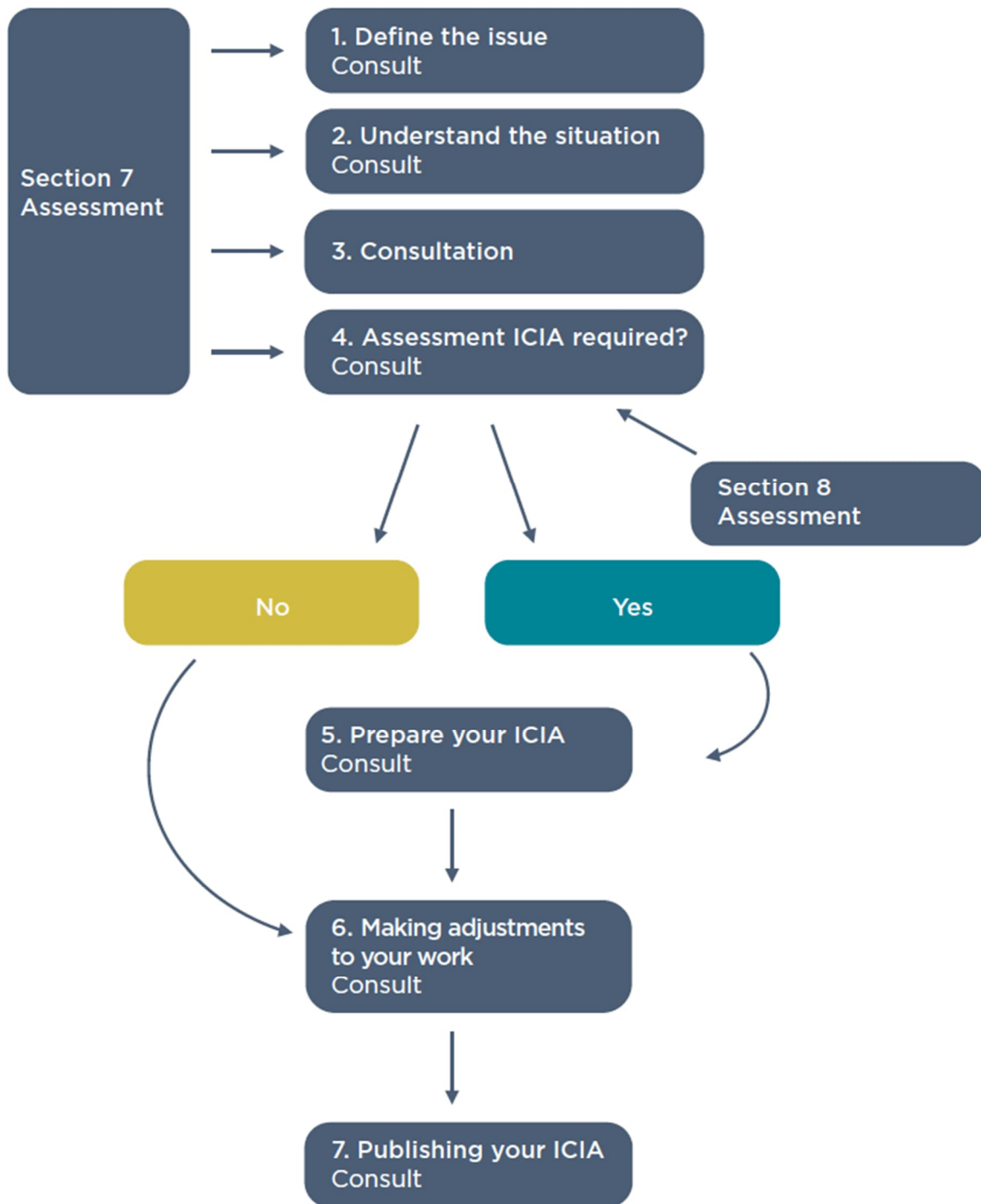
**Figure 2 – ICIA process set out in the Island Communities Impact Assessments: Guidance and Toolkit, Scottish Government, December 2020**

## 2.4. ICIA Guidance and the STPR2 process

At the start of STPR2, the guidance for the ICIA was in draft format. Therefore, an approach was developed which aligned the ICIA (along with other impact assessments including EqIA, FSDA and CRWIA) into the overall STAG appraisal process. The approach was also developed to mirror the SEA methodology, an established approach

with which shared baseline data could be used. The rationale for taking this approach was that a meaningful consideration of island communities would be undertaken as part of the overall appraisal process. More detail on the approach can be found in chapter 5 of this report.

Due to the STPR2 approach focusing on integration with STAG, the steps undertaken have not been followed in a linear manner, however all activities have been robustly covered throughout as demonstrated in the following paragraphs.

### Steps 1 and 2: Define the issues/Understand the situation

Twenty-two regional workshops were held in May 2019 to identify problems and opportunities for each of the regions. A wide range of stakeholders were invited to these workshops including, for example, members from Local Authorities, Access Panels and Public Transport Providers.

Ten national workshops were held throughout August and September 2019 as detailed above with an Equalities Specific Workshop (including Island Communities) held on the 18th September 2019.

Problems and opportunities relating to the ICIA were raised and documented at these workshops. An extensive review of secondary data sources was also undertaken to provide a baseline of island community issues. The island related issues raised at the workshops and data from desktop research were set out in an 'EqIA' scoping report. This scoping report encompassed the baseline for the ICIA, EqIA, FSDA and CRWIA along with proposed Equalities objectives, including an Island Communities specific objective. The objectives were developed to provide a framework for future assessment and incorporation into the wider appraisal process.

Engagement included a range of online surveys, structured interviews, elected members engagement and business engagement events.

Case for Change reports containing detailed baseline information on different regions (including for islands) and an EqIA progress report summarising all impact assessment related activities were also published in February 2021.

### Step 3: Consultation

STPR2 consultation and engagement has been continuous throughout the process and has included island communities. The EqIA scoping report was distributed to consultees for review and feedback between December 2019 and February 2020, providing an adequate amount of time for comment from consultees on the objectives and issues.

An EqIA progress report was published in February 2021 setting out the assessment approach (including ICIA) and this was consulted on, including through an ICIA specific workshop in March 2021.

## Step 4: Assessment

The STPR2 appraisal process has been developed over three main phases for which the ICIA process has been integrated, recognising that island communities will have different needs and requirements and that some interventions will be of more relevance to island communities than others.

**Initial Appraisal** - Almost 14,000 'ideas/options' initially came forward for inclusion within STPR2. An initial cleaning and consolidation process was undertaken to remove duplicates and better define some of the options, resulting in approximately 2,800 options being taken forward for sifting and refinement.

Following the extensive sifting process, approximately 1,400 standalone options remained in the process. There were many options that shared common traits across the regions and many options which in isolation would not deliver the strategic improvements STPR2 is seeking to deliver. Recognising the strategic and national dimension, options that were sifted in for further appraisal were allocated to groupings: a total of 80 groupings (similar types of interventions) were identified to be taken forward within the appraisal process.

Options were assessed at this stage for their contribution to defined STPR2 Transport Planning Objectives (TPOs), SEA and Equalities objectives. This included a consideration of contribution to the Island Communities objective (see Appendix B: of this report).

**Preliminary Appraisal** - appraisal of shortlisted interventions was undertaken using STAG to which ICIA was incorporated. An assessment 'tool' was set up using guide questions associated with the island communities objectives to provide an ICIA 'score' for each intervention.

Recognising that there are nuanced issues around interventions, each score was verified through discussion with the project team for each transport mode. Supporting narrative was included within the ASTs to provide a rationale for the scoring. Recommendations for mitigations, refinements and inclusions of caveats were made where appropriate.

An ICIA specific workshop was also held with representatives of island communities, organisations and local authorities as well as the Scottish Government Islands Team in March 2021 prior to the preliminary appraisal process to consult on the detailed approach to the ICIA. Further conversations were undertaken with the Scottish Government Islands Team to determine the approach undertaken.

**Detailed appraisal** - detailed appraisal work was then undertaken to develop the recommendations and this includes an appraisal of impacts on island communities.

## Step 5: Preparing your ICIA

A draft ICIA report was published alongside the draft STPR2 Technical Report for public consultation in January 2022. This set out the legislative background, process undertaken, key issues and evidence relating to island communities and the high level potential impacts of the STPR2 recommendations on island communities. An islands specific information session was also held in March 2022 to present the findings of the ICIA.

This report sets out the final ICIA and incorporates feedback from consultation as well as updated findings from further detailed appraisal work following guidance set out in **step 6 (making adjustments to the work)** and **step 7 (publishing the work)** where appropriate.

# 3. Baseline Summary

## 3.1. Introduction

Island communities in Scotland have the potential to be affected broadly by many of the interventions within STPR2, therefore the scope of this ICIA focuses on high-level, national and island trends to identify key areas of focus for the assessment.

A key limitation of the ICIA is therefore its inability to address more localised area-specific outcomes for the majority of the STPR2 interventions. The interventions are in various stages of development, and while a few have design details, many are still at a high level and would require further detail working with partner organisations. This has influenced one of the key recommendations set out in chapter 7, which is the likely need for further impact assessment once these interventions are at detailed design stage.

For the purpose of the STPR2, Scotland has been split into 11 regions. Of these, four of the regions contain populated islands. This chapter of the ICIA Report identifies the impacted islands and summarises the evidence baseline which has been used. The baseline included data that is available about the current situation in the islands and highlights any differences between islands.

## 3.2. Island Communities - Population

The Islands (Scotland) Act 2018[1] defines an island community as a community of two or more people, all of whom live permanently on the island with a common interest in the identity of that island.

There are almost 100 populated islands within Scotland. At the time of the 2011 Census, the total island population was 103,700, which is just 2% of the population of Scotland. The population of the islands increased by 4% between 2001 and 2011, more than reversing the 3% decrease recorded between the 1991 and 2001 Census.

Population decline is a real threat to the sustainability of many, although not all, of Scotland's island communities. Over the last 10 years, 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 projected to lose 1.63% of its population by 2043, Shetland projected to lose 6.1% of its population by 2041 and Comhairle nan Eilean Siar 15.98% (National Records of Scotland, 2020). Through depopulation and the aging of the current island population, many islands are projected to see significant decreases in the number of children and working-age people.

It is important to note that the findings of the National Islands Plan Survey – Final Report (Scottish Government, July 2021b) show that the older and younger age groups have distinct experiences of island life, and a young person's views can contrast with those of an older person living in the same island group. This is especially true of perceptions of opportunities for population growth and economic development, about which younger respondents are more positive.

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[1] Islands (Scotland) Act 2018, Section 2(1) defines an island as a naturally formed area of land that is "(a) surrounded on all sides by the sea (ignoring artificial structures such as bridges), and (b) above water at high tide."

None of the 20% most deprived areas, according to the Scottish Index of Multiple Deprivation (Scottish Government, January 2020), are located in islands; however, deprivation is experienced differently between people living in rural and urban parts of the country. Evidence suggests that people living in rural areas experience deprivation differently from those living in towns and cities. Particular issues in rural areas include:

- higher consumption of fuel for heating and transport;
- less accessible key services including healthcare, childcare and broadband; and,
- limited opportunities to earn adequate income compared to urban areas.

## 3.3. Employment, Income and Wealth

In the 2011 Census, the proportion of island residents aged 16 to 74 who were in employment increased from 63% in 2001 to 67% in 2011. Island residents were more likely to be self-employed (13%) or part-time employees (16%) than in Scotland as a whole (7% and 13% respectively). Island residents were also more likely to be working in 'Agriculture, forestry and fishing' (7%), 'Construction' (11%) and 'Skilled trades occupations' (21%) compared with Scotland (2%, 8% and 13% respectively).

Across Scotland, tourism accounts for 1 in 12 jobs, while rural and island communities, particularly areas such as Argyll and Bute, rely more heavily on tourism than some of Scotland's other regions. The proportion of island residents working in the 'Services' sector increased from 70% in 2001 to 74% in 2011.

Nearly a tenth (9%) of employed islanders worked 60 hours or more per week, compared with 5% in Scotland. This may in part reflect the higher proportion of people on the islands who were self-employed.

However, in 2020, the average gross annual pay for the local authority areas that contain islands is significantly lower than the average for Scotland (£30,097) (ONS, 2021). The average across the local authority areas is £27,002, which is a difference of just over 10%.

Typically, the minimum cost of living in remote rural Scotland ranges between 10% and 40% more than the equivalent in urban Britain (Highlands and Islands, 2021). The three principal sources of this premium are:

- the higher prices that households must pay for food, clothes and household goods;
- higher household fuel bills, influenced by climate and fuel sources; and,
- the longer distances that people have to routinely travel, particularly to work.

These higher living costs threaten the sustainability of local communities by making it harder for people from a range of backgrounds and ages to live there at an acceptable standard.

## 3.4. Education and Skills

Good quality education is a key driver for socio-economic development, not only on islands. Families will often make decisions about where to live based on the presence of good schools. Having a thriving and successful school in an island community contributes to its community in multiple ways, from adding teachers and school workers to the island population to using schools as a hub of community extracurricular activities.

Young people are likely to migrate to mainland communities for further education opportunities. However, in the 2011 Census, over a quarter (27%) of island residents held a degree level qualification, which is similar to the corresponding proportions in Scotland as a whole.

## 3.5. Health and Health Inequality

The National Islands Plan Survey – Final Report (Scottish Government, July 2021b) highlighted concerns from islanders about perceived centralisation of healthcare services, both in terms of access to certain services being moved to the mainland or the population centres of larger islands. Local access to services was also an important issue for many women who reported having to travel long distances for appointments. In island communities, there is a desire to have as much care as possible provided locally, although women did recognise the need to ensure that services were safe and sustainable.

## 3.6. Transport Accessibility and Connectivity

Transport (air, road, ferry, bus and other shared transport, active travel and mainland rail services) 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.

Respondents to the National Islands Plan Survey (Scottish Government, July 2021b) have stressed that island communities face many different transport challenges when carrying out their daily lives compared to those living in less rural areas of the mainland and urban areas.

Currently, the cost of transport on islands is much higher, relative to income, than in the rest of Scotland. Public transport services in rural areas often involve long journeys, sparse bus timetables and expensive tickets, in comparison to urban areas. In addition, integrated ticketing is not always available, meaning that multiple tickets are required, further adding to price and complexity. Owning a car is therefore seen as a solution; however, for low-income families, car ownership may be pushing them into poverty due to maintenance costs and higher fuel prices (SRUC, 2014).

In 2011, the proportion of island households with at least one car or van available was 79%, compared with just over two-thirds (69%) nationally.

Compared with Scotland as a whole, and excluding people who worked or studied mainly at or from home, higher proportions of islanders travelled to their work or place of study in 2011 by car or motorcycle (64% in the islands and 57% in Scotland) or by 'Other methods of transport' such as ferry (3% in the islands and 1% in Scotland). Of those people aged 16 to 74 who travelled to work, island residents tended to work closer to home than people in Scotland as a whole: 24% travelled less than 2km and 39% less than 5km to their workplace, compared with 15% and 36% respectively in Scotland.

## 3.7. Variation across Island Communities compared to Scotland

This ICIA is also required to assess whether the policy strategy or service is likely to have an impact in an island community which is significantly different from its impact on other communities (including other island communities). Table 1 below sets out a profile, with relevant population indicators, for each of the local authority areas that have island communities in order to provide a high-level comparison with the national Scottish figures.

## Table 1 – Population Indicators by Local Authority

| POPULATION INDICATOR | ARGYLL & BUTE | HIGHLAND | NA H-EILEANAN SIAR | NORTH AYRSHIRE | ORKNEY ISLANDS | SHETLAND ISLANDS | SCOTLAND |
|---|---|---|---|---|---|---|---|
| Population (June 2020) | 85,430 | 235,430 | 26,500 | 134,250 | 22,400 | 22,870 | 5,466,000 |
| Population Growth (2019-2020) | -0.5% | -0.2% | -0.8% | -0.4% | +0.6% | -0.2% | 0.0% |
| Net Migration (per 100,000) (2019-2020) | -0.8 | 1.7 | -1.5 | 1.1 | 7.5 | -1.4 | 3.1 |
| Youth Population (16-24) (2020) | 8,121 (9.5%) | 20,937 (8.9%) | 2,087 (7.9%) | 13,130 (9.8%) | 1,793 (8%) | 2,068 (9%) | 566,882 (10.4%) |
| Older Working Age Population (45-64) (2020) | 25,648 (30%) | 69,194 (29.4%) | 8,016 (30.3%) | 39,262 (29.3%) | 6,661 (29.7%) | 6,483 (28.4%) | 1,494,950 (27.4%) |
| Female Life Expectancy (2018-2020) | 81.6 | 81.9 | 83 | 80.1 | 83.5 | 83.2 | 81 |
| Male Life Expectancy (2018-2020) | 78 | 77.5 | 78.6 | 75.3 | 80.1 | 80.6 | 76.8 |
| Gross Annual Pay (2020) | £26,217 | £27,474 | £26,156 | £28,534 | £25,764 | £27,871 | £30,097 |

Table 2 below therefore sets out a profile, with relevant transport indicators, for each of the local authority areas that have island communities in order to provide a high-level comparison with the national Scottish figures.

## Table 2 – Transport Indicators by Local Authority

| TRANSPORT INDICATOR | ARGYLL & BUTE | HIGHLAND | NA H-EILEANAN SIAR | NORTH AYRSHIRE | ORKNEY ISLANDS | SHETLAND ISLANDS | SCOTLAND |
|---|---|---|---|---|---|---|---|
| Active Travel to School (Percentage of primary and secondary school children) (2018/2019) | 37.38% | 46.58% | 20.51% | 52.41% | 31.82 | 49.23% | 49.23% |
| Active Travel to Work (Percentage of adults) (2018/2019) | 24.9% | 18.4% | 14% | 9.7% | 25% | 12.6% | 14.6% |
| Road Traffic Accident Casualties (per 100,000) (2017-2019) | 72.93 | 77.84 | 104.6 | 65.79 | 70.96 | 80.67 | 59.34 |
| Cars registered (per 1,000 aged +17) (2020) | 593 | 609 | 597 | 610 | 613 | 634 | 563 |
| Local authority ferry services - passengers carried by ferry (2019) | 141,000 | 598,000 | N/A | N/A | 336,000 | 777,000 | 1,852,000 |

# 4. Engagement

## 4.1. Overview

The STAG process is firmly founded on participation and consultation. Accordingly, stakeholder participation and engagement has been pivotal to informing STPR2 at all key stages. A comprehensive stakeholder engagement plan was developed at an early stage in the STPR2 process and has been carefully devised to ensure general inclusivity and representation of key sectors and stakeholders.

Part 2 s16 of the Islands Act 2018 states that Scottish Ministers must consult island communities before making a material change to any policy, strategy or service which, in Scottish Ministers' opinion, is likely to have an impact on an island community which is significantly different from its impact on other communities (including other island communities) in Scotland.

The STPR2 consultation process has sought the views of island local authorities and relevant organisations throughout the STPR2 commission in order to provide early opportunities within appropriate timeframes for opinions to be expressed on the proposals for STPR2 and the ICIA as they have developed.

## 4.2. Stakeholder Engagement Activities

During the course of STPR2, there has been extensive stakeholder and public engagement. A round of 22 regional workshops was held in Spring/Summer 2019 with a wide range of stakeholders including, for example, members from local authorities, access panels and public transport providers. Ten national workshops were also held throughout August and September 2019. A range of issues relevant to ICIA were raised at these workshops. In addition to this, a National Equality Workshop was held in September 2019 with equalities groups and organisations, including island communities.

The outputs from all workshops were used to identify problems and opportunities for STPR2 and inform the EqIA Scoping Report. A five-week consultation period was held for the EqIA and SEA Scoping Reports from December 2019 to February 2020. This included issuing the EqIA Scoping Report to the statutory environmental consultees and 42 equalities groups and organisations. An online survey was available throughout the consultation period. Nine EqIA-specific consultees responded to the online survey, which included the Scottish Islands Federation.

An ICIA specific workshop was also held with representatives of island communities, organisations and local authorities as well as the Scottish Government Islands Team on the 26th March 2021 prior to the preliminary appraisal process to consult on the detailed approach to the ICIA. An ICIA specific workshop was also held with representatives from Orkney Islands Council on the 27th April 2021 at request from the Council.

## 4.3. Statutory Consultation

The publication of the draft STPR2 report (Jacobs AECOM 2022a), associated documents and draft impact assessments in January 2022 launched a 12-week public consultation period, hosted on the Scottish Government's consultation platform Citizen Space. The public consultation was publicised through various means including email correspondence to a wide range of organisations and authorities from across Scotland, via the Transport Scotland website and through both press and social media coverage. Organisations and authorities were also requested to publicise the consultation through their own channels.

An inclusive approach was undertaken to consultation activities including:

- Easy Read and Gaelic language versions of the draft STPR2 summary report and a Gaelic language questionnaire were also made available.
- A dedicated telephone number was published to allow those without good internet access to call and request a printed copy, large print or editable version to return by post or email.
- A webpage version of the draft STPR2 summary report was also made available to further increase accessibility.

During the 12-week consultation period, 30 information sessions were undertaken. These sessions were designed to promote the consultation exercise, by providing an overview of STPR2 and the 45 draft recommendations and setting out further details on how stakeholders could feed into the consultation process. This included the following specific sessions in which the impacts on islands were specifically presented:

- STPR2 EqIA and Fairer Scotland Duty Information Session - 23rd March 2022;
- STPR2 Island Impact Assessments Information Session – 24th March 2022;
- STPR2 SEA and EqIA Wider Information Session - 28th March 2022; and
- STPR2 Impact Assessments Information Session - 31st March 2022.

In line with the proactive approach to engagement that has been taken across the course of the review to ensure that all stakeholders have an equal opportunity to access information on STPR2, British Sign Language (BSL) interpreters were in attendance at three of the above information sessions.

A total of 454 responses were received during the statutory consultation period, including from Regional Transport Partnerships (RTPs) and local authorities. Responses were also received from professional / trade bodies, charity groups / organisations, single-issue campaign groups, Community Councils and other local groups with an interest in transport.

Respondents were given the opportunity to provide comments, if they had any, on the draft Island Communities Impact Assessment. Thirty-seven comments were provided, including the following:

- Ferries for Island Communities

  - "Adequate replacement ferries are still required both in terms of capacity and numbers." (Individual)
  - "Have you used CalMac recently?" (Individual)
  - "You must involve ferry users and communities in all your decisions." (Individual)

- Air and Ferry services should be integrated

    - "… looking at northern isles ferry links but not complementary air links to the northern isles is a real weakness, as the two modes work together to provide the transport service to the isles." (Organisation)

- Shetland

    - "Shetland ignored in proposals, so findings in Island Communities etc was very partial." (Individual)
    - "In the case of the Shetland Islands, whilst of course the decarbonisation of the NIFS vessels is welcome, the true lifeline services for the vast majority of our population are the inter-island ferries here, rather than those which take us to and from mainland Scotland. These services have been entirely ignored by STPR2. We would reiterate our response to Q37, in which we make the point that Shetland is a group of islands and not an individual island. If the ICIA does not explore the impacts at the level of individual islands, then it is likely that the assessment of STPR2 impacts may not be fully informed." (Organisation)

- Tunnel to Mull is a bad idea

    - "Poor ferry service, and job done by CalMac, the Mull tunnel is totally impractical, proper understanding of island needs and connectivity not understood." (Individual)
    - "Our ferry network is in urgent need of major investment, from which talk of tunnels is *a distraction."* (Organisation)

- Rural areas of the Scottish mainland

    - "The southwest corner of Scotland feels like an island community." (Organisation)
    - "The impact on rural as well as island communities needs to be taken in to account." (Organisation)

# 5. Approach to the Assessment

## 5.1. Assessment Overview

The ICIA and other impact assessments have aligned with each STAG stage, in order to maximise influence of impact assessment work in the overall assessment process. Table 3 sets out how the ICIA process aligns with STAG's four-stage assessment process.

**Table 3 – Stages of Assessment**

| INITIAL APPRAISAL: CASE FOR CHANGE |
| --- |
| **TRANSPORT PLANNING OBJECTIVES (TPOS)** |
| The impact assessment team provided sufficient information on relevant baseline constraints and policy to influence the development of both national and regionally specific TPOs and ensure that the TPOs were compatible with the STPR2 Equality Objectives developed for STPR2 impact assessments. |
| **REGIONAL AND NATIONAL CASE FOR CHANGE REPORTS** |
| Summary of the equalities baseline that is pertinent to each of the STPR2 regions was included in the Regional Case for Change reports. |
| **LONG LIST OPTIONS ASSESSMENT** |
| A high-level compatibility check of the long list of STPR2 options against the EqIA Objectives. A commentary has been provided for each theme and intervention listed, highlighting any significant equalities constraints / opportunities. |
| **PRELIMINARY APPRAISAL** |
| A matrix-based assessment of shortlisted interventions was undertaken using the EqIA Objectives / assessment questions to guide assessment, aligning with STAG criteria and EqIA requirements. Commentary has been provided to justify the scoring and consider relevant likely significant effects, mitigation, assumptions and uncertainties where relevant. This assessment identified recommendations / mitigation at this stage and focused on refinements to wording, intervention options, caveats and monitoring controls, based on the EqIA Objectives and underlying assessment guide questions. |
| **DETAILED APPRAISAL** |
| Equalities-related components of the STAG assessment with a more detailed assessment of STPR2 packages against aligned STAG and EqIA topics using EqIA Objectives and assessment questions as a guide. The assessment utilises a 7-point scoring system for EqIA for each of the STPR2 packages as shown in Table 4. The commentary justifies the scoring and considers relevant likely significant effects, mitigation, assumptions and uncertainties where relevant. |

| POST APPRAISAL: MONITORING AND EVALUATION |
|---|
| A Post Adoption Statement that takes consultation comments into account will be published following the adoption of the recommendations within the STPR2 Final Report. |

## 5.2. STPR2 ICIA Topic and Objective

The social and equality related impact assessment work has been carried out using a set of 'Equality' topics and objectives with assessment guidance questions (see Appendix B:). These were developed through:

- a comprehensive review of the baseline issues and policy requirements with regards to protected characteristic groups, island communities, socially-economic disadvantaged and children and young people;
- a gap analysis review of the STAG criteria; and
- feedback received from the consultation activities.

These objectives and guidance questions form the assessment framework across all of the social and equality related impact assessments and are used to determine the likely significant effects of STPR2. The key Equality topic and objective set out below has been used for the ICIA:

- **Island Communities** - Increase the economic prosperity of and address the unique challenges faced by island communities.

However, it is recognised that all of the equality topics and objectives will have relevance to island communities and as such the guide questions and criteria set out in Appendix B: have also been considered in the assessment of island community impacts.

## 5.3. Matrix Approach

The ICIA process has used a matrix-based approach, with a qualitative scoring system to identify likely significant impacts on the Island Communities objective. The seven-point scoring system used for the assessment of impacts in the detailed appraisal stage is described in Table 4. This approach has several advantages, including the systematic recording of potential impacts and their significance, with a narrative accompanying each score to explain the rationale for scoring and the predicted impacts.

Following each stage of assessment, any potentially negative impacts identified have been discussed with the project team to consider reasonable alternatives, effective mitigation and enhancement recommendations. The key recommendations are likely to include refinements to objectives, policy/wording, intervention options, caveats and monitoring controls based on the criteria considered.

The key relevant findings and recommendations are recorded in summary form in chapter 6 of this report, with the assessment score for the ICIA included in the Recommendation Appraisal Summary Tables (ASTs) (Appendix I of the Final STRP2 Technical report).

**Table 4 – ICIA Scoring System**

| |
|---|
| **SCORE MAJOR POSITIVE IMPACT)** |
| The proposed option has major potential to support the economic prosperity of and/or address the unique challenges faced by island communities. |
| **SCORE MODERATE POSITIVE IMPACT** |
| The proposed option has the potential to significantly support the economic prosperity of and/or address the unique challenges faced by island communities. |
| **SCORE MINOR POSITIVE IMPACT** |
| The proposed option has the potential to support the economic prosperity of and/or address the unique challenges faced by island communities, but not significantly. |
| **SCORE NEUTRAL IMPACT** |
| The proposed option does not have any impact or the relationship between the option and island communities is negligible. |
| **SCORE MINOR NEGATIVE IMPACT** |
| The proposed option may impede or actually reverse the economic prosperity of and/or exacerbate the unique challenges faced by island communities, requiring mitigation. |
| **SCORE MODERATE NEGATIVE IMPACT** |
| The proposed option significantly impedes the economic prosperity of and/or exacerbates the unique challenges faced by island communities. Mitigation is therefore required. |
| **SCORE MAJOR NEGATIVE IMPACT** |
| The proposed option results in a major detraction from the economic prosperity of and / or exacerbates the unique challenges faced by island communities. An alternative option or significant mitigation is therefore required. |

Following the matrix assessment, any potentially negative impacts identified were discussed with the project team to consider reasonable alternatives, effective mitigation and enhancement recommendations. Greater detail for the associated CRWIA, FSDA and EqIA can be found online in the respective impact assessment reports under Strategic Transport Projects Review 2.

# 6. Assessment of Impacts

## 6.1. Introduction

This chapter provides a high level assessment of the island community impacts of the STPR2 recommendations. This is based on the assessment framework shown in Appendix B: and scoring criteria set out in section 5.3 and takes into account information, appraisal and modelling work carried out on the recommendations whilst also considering baseline data and evidence relating to island communities.

In line with the Final STPR2 Technical Report, the 45 recommendations have been grouped into six themes for presentational purposes as follows:

- Improving active travel infrastructure;
- Influencing travel choices and behaviour;
- Enhancing access to affordable public transport;
- Decarbonising transport;
- Increasing safety and resilience on the strategic transport network; and
- Strengthening strategic connections.

It should be noted that, whilst the interventions have all been allocated to an individual theme, there are many that are complementary and indeed would deliver beneficial outcomes identified in some of the other themes. Therefore, the individual theme that each intervention is assigned should not be interpreted too rigidly.

The following sections list each of the recommendations, grouped as outlined above. This is followed by an assessment of impacts for each of the themes. The assessment takes a best case scenario approach whilst acknowledging that many of the recommendations are in early stages of development with limited information on geographical location, design elements and operational details. Therefore, the summarised impacts below provide caveats and recommendations as to how any identified impacts for island communities could be considered further in detailed design to maximise positive effects and minimise negative effects.

## 6.2. Improving Active Travel Infrastructure

Recommendations include:

- Connected neighbourhoods (1)
- Active freeways and cycle parking hubs (2)
- Village-town active travel connections (3)
- Connecting towns by active travel (4)
- Long-distance active travel network (5)

**Potential impacts on island communities:**

- Active travel infrastructure and interventions included under this theme could potentially have a positive impact on island communities with regards to improving access to key services such as education, healthcare, employment, shopping and recreational activities, as well as connecting towns and villages through an active travel network. For those living in island communities who depend on walking, cycling and wheeling and public transport to make their journeys, the increased provision of high

quality active travel infrastructure could benefit these groups through increased access to destinations and an improvement in active travel facilities.

- An uptake in active travel could improve physical health and mental wellbeing outcomes and is also likely to lead to air quality improvements if the uptake is matched by a reduction in private vehicle use and traffic congestion. Improved health outcomes as a result of better air quality are of particular benefit to those who are more vulnerable to air pollution, including children, older people and disabled people.
- The active travel infrastructure installed would be designed to accommodate adapted cycles and, as such, address mobility issues experienced by groups such as disabled people and older people. Segregated infrastructure will also benefit people who are more likely to lack confidence or are underrepresented amongst cyclists, such as women. Improved safety measures would also reduce road and personal safety concerns for active travel users, including children, who account for 44% of all pedestrian casualties (Transport Scotland, July 2020). However, the extent to which island communities will benefit from these connected neighbourhoods will depend on the extent of the uptake in listed interventions, the location and routing of active travel facilities and network, its proximity to required services and the ability for those from island communities to access the network.
- The impacts of enhanced strategic cycle routes around Scotland have the potential, through improved access to ferry terminals, to improve wider access to the islands.
- Active travel interventions connecting villages and towns would potentially provide safer and affordable travel between villages and towns, providing benefits for those living in isolated rural communities without access to a car. This includes young people who currently experience high costs of travel to access education or employment. However, the extent to which island communities will benefit from village-town active travel connections will depend on the location of routes, proximity to required services and the ability for those from island communities to access the network.

## 6.3. Influencing Travel Choices and Behaviour

Recommendations include:

- Behavioural change initiatives (6)
- Changing road user behaviour (7)
- Increasing active travel to school (8)
- Improving access to bikes (9)
- Expansion of 20mph limits and zones (10)

**Potential impacts on island communities:**

- Influencing travel behaviour through the promotion of active and sustainable travel and providing necessary infrastructure and initiatives to enable an increased uptake is likely to provide a number of benefits that can be shared by island communities.
- Behaviour change initiatives and activities would focus on promoting inclusive transport choices. This includes providing information and promoting the use of active travel modes and public transport, as well as reducing some of the cost-related barriers associated with sustainable travel. Recent examples of projects delivered in island communities include HITRANS' HItravel programme promoting active and public transport modes. However, the extent to which island communities can benefit from behaviour change initiatives will depend on which audiences are reached through

initiatives, and through provision of ongoing support to enable groups to continue to use sustainable travel in the long term.

- Increasing Active Travel to School would potentially provide healthier, more affordable access to education for children and their families or carers. The infrastructure would provide potential benefits for children and other protected characteristic groups in island communities in regard to improved, safer and less costly access to education and active travel improvements in the community. However, the extent to which island communities will benefit will depend on the location and routing of active travel networks, the number of interventions adopted and the ability for those from island communities to access active travel networks and facilities.

- Improving access to bikes for all could improve opportunities to access key services for a wide range of groups. This could have potential benefits for island communities in regard to more affordable access to bikes (with knock-on improvements in regard to access to essential services and recreation). However, the extent to which island communities will benefit from bike provision will depend on the extent of the provision on islands, the location of the bike libraries and bike storage facilities, the ease of accessing subsidies and their promotion, and the uptake of social prescribing by healthcare professionals.

- The expansion of 20 mph zones would increase road safety through new infrastructure, a reduction in traffic speed and congestion, and the creation of 'School Streets'. This would have a positive impact on those who are more likely to use active travel modes and especially for children, who account for 44% of all pedestrian casualties (Transport Scotland, July 2020). In particular, children from deprived areas and certain ethnic groups are more at risk.

- Increased uptake of active travel may improve health outcomes through physical fitness and is also likely to lead to air quality improvements if the uptake is matched by a reduction in private vehicle use and traffic congestion. Further traffic reduction measures outside of schools and behaviour change campaigns would likely lead to further localised air quality improvements. Improved health outcomes as a result of better air quality are of particular benefit to those who are more vulnerable to air pollution, including children, older people, disabled people and pregnant women. 20 mph zones could also result in reductions in noise and vibration and potential improvements as a result of traffic travelling at slower speeds and reductions in fuel consumption. This is likely to have positive impacts on those who are more vulnerable to the adverse impacts of traffic related noise, including children, older people and disabled people.

- An increase in active travel may improve health outcomes through physical fitness and mental wellbeing benefits for island communities.

## 6.4. Enhancing Access to Affordable Public Transport

Recommendations include:

- Clyde Metro (11)
- Edinburgh and South East Scotland Mass Transit (12)
- Aberdeen Rapid Transit (13)
- Provision of strategic bus priority measures (14)
- Highland Main Line rail corridor enhancements (15)
- Perth-Dundee-Aberdeen rail corridor enhancements (16)

- Edinburgh/Glasgow-Perth/Dundee rail corridor enhancements (17)
- Supporting integrated journeys at ferry terminals (18)
- Infrastructure to provide access for all at rail stations (19)
- Investment in Demand Responsive Transport (DRT) and Mobility as a Service (MaaS) (20)
- Improved public transport passenger interchange facilities (21)
- Framework for the delivery of mobility hubs (22)
- Smart, integrated public transport ticketing (23)

**Potential impacts on island communities:**

- New mass transit, metro, integrated ticketing and bus priority options will not directly or indirectly impact island communities. However, there could be a minor positive impact for those from island communities visiting the mainland for services through improved accessibility to key services in urban areas.
- The rail enhancement options on the Edinburgh/Glasgow-Perth and Perth-Dundee-Aberdeen lines will not directly or indirectly impact island communities; however, while the Highland Mainline rail enhancement is also not applicable to islands, the Far North, Kyle Line and West Highland may be used by tourists as part of journeys to the Hebrides, Orkney and Shetland Islands or by island communities to access destinations on the mainland and as such some minor positive impacts could be experienced through enhanced accessibility and a reduction in private vehicle use by tourists.
- Aberdeen Rapid Transit would improve both the surface access connectivity and accessibility of Aberdeen Ferry Terminal and Aberdeen Airport with the Aberdeen City Region by public transport. This would be to the benefit of users travelling to/from Orkney and Shetland, and those employed at the port and airport sites. This would be developed through working with Aberdeen Harbour Board and the Aberdeen Airport Authority, in recognition of the importance of efficient surface access to these gateways by a range of travel options. There would be no direct impact on islands; however, Rapid Transit would increase connectivity to/from Aberdeen Ferry Terminal and Aberdeen Airport, providing negligible benefits for users travelling to/from Orkney/Shetland.
- Investment in DRT and Maas could have a significant positive impact on island communities due to the increased bus public transport connectivity on individual islands.
- Improved public transport infrastructure at stations, regional hubs, interchanges and other facilities would provide accessibility benefits for all travellers, with new facilities being designed to inclusive design standards. Multi-modal interchanges at ports and airports would help to support better connectivity on islands. Passengers travelling to/from/between islands can sometimes face long wait times before the next onward mode of travel, so enhancements to passenger waiting facilities would benefit island communities. These recommendations are therefore expected to have a minor positive impact.

## 6.5. Decarbonising Transport

Recommendations include:

- Ferry Vessel renewal and replacement, and progressive decarbonisation (24)
- Decarbonisation of the rail network (25)
- Decarbonisation of the bus network (26)
- Behavioural change and modal shift for freight (27)
- Zero emission vehicles and infrastructure transition (28)

**Potential impacts on island communities:**

- Decarbonisation of bus and ferry travel and the transition to zero emission infrastructure would all have potential positive impacts on groups who are more vulnerable to the adverse health impacts of transport-related emissions and air pollution. The installation of charge points at ferry terminals, leading to a much better multi-modal integration, would have a positive impact on island communities. The development of renewable energy systems could also lead to the development/installation of infrastructure that can target the natural renewable assets of the Island Communities. In addition, the directly targeted funding for Island Communities will provide positive impacts.
- Further benefits may be realised through the procurement of new ferry vessels and infrastructure which would potentially be designed to increased accessibility standards than currently. This could have a positive impact on island communities, particularly for those with accessibility limitations including older people, disabled people and pregnant women or travellers with pushchairs or young children.
- The investment into decarbonisation of the ferry network would drive island connectivity improvements across the Clyde and Hebrides Ferry Service (CHFS) and North Isles Ferry Service (NIFS) networks, leading to a beneficial impact on island communities. This could lead to a reduction in poor air quality, affecting the island communities. As this recommendation only deals with the CHFS and NIFS networks, further assessment is required if there is a significant difference with islands predominately served by local authority or privately run ferries for example Shetland and Orkney.

## 6.6. Increasing Safety and Resilience on the Strategic Transport Network

Recommendations include:

- Access to Argyll A83 (29)
- Trunk road and motorway safety improvements to progress towards 'Vision Zero' (30)
- Trunk road and motorway climate change adaptation and resilience (31)
- Trunk road and motorway renewal for reliability, resilience and safety (32)
- Future Intelligent Transport Systems (33)
- Traffic Scotland System Renewal (34)
- Intelligent Transport System renewal and replacement (35)
- Strategy for improving rest and welfare facilities for hauliers (36)
- Improving active travel on trunk roads through communities (37)
- Speed management plan (38)

**Potential impacts on island communities:**

- Measures to increase safety and resilience on the strategic road network will not directly impact island communities.
- Increased safety, reliability and resilience of the trunk road network could provide access to and from the ferry connections on both the mainland and islands. The network also provides access to airports which operate lifeline services between the mainland and Scottish islands.
- The improvement of welfare facilities for hauliers will be developed under an evidenced action plan for freight stops to be planned, managed, and delivered in the future. Although there is no direct benefit of the freight stop audit to the islands, the study will provide an evidence base for the planning, management and delivery of freight stop facilities in the future. Adequate provision of quality freight stops could protect freight routes to the islands and ensure access to goods.

## 6.7.  Strengthening Strategic Connections

Recommendations include:

- Sustainable access to Grangemouth Investment Zone (39)
- Access to Stranraer and the ports at Cairnryan (40)
- Potential Sounds of Harris, Sound of Barra fixed links and fixed link between Mull and Scottish mainland (41)
- Investment in port infrastructure to support vessel renewal and replacement, and progressive decarbonisation (42)
- Major station masterplans (43)
- Rail freight terminals and facilities (44)
- High speed and cross-border rail enhancements (45)

**Potential impacts on island communities:**

- Realignment / widening, overtaking opportunities and dualling could improve access to employment, educational, health, and open space and leisure facilities, particularly where trunk roads are located in rural areas connecting to ferry terminals. However, this is likely to result in a negligible impact for island communities overall. Furthermore, these options could also potentially result in indirect adverse health outcomes for some protected groups as a result of worsened air quality due to an increase in motorised vehicles, for example, children, older people, pregnant people, and disabled people are more vulnerable to the adverse health effects of traffic pollution. Again, detailed assessment work at the local level would be required to identify any specific impacts on groups with protected characteristics.
- The implementation of fixed links between islands and the mainland will increase connectivity and access to services as well as potentially supporting job growth on the islands. This would have a significant positive impact in both Low and High scenarios by improving connectivity and accessibility and reducing reliance on the CHFS network.
- Island communities may experience reduced access to goods and services, and higher living and fuel costs, which can impact on the budgets of low-income households. STPR2 will potentially reduce inequalities of outcome by investing in ferries and ports, therefore enhancing passenger and freight connectivity and ensuring the supply of essential goods to deprived communities in remote areas. The implementation of fixed

links between islands and the mainland will increase connectivity and access to services as well as potentially supporting job growth on the islands. This enables residents of island communities to have more equitable and fairer access to opportunities and facilities and as such, reduce the socio-economic disadvantages that are a consequence of living on islands (and remote communities, in the case of Ardnamurchan/Morvern) compared to the Scottish mainland, or in urban areas for example. The reconfiguration of ferry services following the installation of Fixed Links may also support other island communities who will not benefit directly from Fixed Links but from increased or improved ferry connectivity.

▪ New harbour infrastructure is likely to have a minor positive impact on island communities. Residents of island communities would benefit from improved connectivity and the recommendation would improve access to key services such as health facilities, which would benefit older people, disabled people, women (including pregnancy and maternity) and children. Increased capacity and enhancements for freight would improve the transportation of goods to the island, which is of particular benefit to those who have more barriers to travel, such as affordability or mobility restrictions, such as older people and disabled people.

# 7. Next Steps

## 7.1. Recommendations

This report sets out the approach undertaken to the assessment of impacts on island communities and demonstrates Transport Scotland's compliance with the Islands (Scotland) Act 2018. It identifies the potential impacts associated with the STPR2 recommendations on island communities.

The feedback received in relation to the Draft ICIA Report (Jacobs AECOM 2022b) and the STPR2 Draft Technical Report (Jacobs AECOM 2022a) consultation has been reviewed and used to inform the Final STPR2 Summary and Technical reports.

Detailed ICIAs of individual interventions should be undertaken at detailed design stages where appropriate. The ICIA process should start at early stages to ensure contribution of proposed interventions maximises positive impacts for island communities and minimises any disadvantages. Where possible, this should include appropriate engagement with islands to understand specific requirements.

Many of the interventions have been based around an evidence base; this work should be expanded to ensure that the needs of those who should most benefit are understood. Where possible, this should include primary research or consultation with island communities to understand how to best implement specific interventions.

The STPR2 recommendations do not constitute the full transport investment programme of Scottish Government. They should be considered alongside the overall Government spending commitments on transport, within Scottish Government budgets or funded by Government, for example Growth Deals. Some of the other Scottish Government transport spending commitments are out of scope for STPR2. For example:

- measures to improve resilience of the rail network (for example operations, maintenance and renewal); and
- revenue-based spending on public transport including bus, ferries and air services (for example, subsides for operations and fares).

It should also be noted that transport interventions not recommended by STPR2 may still be appropriate to be taken forward at regional and local levels, however any request for funding from the Scottish Government will require demonstration of the benefits and impacts of the transport proposal through the usual business case and transport appraisal process required by Transport Scotland. This includes the requirement to undertake an ICIA where relevant.

## 7.2. Monitoring and review

The Scottish Household Survey is a continuous survey based on a sample of the general population in private residences in Scotland and is run through a consortium led by Ipsos MORI. The survey questionnaire collects data on the use and views of different transport modes through a travel diary. The information is used to feed into the annual report on Transport and Travel in Scotland, including differences in transport use across different social groups.

Sustran's Hands Up Scotland Survey collects data on how children across Scotland travel to school and nursery. Established in 2008, the survey has provided an insight into journeys to school for more than a decade and is the largest national dataset on school travel.

In addition, as part of the National Islands Plan, there is a strategic objective to support effective implementation of the National Islands Plan, which includes a commitment to develop indicators applicable to each Strategic Objective in collaboration with Scottish Government agencies, local authorities, island communities and relevant island socio-economic actors based on the SMART criteria and building on the National Performance Framework and Sustainable Development Goals.

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# Appendix A: Glossary

## A.1   Glossary

**ACTIVE TRAVEL HUBS**

Specific locations which support/provide a base for active travel initiatives in a local community.

**ASSESSMENT**

An umbrella term for description, analysis, and evaluation.

**AUTHORITY AREA**

The area administered by a local authority for example, District Council, City Council or Unitary Authority.

**BASELINE**

The existing conditions which form the basis or start point of the environmental assessment.

**COMMUNITY SEVERANCE**

Community severance is defined here as the separation of residents from facilities and services they use within their community caused by new or improved roads or by changes in traffic flows.

**CONSULTATION AUTHORITIES**

Refers to the three statutory Consultation Authorities in Scotland: Historic Environment Scotland, NatureScot and the Scottish Environment Protection Agency.

**DEMAND RESPONSIVE TRANSPORT**

A public transport service which does not operate to a timetable, but reacts to passenger demand.

**MOBILITY AS A SERVICE**

MaaS is a type of service that through a joint digital channel enables users to plan, book, and pay for multiple types of mobility services (for example bus and train journeys). The concept describes a shift away from privately-owned transport modes and towards mobility provided as a service. This is enabled by combining transportation services from public and private transportation providers through a unified gateway that creates and manages the trip, Users can pay per trip or a monthly fee for a limited distance. The key concept behind MaaS is to tailor the transport service to traveller needs.

**MITIGATION**

Measure to avoid, reduce or offset potential adverse impacts.

## NATIONAL TRANSPORT STRATEGY 2

Sets out a strategic framework for the whole transport system in Scotland, from which future investment decisions are made.

## NON-MOTORISED USERS

Pedestrians, cyclists and equestrians.

## PLACE

The Place Principle recognises that: Place is where people, location and resources combine to create a sense of identity and purpose and is at the heart of addressing the needs and realising the full potential of communities. Places are shaped by the way resources, services and assets are directed and used by the people who live in and invest in them. A more joined-up, collaborative, and participative approach to services, land and buildings, across all sectors within a place, enables better outcomes for everyone and increased opportunities for people and communities to shape their own lives.

## PUBLIC TRANSPORT INTERCHANGE

Places which allow for the interchange between one or more different (public/sustainable) mode of transport.

## SCOPING REPORT

Scoping Reports provide sufficient information about the potential environmental effects to allow the Consultation Authorities to provide an informed view regarding the environmental topics to be included in the SEA. Scoping Reports also provide a proposed methodology to be used for assessing potential environmental effects.

## SCOTTISH TRANSPORT APPRAISAL GUIDANCE (STAG)

Transport Scotland's formal option appraisal toolkit and methodology to guide the development and assessment of transport options in Scotland. STAG provides an evidence-based and objective-led framework for: identifying transport problems and/or opportunities in a study area; setting objectives to address the transport problems/opportunities and identifying and appraising options in a consistent manner with the potential to meet the objectives. STAG is integral to the investment decision making process at the Strategic Business Case stage. The four stages of STAG are: Initial Appraisal Case for Change (formerly Pre-Appraisal), Preliminary Options Appraisal (formerly Part 1), Detailed Options Appraisal (formerly Part 2) and Post-Appraisal (Monitoring and Evaluation).

## SEVERANCE

The separation of communities from facilities and services used within their community. Alternatively, in relation to agricultural land, the division of land into separate areas, potentially affecting access or availability for agricultural use.

## STAKEHOLDER

A person or group that has an investment, share or interest in something.

## STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

The process by which information about the environmental effects of proposed plans, policies and programmes are evaluated.

## STRATEGIC TRANSPORT PROJECTS REVIEW (STPR2)

A two-year review of the Scottish transport network being undertaken by Transport Scotland. It aims to identify and prioritise road, rail and other interventions of national significance, which will be taken forward to improve the network. Through selecting which transport projects of national significance should be progressed, the STPR2 would also affect regional and local transport networks.

## STATUTORY ASSESSMENTS

A number of statutory assessments are being undertaken for STPR2. These comprise an Equalities Impact Assessment, Fairer Scotland Duty Assessment, Child Rights and Wellbeing Impact Assessment, and Island Communities Impact Assessment. A Strategic Environmental Assessment is also being undertaken to assess and mitigate the transport impacts of options identified through STPR2. The methods for these assessments have informed the Appraisal Framework for STPR2 and visa-versa.

## TRANSPORT PLANNING OBJECTIVES (TPOS)

These seek to capture the essence of the evidence-based problem to be addressed or opportunity being sought. STPR2 has five national TPOs which are common to all regions and which reflect the evidence set out within the Case for Change reports. Where appropriate, each region has considered the specific regional aspects in supporting the development of SMART (Specific, Measurable, Attainable, Relevant and Timed) sub-objectives.

# Appendix B: Equality Topics, Objectives and Guidance Questions

## POPULATION

EqIA Objective

Promote greater equality of opportunity for all of Scotland's residents in order to promote a fairer, more inclusive society.

Guide Questions – Will the option/ intervention/ package….

- Result in any likely differential or disproportionate effects on persons with protected characteristics as specified in the Equality Act 2010 (Age, Disability, Gender reassignment, Marriage and civil partnership, Pregnancy and maternity, Race, Sex, Sexual orientation)?
- Provide enhanced capacity on the transport system to accommodate areas that will experience a growing population?
- Support more geographically widespread population growth, particularly in areas of depopulation?
- Support changing demographics by providing appropriate transport facilities to meet the diverse needs of different communities?
- Support the removal of barriers to travel and the improvement of access to travel for disabled people?
- Reduce the likelihood of transport-related road accidents and casualties?

## DEPRIVATION

EqIA Objective

Deliver an accessible and affordable transport system reduces inequalities of outcome resulting from multiple deprivation and supports the regeneration of disadvantaged or deprived areas.

Guide Questions – Will the option/ intervention/ package….

- Help to reduce disparities in outcomes between the most and the least deprived areas?
- Help to revitalise local economies by tackling unemployment and economic inactivity and promoting investment in deprived areas?
- Support transport initiatives (including improved access) in deprived areas?
- Support the regeneration of disadvantaged or deprived areas?
- Support individuals and households to access basic goods and services?
- Help enable access to employment, training and key services in deprived areas?
- Increase public transport accessibility, to enable access to employment, training and key services?
- Reduce cost related barriers to accessing and use of all transport modes?
- Reduce the impacts of climate change on the most vulnerable groups?

## EMPLOYMENT

EqIA Objective

Deliver an effective and integrated transport system that improves access to employment and economic opportunities for all.

Guide Questions – Will the option/ intervention/ package….

- Increase access to suitable transport infrastructure and provision that meets the demands of a changing workforce?
- Provide employment opportunities in the most deprived areas, particularly to disadvantaged groups?
- Address structural disadvantages relating to employment deprivation that disproportionally impacts socio-economically disadvantaged groups, including older people. disabled people, women and ethnic minorities?
- Enable young people, particularly NEETs, to access employment?
- Enable older people and people with physical and mental health conditions and disabilities to stay in employment?
- Increase access to employment opportunities for individuals with limited resources, in deprived areas in rural/remote communities?

## INCOME AND WEALTH

EqIA Objective

Deliver an effective and integrated transport system which promotes economic opportunity for all.

Guide Questions – Will the option/ intervention/ package….

- Support a diverse and resilient economy that provides opportunities for all and promote regeneration?
- Help to narrow the gaps between economic growth rates for different areas by ensuring that transport does not act as a barrier to opportunity?
- Help to reduce levels of absolute and relative income poverty?
- Help to reduce inequality in the distribution of household wealth?
- Address structural disadvantages relating to income deprivation that disproportionally impacts socio-economically disadvantaged groups, including disabled people, women and specific ethnic groups?

## EDUCATION AND SKILLS

EqIA Objective

Enhance education and training opportunities across Scotland and reduce socio-economic and geographic disparities in educational attainment.

Guide Questions – Will the option/ intervention/ package….

- Enhance access to and opportunities for education and lifelong learning, particularly for those facing socio-economic disadvantage?
- Support increased provision and access of education and training opportunities in remote / rural areas, including island communities?

## HEALTH AND HEALTH INEQUALITY

EqIA Objective

Maintain, or provide opportunities to improve, human health for all demographic groups and communities across Scotland and minimise health inequalities.

Guide Questions – Will the option/ intervention/ package….

- Ensure that the provision of transport infrastructure is managed and delivered to meet local population and demographic change. This includes providing infrastructure that maximises accessibility for all and connects residents in both urban and rural areas to key services.
- Improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?
- Reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?
- Improve accessibility to open spaces, and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage?
- Reduce exposure to air pollution, particularly for the most vulnerable?
- Reduce inequalities of access to clean air, particularly for those in deprived communities?
- Promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage?

## TRANSPORT ACCESSIBILITY AND CONNECTIVITY

EqIA Objective

Ensure the provision of adequate and affordable transport infrastructure, services and facilities to meet identified population and economic needs and minimise barriers to travel for all people, in particular those facing socio-economic disadvantage.

Guide Questions – Will the option/ intervention/ package….

- Support the provision of adequate transport infrastructure, services and facilities to meet identified population and economic needs, in particular disabled people and those facing socio-economic disadvantage?
- Support all individuals and households, including protected characteristics, in accessing basic goods and services?
- Provide affordable access to public services and key amenities for all?
- Reduce cost related barriers to accessing and use of all transport modes?
- Support access to active travel and public transport particularly amongst children and young people?
- Support access to transport, particularly public transport, in rural and remote areas, including island communities?
- Improve connectivity between rural and urban areas and key services?
- Improve accessibility to open spaces and the outdoor environment, in particular for those facing socio-economic disadvantage?
- Support the regeneration of disadvantaged or deprived areas?

## SAFETY AND SECURITY

EqIA Objective

Improve the safety, security and health of people by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.

Guide Questions – Will the option/ intervention/ package….

- Develop safe and convenient transport networks, including safe pedestrian and cycle access links, to help improve overall access?
- Reduce the likelihood of transport-related road accidents and casualties, particularly for children and young people in deprived areas?

## CHILDREN AND YOUNG PEOPLE

EqIA Objective

Safeguard the rights of children and allow young people to reach their full potential. (This objective provides coverage of child rights and wellbeing duties).

Guide Questions – Will the option/ intervention/ package….

- How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?
- Have children and young people been consulted on the intervention?
- What impact will or might the intervention have on the rights of children and young people?
- Will the rights of one group of children in particular be affected, and to what extent?
- Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?
- Is the intervention the best way of achieving its aims, taking into account children's rights?
- Will the intervention contribute to the implementation of Transport Scotland's corporate parent duties under Section 58 of the Children and Young People (Scotland) Act 2014?
- Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?
- Will the intervention improve access using active travel and public transport to educational, social and economic opportunities for children and young people?

## ISLAND COMMUNITIES

EqIA Objective

Increase the economic prosperity of and address the unique challenges faced by island communities.

Guide Questions – Will the option/ intervention/ package….

- Protect and increase the economic prosperity of island communities?
- Effectively address the unique transport challenges faced by island communities?
- Effectively address the unique economic challenges faced by island communities?
- Effectively address the unique social challenges faced by island communities?
- Protect and enhance quality of life for island residents?