Cycling Framework - Island Communities Impact Assessment (ICIA)

Screening Report

Transport Scotland

AECOM

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Quality information

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Table of Contents

1.   Introduction

1.1   Purpose

AECOM has been commissioned by Transport Scotland (TS) to undertake a series of impact assessments on the Cycling Framework and Delivery Plan for Active Travel (the Cycling Framework). This includes the following:

- A Combined Social and Equality Assessment (SEQIA),to include:
  - ➢ Equality Impact Assessment (EqIA);
  - ➢ Health Inequalities Impact Assessment (HIIA);
  - ➢ Child Rights and Wellbeing Impact Assessment (CRWIA); and
  - ➢ Fairer Scotland Duty Assessment (FSDA).
- Separate Impact Assessments for:
  - ➢ Island Communities Impact Assessment (ICIA); and
  - ➢ Business and Regulatory Impact Assessment (BRIA).

A separate Strategic Environmental Assessment (SEA) screening report was also submitted to the Scottish Government SEA Gateway. The screening assessment determined that a full SEA is not required.

This report sets out an ICIA assessment of the actions within the Cycling Framework based on existing evidence and previous assessment work.

This report has been updated and expanded following a 12 week period of consultation and the feedback and findings of the consultation will contribute towards completing a full assessment. A record of consultation comments and actions taken in response is provided in Appendix B.

1.2   Cycling Framework and Delivery Plan for Active Travel

Cycling Framework and Delivery Plan sets out 38 Actions, under five strategic themes, which are aimed at achieving the cycling elements within the five Active Travel objectives within Transport Scotland's Active Travel Framework:

1. Cut carbon emissions and other pollution
2. Delivering liveable, more pleasant communities
3. Better health and safer travel for all
4. Reducing inequalities - jobs, services, leisure
5. Supporting delivery of sustainable economic growth

By helping to achieve the objectives of the Active Travel Framework, the actions within the Cycling Framework will contribute to achieving the Vision and the Priorities of Scotland's second National Transport Strategy (NTS2).

Alongside the Climate Change Plan and Scotland's fourth National Planning Framework, NTS2 provides the strategic policy basis for the active travel interventions detailed in the Cycling Framework.

The Climate Change Plan update (CCPu) provides emissions reduction pathways for the transport sector equating to a halving of emissions by 2028, 70% reduction by 2040 and net-zero by 2045. The CCPu outlines eight policy outcomes designed to achieve the required level of emissions reduction. Active travel interventions contribute directly to CCPu Outcome 1 (Reduce car kilometres by 20% by 2030). Impact assessments have been produced and are available here.

NPF4 sets out how the planning system will help to deliver on the net-zero carbon reduction target under its overarching spatial strategy and strategic policies. The Cycling Framework will help support the delivery of NPF4 strategic policies 7 (Local living) and 10 (Sustainable Transport). Impact assessments have been produced and are available here.

The Second Strategic Transport Projects Review (STPR2) will provide a suite of transport interventions intended to deliver the outcomes of NTS2 over the coming two decades. STPR2 will include a raft of active travel

interventions which are likely to be delivered, in part, via the delivery mechanisms proposed in the Cycling Framework. Impact assessments have been produced and are available here.

1.3   Relevant Legislation

The ICIA assesses the impacts of each of the policies within the NTS2 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.

1.3.1   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.

1.3.2   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.

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

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.

1.3.3   Island Communities Impact Assessments: Guidance and Toolkit

In October 2020, the Scottish Government issued guidance on ICIA under Section 11 of the Islands (Scotland) Act 2018 and relates 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 through a seven-step process as outlined below:

1.   Define the issue

2.   Understand the situation

3.   Consultation

4.   Assessment ICIA required?

5.   Prepare your ICIA

6.   Making adjustments to your work

7.   Publishing your ICIA

1.3.3   Island Communities Impact Assessments: Guidance and Toolkit

In October 2020, the Scottish Government issued guidance on ICIA under Section 11 of the Islands (Scotland) Act 2018 and relates to the duty imposed by Section 7 of the Act. The guidance shows how to assess and take into

2. Methodology

2.1 Introduction

The approach for undertaking this ICIA and compiling this assessment report follows a four-stage process:

- Review of the **Island Communities Impact Assessments: Guidance and Toolkit**

- **Key issues and evidence** – a review of potential impacts relating to transport for island communities using key datasets and where available considering future trends;

- **High level assessment of screening impacts** – informed by a consideration of the key issues and evidence.

- **Final Assessment** – Updated screening report with input from a 12 week consultation.

2.2 Review of key issues and evidence

Evidence with regards to potential equality impacts as reviewed using the following sources of information:

- The Equality Evidence Finder;

- The National Islands Plan;

- Transport Transition Plan – EqIA Interim Update; and

- NTS2 Delivery Plan ICIA Screening Assessment.

Whilst for this report, existing evidence has been used and referenced in the screening assessment, a full key issues and evidence section outlining the most recent research and findings will be included with the ICIA screening report.

2.3 Screening Assessment

The ICIA screening assessment has reviewed each of the actions within the Cycling Framework and provides an initial high-level assessment as to if and how the action has potential to affect island communities. It was published for the purposes of consultation to gather responses which can be used to inform the full assessment.

2.4 Final Impact Assessment

This impact assessment is an updated version of the Screening Impact Assessment, with updated assessments for each of the actions under the strategic themes within the Cycling Framework, further informed by consultation responses.

Assessment guide questions used to undertake the screening assessment are set out below.

- How are islands identified for the purpose of the action?

- Is there evidence of different circumstances or different expectations or needs, or different experiences of outcomes (such as different levels of satisfaction or different rates of participation for island communities?)

- Should delivery mechanisms/mitigations vary in different communities?

- Could alternative delivery mechanisms improve or mitigate outcomes for island communities?

- Do we need to consult with island communities in respect of mechanisms or mitigations?

- Any potential barriers to engagement with island communities?

- Have any island-specific indicators/targets been identified that require monitoring?

- Will there be any unique impacts on island communities?

- Consider the intended impacts/outcomes and potential unintended impacts and how do these potentially differ in the islands.

- If the action is a regional or area-based one or if it is intended to have the same impact across the region or area, think about whether there are potential island impacts which differ from the regional impact or whether there are any barriers which may unfairly disadvantage islanders.

- For actions which are wholly or mainly aimed at island communities, consider whether there is a need to adapt your plans to account for variations across island communities. Island communities are unique and there can be lots of variation across things like proximity to services, transport links and infrastructure.

- If the action is mainland focused, is there a corresponding need in island communities, and has this been taken into account or catered for?

- Identify any benefits for the island community, such as better access to services.

- Are these potential impacts significant/likely?　Could they result in disadvantage for island communities compared to the mainland or between island groups?

- Can the action be developed or delivered in such a manner as to improve or mitigate, for island communities, the outcomes arising from it?

3.   Key Issues and Evidence

3.1   Introduction

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 by Highlands and Islands Enterprise (2013) 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. Island rurality can exacerbate inequality already experienced by certain groups including those facing socio-economic disadvantage or those with protected characteristics. The ICIA for NTS2 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 incurred with 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.

3.2   Travel Behaviours

For school-aged children, walking is the most common mode of travelling for school across Scotland (in excess of 40% mode share for Primary and Secondary schools), which contrasts to travel behaviours of working age adults who generally travel to work by either car or van. Pupils attending Secondary and Special Educational Needs educational facilities are significantly more likely to travel by bus rather than be driven by car to school (Sustrans, 2020).

Young people in island and rural areas are noted to be particularly reliant on Public Transport to access educational, employment opportunities as well as for leisure and recreational purposes. However, the high cost and low provision of services and facilities in island and rural areas presents a significant barrier for young people to access employment, leisure, health and education facilities. Therefore, having a driving licence and being able to afford a car is sometimes a necessity for large swathes of young people across Scotland, most notably in island and rural locations. Lack of cycle infrastructure and the long distances needed to travel in order to access services and

facilities can often mean that cycling is a less favourable option. For short journeys within island communities, cycle journeys are often made on narrow roads, where availability of land and road space is limited.

The situation is more complex for people on low incomes living in rural areas. People in rural areas drive more frequently than those in urban areas. The issue of 'forced' car ownership has been identified in both rural and urban areas but is particularly pronounced in rural areas where lack of public transport means that people can be forced into running a car even if it puts real pressures on their budget.

Bus use is higher in urban areas and lower in rural areas with The Scottish Household Survey travel diary highlighting that 53 per cent of those who used the bus the previous day lived in large urban areas compared to three per cent of users living in remote rural areas. (This compares to population estimates of 35% living in large urban areas and 6% living in remote rural areas) (Transport Scotland, 2020).

Research by Citizens Advice Scotland in 2016 found that the price varied across Scotland's bus routes ranging from 7p per mile to £1.80 per mile. The costs of travel to essential services were generally much higher in remote rural areas; the average return cost of travelling to college in Scotland was £6, for example, but was £10.50 in remote rural areas.

3.3   Transport Poverty

Work undertaken by Sustrans highlights around one million people across Scotland live in 'high risk' zones and are vulnerable to transport poverty. A high risk of transport poverty is identified as being greatest in regions with (relatively) low income, high car availability and limited access to essential services by public transport. The majority of high-risk data zones for transport poverty (that is, nearly 30% of high-risk data zones) are located in accessible rural areas and small towns (28%). Only 20% are located in remote rural areas, 13% in remote small towns/very remote small towns, and 9% in remote/very remote small towns, and 9% in large/other urban areas. Of the 16 data zones allocated the maximum risk score, all are located within rural areas located predominantly in Council Areas covering the Scottish Islands. Over 90 per cent of the zones considered within the Na h-Eileanan Siar council area categorised as being high risk, other local council areas with island communities such as Argyll and Bute and Orkney also had a notable proportion of zones categorised as high risk for transport poverty.

3.4   Tourism

In the years preceding the COVID-19 pandemic, visitor spend in the Highlands and Islands region was worth around of £1.5bn and, in some areas, jobs in tourism represented up to 43% of the workforce (Highlands and Islands Enterprise, 2015). Transform Scotland's estimates place cycle tourism at £345 million per annum across Scotland. These two tourism themes intersect via long distance routes on the National Cycle Network (NCN) such as the Caledonia Way in Argyll and on the Hebridean Way in Na h-Eileanan Siar. There is further evidence from Transform Scotland (2018) that sustainable growth in the cycle tourism sector can be brought about by further investment in the NCN and that this could bring further benefits to island communities.

4.　Assessment Summary

This section summarises the results of the assessment exercise which are presented in full in Appendix A. Below is a summary of the assessment exercise, drawing out the potential impacts (positive and negative) from the actions within the delivery plan.

Overall, actions as set out within the Cycling Framework are expected to have a broadly positive impact on island communities by encouraging greater use of cycling for shorter journeys and improving integration of active travel facilities and infrastructure with public transport. Increasing provision of cycle storage on bus services could have particular benefits for rural and island communities where longer-distances are often a necessity and cannot be easily covered by bicycle alone. However, support for small bus companies must also be considered in order to make this a viable option for all bus operators.

Support for development of active travel networks which build on the national cycle network could also encourage sustainable tourism, which could bring benefits to island communities, while actions to improve cycling safety along the trunk road network will have potentially significant benefits for residents of the Isle of Skye.

There are expected to be benefits of increasing awareness, understanding and competency of maintaining and riding bicycles across all use groups through providing training opportunities as well as providing free bicycles to all school aged children. However, it must be noted that some local authorities containing rural and island communities have previously adapted their cycle training programme to their local circumstances and dispersed communities and this could be acknowledged further in the Cycling Framework.

Potential adverse impacts for island communities could be incurred if funding for active travel is based on strategies which favour an approach to network planning more suited to dense urban centres. Similarly, it is unlikely that conurbations within island communities would lend themselves to measures such as active freeways and it must be ensured that island communities do not experience a differential level of cycle provision as a result. Active travel strategies guidance should, therefore, contain provision for infrastructure to be planned for the specific circumstances of island communities.

There remains some uncertainty over the impact that changes to statutory processes such as land acquisition and traffic regulation orders could have on island communities. If such changes alter the ability of island communities to influence decisions about land or road space allocation, impacts could be either positive or negative.

Appendix A : Cycling Framework ICIA Assessment Tables

Strategic Theme	Action	How is the Action likely to impact on island communities?	Comments and evidence relating to these groups with regards to the action
			ICIA
Safe Cycling Infrastructure	Work with local authorities on creating active travel strategies to prioritise investment in the creation of a dense, coherent network of connected cycling infrastructure in every town and city that is segregated from traffic and integrated with public transport	Minor Positive	The impact on residents and businesses could be generally positive if Active Travel demand increases at a local level. The option could also further encourage sustainable tourism through linking with existing National Cycle Network routes, settlements and popular tourism destinations. Option would however, in its current wording, would disproportionately benefit urban settlements and impacts may not be experienced in more rural island locations. This option should have positive impacts through improving accessibility and attractiveness of multi-modal journeys, particularly over longer distances. As well as considering opportunities to increase access to educational, health, employment and leisure opportunities for existing communities the option could further improve transport offering for the tourism sector.
	Remove barriers to the fast implementation of cycling infrastructure, including through changes to the TRO process, and support the use of temporary and trial schemes	Minor Negative	Island communities may be either positively or negatively impacted by this proposed action, if any changes to the TRO process result in alteration to the level of consultation required. Recommend wording be added to the action to ensure opportunities for consultation are retained: Remove barriers to the fast implementation of cycling infrastructure, including through changes to the TRO process, and support the use of temporary and trial schemes, **whist retaining adequate opportunities for consultation, in-line with Scottish Government Guidance**. • https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/
	Make it safer to walk, cycle and wheel across and along the trunk road network, both where it passes through towns and villages and where it links two or more settlements	Minor Positive	As the A87 trunk road travels along the length of the Isle of Skye, this action has the potential to positively impact on communities living on Skye, where provision for cyclists beyond the trunk road network is sparse.

Strategic Theme	Action	How is the Action likely to impact on island communities?	Comments and evidence relating to these groups with regards to the action
			ICIA
	Use the Scottish Government's compulsory purchase reform programme to consider whether powers to acquire land for the purposes of cycling infrastructure are fit for purpose	Minor Negative	Section 22 of the Land Reform (Scotland) Act 2003 contains provision for a core path to be enforced via means of a path order • https://www.gov.scot/publications/part-1-land-reform-scotland-act-2003-guidance-local-authorities-national-park-authorities/documents/). Reallocation of land for cycling infrastructure within the limits of the adopted road network is within the powers of local authorities via the TRO process. The Acquisition of Land (Authorisation Procedure) (Scotland) Act 1947 provides for the compulsory purchase of land by a public body (Acquiring Authority), if confirmed by Scottish Ministers. The Land Reform (Scotland) Act 2003 also extends the powers of an Acquiring Authority to some non-public bodies. These powers extended to any development, including land for cycling infrastructure. However, this is a costly and lengthy process. Procurement of land outwith the above legal processes would be subject to negotiation with individual private land owners. Fast-track powers which do not include a sufficient element of consultation and engagement with local communities, including crofters could have potentially significant negative impacts.
	Provide ongoing development and governance of co-produced design guidance, including mitigation of unintended impacts on vulnerable road users and that infrastructure is suitable for non-standard cycles	Minor Negative	This action has the potential to impact island communities by favouring an approach to network planning which is more suited to dense urban centres. Specific provision for rural and island communities should therefore be considered within the Cycling Framework.
	Develop a national approach to the creation of quiet road/cycle friendly roads in rural areas with everyday journeys prioritised	Minor Positive	Could have significantly positive impacts for Island communities, where additional road space is unavailable for segregated or remote cycle routes.
	Update design and asset management guidance to enable	Minor Negative	This action has the potential to impact island communities by favouring an approach to network planning which is more suited to dense urban centres. Specific provision island communities should therefore be considered within the Cycling Framework.

Strategic Theme	Action	How is the Action likely to impact on island communities?	Comments and evidence relating to these groups with regards to the action
		ICIA	
	national, consistent principles of infrastructure		
	Engage the business sector to embed active travel in wider corporate culture including through the use of cargo cycles as the normal choice for local deliveries	Uncertain	This may alter how goods are delivered across the Islands, especially for communities which are more-remote than other areas. Further information would be required to understand potential impacts.
	Support communities to close roads to allow for community events such as Play Streets and Car Free Days and to transition successful schemes to more permanent arrangements	Uncertain	Whilst the option is recognised as a positive intervention, further information in relation to baseline conditions to understand whether this specific intervention is required for island communities where travel demand patterns are different to that of more-urbanised communities in the Scottish Mainland.
	Support the various deliverables set out in Scotland's Road Safety Framework 2030 under its Active and Sustainable Travel Strategic Action, ensuring that road safety remains a key focus of active and sustainable travel in Scotland	Minor Positive	The total cost of collisions to Scotland was £1billion in 2018 compared to a GDP of £180billion. https://www.transport.gov.scot/media/46069/reported-road-casualties-scotland-2018.pdf Reducing Road Traffic Collisions through delivering safety improvements will benefit a wide range of user-groups across Island communities, particularly when considered with high-levels of car ownership and access across Island households.
Effective Resourcing	Review options for multi-year, long-term funding for infrastructure and behaviour change programmes where appropriate	Major Positive	Low-carbon and low-cost transport mode choice to be implemented, specifically targeted to benefit unique needs of user groups across island communities.
	Increase active travel budget to £320 million or 10% of the transport budget, whichever is	Minor Positive	The active travel budget is committed within the 'Bute House Agreement' The Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030 is a means by which this investment will

Strategic Theme	Action	How is the Action likely to impact on island communities?	Comments and evidence relating to these groups with regards to the action
			ICIA
	greater, by 2024-25		be delivered. The impacts of the investment will therefore be in line with the overall assessment of the actions within this document.
	Ensure the appropriate level of resource is in place to develop and deliver active travel strategies ensuring that cycling for transport is prioritised appropriately	Major Positive	Would catalyse Active Travel strategy delivery and encourage more sustainable travel behaviours to decarbonise the transport sector, also health benefits and improving access to services, facilities and amenities.
	Work with manufacturers, social enterprises and industry vocational partners to increase cycle and cycle parts production and recycling in Scotland with a focus on green skills and materials research and development	Minor Positive	Would stimulate enterprise and encourage economic growth within Island communities, further diversifying economic offering. However, the challenge of distribution of goods, people and services between some island communities needs to be considered.
Fair Access	Expand access to cycles, including adaptive cycles, e-cycles and cycle share	Minor Positive	Option likely to increase access to cycling, although services are generally located in urban areas and consideration needs to be applied to how such an offering could be delivered to serve both rural and urban communities in the Islands. Offering could also be twinned with tourism offering to further encourage sustainable tourism in some areas.
	Review funding criteria to ensure that fair access is appropriately weighted and improving accessibility is given an appropriate level of priority	Minor Positive	Some island communities suffer from Transport Poverty and have identified needs to improve accessibility for alternative transport modes to move away from reliance on travel by car / van. Whilst in some instances this mode will be required for some communities, improving accessibility with and between settlements across the islands will provide a positive benefit.
	Improve quality and level of service of carriage of bikes on trains and require rural & island bus services to carry cycles, where appropriate	Minor Positive	Lack of rail services on Scotland's Islands means that this option only applies for Bus Services. Option would enable more multi-modal trips to be made. However, need for increased provision would need to be considered in context of existing passenger capacity, particularly on smaller, yet crucial, services. Enables more multi modal trips. Needs to consider impact on passenger

Strategic Theme	Action	How is the Action likely to impact on island communities?	Comments and evidence relating to these groups with regards to the action
			ICIA
			capacity on busy routes. Potential to also benefit tourism sector through offering increased access to popular destinations.
	Support cycling journeys to and from public transport hubs as part of a multi-modal journey	Minor Positive	Expected to have a positive impact, particularly within existing settlements for those who live, work and visit near to these transport hubs across the Islands as they increase accessibility by cycle to access Public Transport modes. This option has the potential benefit of increasing accessibility to other modes (e.g. Bus) and facilitate longer distance journeys. This helps to increase the share of multi modal journeys, which can be coupled with gateways to provide tourism benefits. Improving access to Public Transport hubs will enable a wider network of Active Travel infrastructure to be considered and developed.
	Provide a free bike to all children of school age who cannot afford one	Major Positive	Likely to increase access to cycling for young people across all income levels, however for some young people due to the distance of travel required it would still not be potentially feasible nor practical to cycle to school. However, the option is likely to increase access to wider opportunities and provide a low-cost form of travel to young people, in communities where Public Transport fares are generally high.
Training and Education	Provide a comprehensive cycle training offer for all life stages, including learning to ride in pre-school, learning to ride on-road through school bikeability training, and for adults of all ages, including cycle awareness training	Major Positive	This option will enable the development of an awareness, understanding and proficiency in riding and maintaining a bicycle. This will encourage low-carbon journeys, particularly over shorter distances and increase accessibility to health, educational, employment and educational facilities and services. Potential to alleviate transport poverty which exists across island communities through enabling low-cost journeys to be made. Such opportunities in Island communities are not always readily accessible via cycling and consideration would need to be applied of the potential benefits for more rural households.
	Use the Cycling World Championships to inspire people, especially young people to cycle	Neutral	Action aimed at encouraging young people to take up cycling, which may provide them with wider opportunities. The relative remoteness of some Island communities means that the impact may not be particularly significant.
	Promote the new Highway Code and implement requirements for cycle training	Minor Positive	Improving safety for all road users should increase driver behaviours and encourage increased awareness when driving.

Strategic Theme	Action	How is the Action likely to impact on island communities?	Comments and evidence relating to these groups with regards to the action
			ICIA
	Provide local authorities with resources, including guidance and best practice examples, to enable effective local community engagement	Major Positive	Would catalyse Active Travel strategy delivery and encourage more sustainable travel behaviours to decarbonise the transport sector, also health benefits and improving access to services, facilities and amenities.
	Develop a long-term communication plan that represents cycling as something that anyone can do, including with assistance/adaption and is a transport mode that brings many benefits to Scotland	Minor Positive	Communication may raise awareness and understanding across various user groups, particularly those wishing to cycle more. However, consideration would need to be applied to message in the context of Island communities, particularly recognising that cycling as a transport mode is not always a viable and practical option.
Network Planning	Produce active travel strategies for each local authority area, setting out plans to improve active travel networks and facilities to 2030

Strategies should be in line with regional transport strategies, include detailed mapping and use an evidence-led approach to network planning | Uncertain | Though it is not given in detail, this action has the potential to negatively impact island communities by favouring an approach to network planning which is more suited to dense urban centres than dispersed populations. Island communities would therefore be at a disadvantage in funding applications, when compared to more urban Local Authority areas. AT strategies guidance should contain provision for infrastructure to be planned for the specific circumstances of island communities. Consideration should be given to different intervention rates in island and rural communities. |
| | Produce digital active travel mapping ("a network blueprint") for Scotland, which is informed by local authority transport strategies | Uncertain | There is some uncertainty around the way in which such a blueprint would be implemented in island communities. It is unlikely that conurbations within island communities would lend themselves to measures such as active freeways and it must be ensured that island communities do not experience a differential level of cycle provision as a result. This detail may be picked up through guidance on active travel strategies and this should be referenced in the action. |

Strategic Theme	Action	How is the Action likely to impact on island communities?	Comments and evidence relating to these groups with regards to the action
			ICIA
	Work with other policy areas to introduce localised active travel networks as part of a larger package - eg local development plans - to create efficiencies	Uncertain	Further information on type and scale of measures that could feasibly be delivered for island communities would need to be provided to enable the potential impacts to be assessed.
	Support the travel demand management measures aligned with the national 20% car km reduction route map	Minor Positive	This target is noted to broadly apply to reducing the frequency of short-distance car trips, primarily within heavily urbanised areas and underlying issues that are sought to be addressed may not be fully representative at an island-community level. However, many short distance car trips are made in island communities which could be made on foot or by bicycle if people across the country were encouraged to question their travel choices.
	Review how active travel/cycling schemes are appraised – broaden the benefits to include social, economic and equality benefits	Minor Positive	This option would support Active Travel appraisal for interventions were they have broadly low Value for Money (i.e. Benefit-to-Cost ratio) but have much wider health, equality and socio-economic benefits. This option would complement the recent Green Book Update by HM Treasury which emphasised the role and importance of the Strategic Fit of development proposals, moving away from solely focusing on the Value for Money criteria.
Monitoring	Expand and where possible align monitoring and reporting of cycling levels at local, city, regional and national level and share learning	Minor Positive	Option likely to improve data at local and regional level across Islands and their communities, consideration would need to be made to how monitoring and reporting can be expanded to gain a representative sample size of user groups and prevent process disproportionately collecting data solely in urban areas.
	Continuously monitor and evaluate the impact of active travel investment and embed learning in future investment decisions	Minor Positive	Would increase knowledge sharing of best practice when considering and developing future Active Travel facilities and infrastructure, however future investment decisions must be informed by a variety of case studies and consideration must be applied to include relevant references from infrastructure and facilities delivered across the Islands.
	Conduct research on the social, environmental and economic factors influencing network planning, for example pandemic	Minor Positive	Likely to provide positive benefits for how network planning is considered at an Islands perspective, however assessment criteria may need to be expanded to reflect differing processes undertaken in island communities at both an urban and rural scale.

Strategic Theme	Action	How is the Action likely to impact on island communities?	Comments and evidence relating to these groups with regards to the action
			ICIA
	recovery and climate change impacts		

Appendix B : Consultation Responses and Actions

Name/ Organisation	Comment/Feedback	Actions
Withheld	There needs to be specific co-design activities and support for Island and Rural Communities	The ICIA assessment highlights the potential impacts on island communities of approach to network planning which is potentially more suited to dense urban centres. Assessment recommends specific provision for rural and island communities should be considered within the Cycling Framework.
Withheld	Needs to have some assessment on whether the proposed intervention will help deliver water resilient places or make it harder / more expensive to deliver water resilient places in the future.	A Strategic Environmental Assessment (SEA) Screening exercise has been completed and submitted to the SEA gateway. Screening assessment determined that a full SEA is not required of the Cycling Framework. However, Transport Scotland expect all partners to conduct an applicable assessment of environmental impacts associated with any active travel planning or project. There would also be an expectation that any likely significant effects identified through these processes would be monitored proactively at the plan and project level
Withheld	It has proved to be a great mode of public transport in more advanced countries, delivering benefits to social aspect of life , health in all forms , local finance , happiness levels , crime reduction and so on. Stop the bureaucracy, deliver quality active infra ASAP & of a good, smooth, quality	Further details of the evidence for cycling interventions are contained within the SEQIA and the final Cycling Framework and delivery plan will set out the priorities for investment over the next 5-10 years
Withheld	Have island communities been involved in developing the draft assessment?	The process for developing the assessment is outlined in Section 2. There have opportunities for stakeholder and public input into the process at re-screening, screening and assessment stages. During this process feedback has been received from local authorities with island communities and RTPs representing island areas. The assessments have been updated and adapted accordingly.
Tim King	This always neglects rural, coastal communities.	Though the ICIA focuses solely on island communities, the assessment acknowledges problems of transport poverty in both rural and island communities identified within the evidence review and seeks to mitigate these though additions or changes to the Cycling Framework.

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Withheld	Too much focus on cycling and not enough focus on disabled access and the right infrastructure to support their travel. Let's get disabled people more easily to their work or holidays and, in turn, that should also benefit cyclists and other road users.	Access to adaptive bikes is referred to under the theme of 'Fair Access' and further scrutiny of all policies in regard to disables access is incorporated into the SEQIA.
Jon Jewitt	Why do we need an impact assessment when we know what the impact would be. Look at the Netherlands...! Just look at what they have achieved and copy them. Don't spend half the budget on thinking about what we need to do. Just do it. Spend the money on the ground, not glossy brochures.	Noted
Withheld	What waste of time can't even get a bus or demand transport I'm not cycling 6 miles on the winding road as I can't physically do so anyway. Never mind bicycles try something with four wheels we are completely isolated.	Improving public transport in rural areas is outside the scope of the cycling framework. However, links to public transport and carriage of bikes on buses and trains are included as actions within the framework.
Paul Bailey	"Island communities may be either positively or negatively impacted by this proposed action, if any changes to the TRO process result in alteration to the level of consultation required." When SpacesforPeople measures were installed, we were promised that there would be consultation because a TRO had to have consultation. Now it appears that is not the case. Absolutely unforgivable to put out a questionnaire like this with no links	Assessment has been updated to include recommendation that wording be added to ensure opportunities for consultation are retained, in-line with Scottish Government Guidance: https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/

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Withheld	CI.11 is listed as having "uncertain" impact; suggest this should be minor negative as stated in the comments/evidence: "Fast-track powers which do not include a sufficient element of consultation and engagement with local communities, including crofters could have potentially significant negative impacts." CI.12 is listed as having "uncertain" impact; suggest this should be major negative as stated in the comments/evidence: "This action has the potential to impact island communities by favouring an approach to network planning which is more suited to dense urban centres, unless specific provision island communities is considered." CI.15 is similarly listed as having "uncertain" impact; suggest this should also be major negative as stated in the comments/evidence: "This action has the potential to impact island communities by favouring an approach to network planning which is more suited to dense urban centres, unless specific provision island communities is considered." NPM.1 is listed as having "uncertain" impact; suggest this should be minor positive, as many short distance car trips are made in island communities which could be made on foot or by bicycle if people across the country were encouraged to question their travel choices.	Assessment scores relating to consultation have been reviewed for consistency and updated to "Minor Negative" on application of mitigation that wording be added to ensure opportunities for consultation are retained, in-line with Scottish Government Guidance: https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/ The ICIA assessment highlights the potential impacts on island communities of approach to network planning which is potentially more suited to dense urban centres. Assessment recommends specific provision for rural and island communities should be considered within the Cycling Framework. As above. Agree, have updated score and wording in the assessment.
Withheld	We are pleased to see the inclusion of island communities, as women from the Scottish islands have explained that transport infrastructure is poor. They have highlighted that the islands have poorer sports and exercise facilities, and as such walking, running, and cycling are key methods to stay active. However, due to a lack of walking or cycle paths which avoid main roads, or go through areas of natural beauty, they are prevented from doing so. It is therefore integral that the Scottish Government work to further advance the road and path quality across the islands to ensure women feel safe and comfortable to take part in active transport. • "With this new healthcare hub they're talking about, they're going to take	Impact assessment demonstrates that active travel strategies could include policies and infrastructure directly targeted at these underrepresented groups such as segregated infrastructure, supporting Scottish Road Safety Framework and improved access to bikes through bike share.

Name/ Organisation	Comment/Feedback	Actions
	away the swimming pool…we just have so few ways to stay fit here." • "They're telling us to get more active by walking, but we don't have any safe paths. Also, we get lots of people visiting to cycle on the island – but no cycling routes? That just means there's more likely to be an accident." • "I know friends of mine who live really rurally and have kids, they've had to fight to get the school bus to pick the kids up at a safe spot, they were having to stand on the verge with traffic going by at 60mph"	
Withheld	The Island Communities Impact Assessment is strong in highlighting the benefits and concerns that could be felt across Scotland within the context of our Island communities. Whilst also highlighting specific benefits and concerns that are unique to Island communities such as the following three examples which are worth discussing: > CI.7 is a strong point as it highlights the benefits that could make a difference for those living in the Isle of Skye. The ability to include more cycle network could have a positive impact on tourism to the Isle of Skye. > FA.3 is good as it recognises the importance of local bus networks to island communities. It mentions how there is a need to consider impact on passenger capacity on busy routes at the same time. Therefore, it is important to support small private operators to help them benefit from increased provision for cyclists rather than feel overwhelmed, especially in tourism season. > It is encouraging to see the recognition of the complex travel patterns that island communities have with reaching educational facilities. Perhaps increased emphasis could be made for multi-modal trips if that is possible in a scenario.	Noted
Aberdeen City Council	The wording of the actions subject to assessment does not match the wording of the actions in the overarching consultation document. While this is unlikely to impact on the overall assessment outcomes, consistency in the wording of the actions would be expected.	Wording corrected and assessment cross checked against previous order of actions. As noted, the outcome of the assessment is not significantly altered.

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Withheld	We welcome the recognition that local circumstances on islands are different from the rest of the country, and that cycling needs differ compared to the rest of Scotland. We would like to see more recognition of the need for integration of public transport and cycling infrastructure, which would encourage diversion from car use for everyday journeys. We welcome the inclusion of tourism as an asset for island communities. Tourist cycling routes are a good example of support infrastructure in rural areas and could also be used for everyday journeys as they are also accessible to locals.	The ICIA assessment highlights the potential impacts on island communities of approach to network planning which is potentially more suited to dense urban centres. Assessment recommends specific provision for rural and island communities should be considered within the Cycling Framework. Improving public transport in rural areas is outside the scope of the cycling framework. However, links to public transport and carriage of bikes on buses and trains are included as actions within the framework. The potential value of cycle tourism to island communities is highlighted in Section 3.4 and assessment of the creation of cycling strategies.