

REGIONAL TRANSPORT STRATEGY

2015-2036
REFRESH

EQUALITY IMPACT
ASSESSMENT



Equality Impact Assessment – Tactran RTS Refresh

An Equality Impact Assessment aims to assess policies to ensure that all groups in the population are affected equally.

The Equality Act 2010 (Statutory Duties) (Scotland) Regulations 2011 imposed specific duties on Scottish public authorities including RTPs. The purpose of the specific duties is to ensure better performance by those authorities to have regard to the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act, to advance equality of opportunity, to foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

This Equality Impact Assessment reflects that the strategy is a high-level document and is put into effect by an RTS Delivery Plan which was approved by the Partnership in June 2009 and is also the subject of review.

This Equality Impact Assessment supports the aims of the UN Convention on the Rights of People with Disabilities to “promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, and to promote respect for their inherent dignity”.

Name of policy

Tactran Regional Transport Strategy (RTS) Refresh

Purpose of the policy

The RTS 2008 - 2023 was approved by the Scottish Government’s Minister for Transport, Infrastructure and Climate Change in June 2008 and published in October 2008. It sets out a Vision and Objectives over a 10-15 year horizon for meeting the transport needs and businesses throughout the region.

The Refresh updates and revises the RTS in response to policy and other changes since finalisation of the RTS in 2008. The core aims and objectives of the RTS remain consistent and relevant, in terms of the Partnership’s statutory role, functions and duties, and aligning with and supporting the achievement of national and local outcomes, as defined in the National Performance Framework and Community Planning Single Outcome Agreements (SOAs). The intention is not to change the direction of the RTS.

Who is affected by the policy?

The RTS Refresh affects a range of stakeholders and the general public, including potentially everyone who makes any form of journey. The RTS Objectives are being refreshed following consultation. These have been developed under six broad themes:

- Economy: To ensure transport helps to deliver regional prosperity;
- Accessibility, Equity and Social Inclusion: To improve accessibility for all, particularly for those suffering from social exclusion;
- Environment: To ensure that the transport system contributes to safeguarding the environment and promotes opportunities for improvement;
- Health and Well-Being: To promote the health and well-being of communities;
- Safety & Security: To improve the real and perceived safety and security of the transport network;
- Integration: To improve integration, both within transport and between transport and other policy areas.

Gathering and analysing the evidence

Transport affects all sectors: the general public, communities and businesses. They can all benefit from the Strategy. Evidence has been gathered for each of the equality groups, people who share “Protected Characteristics”. This will be considered together with additional evidence from consultation, which in turn will inform the final RTS Refresh.

Age

Evidence from research and statistics

Age is a significant factor in an individual's transport requirements and ability to access different modes of transport. These differ by different age groups.

Most young people (up to the age of 15) rely on their parents to drive them to and from places (Young people and transport, Scottish Government 2002). At other times they are dependent on public transport, cycling or walking and consequently are more restricted in locations they can access. Cost of public transport is a major issue especially as many child concessions cease to apply after the age of 15 (Transport & Young People, British Youth Council 2012).

Transport is important for older people, particularly over the age of 70 when infirmity may start to affect the ability to drive, for providing links to essential services and social networks. Research, including that by Help the Aged (Travel, access and older people, Help the Aged 2006) has identified a number of transport barriers that older people face when undertaking journeys, both on foot and by public transport. These include physically inaccessible transport vehicles, the pedestrian environment, safety concerns, and attitudes of transport staff. Accessibility to key services, particularly health care, is a major issue for those without access to a car.

Evidence from consultation

Consultation responses indicated that age-related deafness and visual impairment associated with increasing incidence of diabetes are major issues. It is anticipated that the age threshold of the development of hearing impairment currently from the age of 60 will fall to 40 due to changes in lifestyles and use of IT, particularly the wearing of earphones at home. Noise induced tinnitus is also increasing among young people.

Impact of policy

The RTS Refresh will have a positive impact for different age groups.

The RTS refresh includes the Objective - **Accessibility, Equity and Social Inclusion**: To improve accessibility for all, particularly for those suffering from social exclusion, which includes sub-Objectives - Reducing severance and social

and economic isolation caused by transport, or by a lack of it; and Improving the accessibility and inclusivity of the transport system. The Objective **Safety & Security** aims to improve the real and perceived safety and security of the transport network and includes sub-Objectives to improve transport-related safety and improve real or perceived levels of personal security related to the transport network.

Specific policies and proposals that will address age-related issues are:

- developing a public transport network, including DRT schemes, that is accessible to all and enables people to access the region's main centres of employment, retail, education and tourism;
- ensuring that health and transport provision are considered and planned in a coordinated manner and put into effect the regional Health & Transport Framework.

The Regional Buses Strategy recognises that travel costs can be a barrier to travel and aims to make the best use of the various and multi-journey ticketing options available.

Disability

Evidence from research and statistics

Evidence shows that disabled people experience considerable disadvantage in terms of travel and transport, and that experiences vary for people with different types of disability e.g. physical, sensory, chronic health conditions, mental health support needs and learning disabilities (Travel Behaviour, Experiences and Aspirations of Disabled People, Penfold et al 2008 - <http://webarchive.nationalarchives.gov.uk/20091003125851/http://www.dft.gov.uk/pgr/scienceresearch/social/travelbehaviours>)

Data from the Scottish Household Survey suggest that around a quarter of adults in Scotland has a disability and/or long-term illness, with almost half being older people. Disabled people make fewer journeys and are more reliant on public transport for making these journeys than the general population.

Different groups of disabled people experience different issues with transport:

- (a) disabled people with physical impairments and chronic health conditions tend to have access to a car, often as a driver. The car is the predominant mode of transport for a variety of purposes. Using alternative modes of transport requires overcoming barriers in relation to journey planning, physical access and facilities and the approach of transport staff. There are issues about whether all aspects of a journey are accessible, more information relating to physical accessibility and the assistance from transport staff;
- (b) disabled people with sensory impairments, including people with visual and hearing impairments, are heavily reliant on using public transport in helping them achieve social integration. Barriers to transport use encompass issues relating to physical access, information and communication, attitudes of transport staff, confidence and cost;
- (c) disabled people with mental health support needs are reliant on public transport for making journeys. Key difficulties experienced by people in this group in relation to travel are confidence issues and affordability. Routine and planning are important in people's confidence to travel, also choice of mode, having a travel companion, and the attitudes of transport staff;
- (d) disabled people with learning disabilities typically use several transport modes including: community transport, public transport, private car and taxis/private hire vehicles. Key enablers for travel are travel training; accessible transport information; a safe street environment and space on public transport; and, positive interactions with transport staff and other transport users.

Evidence from consultation

Consultation generally stressed the difficulties disabled people experience and the need to integrate journeys to ease travel. Cost of travel is a major issue as disabled people are less likely to receive additional Benefits and this is likely to worsen with current Benefit changes. The effects of disability can be compounded as, for example, deaf people are likely also to have mental health problems because of social isolation.

DeafLinks commented about the lack of facilities for profoundly deaf people. They require visual aids in simple written English, timetables that are easy to

understand, displays at bus stops and clear destination displays on buses and suggested that bus companies should issue drivers with maps of bus routes to allow deaf passengers to show where they wish to alight.

The need for induction training and continuing disability awareness training for public transport staff, including as part of Driver CPC, was stressed.

The need to publish material in Easy Read for people with learning disabilities and provide transcriptions to BSL, etc., was stressed.

Impact of policy

The RTS Refresh will have a Positive impact for disabled people.

The RTS refresh includes the Objective - **Accessibility, Equity and Social Inclusion**: To improve accessibility for all, particularly for those suffering from social exclusion, which includes sub-Objectives - Reducing severance and social and economic isolation caused by transport, or by a lack of it; and Improving the accessibility and inclusivity of the transport system.

Specific policies and proposal that will address disability-related issues are:

- developing a public transport network, including DRT schemes, that is accessible to all and enables people to access the region's main centres of employment, retail, education and tourism;
- maximising the role and contribution of Community Transport, social enterprise and car clubs in improving general accessibility and social inclusion.

In the Regional Buses Strategy policies and proposals aim to improve accessibility for those with mobility difficulties including bus stops and shelters, vehicles, the road and footway network, bus stations and Park and Ride facilities. It recognises that travel costs can be a barrier to travel and aims to make the best use of the various concessionary travel and multi-journey ticketing options available. It aims to consult with disabled representative groups to identify barriers to travel.

The Regional Travel Information Strategy aims to ensure people are better informed of their travel choices and are more aware of where they can access travel information when required either before or during their journey.

Gender reassignment

Evidence from research and statistics

There is no information about the particular needs or experiences of gender reassigned groups in relation to transport.

Evidence from consultation

Consultation responses suggested that such groups may temporarily experience difficulties similar to those for disabled people.

Impact of policy

Same as for disabled people.

Pregnancy and maternity

Evidence from research and statistics

There is no information about the particular needs or experiences of pregnancy and maternity groups in relation to transport.

Evidence from consultation

Consultation responses suggested that such groups may temporarily experience difficulties similar to those for disabled people.

Impact of policy

Same as for disabled people.

Race

Evidence from research and statistics

There are approximately 16,000 Black and Ethnic (BME) people in the region making up just over 3% of the population. There is little information on the use

of transport for BME people beyond the data available for the general population. Language may be a barrier to accessing travel and transport information and use of public transport.

Evidence from consultation

Consultation responses suggested that language issues relating to transport could helpfully be addressed through inclusion of transport information in English language classes.

Religion or belief

Evidence from research and statistics

There is no information about the particular needs or experiences of religion/belief groups in relation to transport.

Evidence from research and statistics

Consultation responses identified no particular needs or experiences of religion/belief groups in relation to transport.

Sex

Evidence from research and statistics

The Scottish Executive published Women and Transport: Guidance and Checklist in 2002

(<http://www.scotland.gov.uk/Resource/Doc/46746/0026936.pdf>).

This commented on the ways in which women's travel patterns differ from those of men:

- women tend to travel shorter distances than men;
- women have more limited access to cars than men;
- considerably fewer women than men have driving licences;
- women travel less in relation to their employment, and are more likely to work close to home and therefore to walk to work;

- women are more likely than men to travel by public transport, as car passengers and on foot;
- women's trips are more likely to relate to caring and family responsibilities, while men are more likely to travel for business and leisure;
- women make more trips to and from education (including escorting children) and more shopping trips than men;
- women make more journeys using public transport with children or otherwise "encumbered";
- women's journeys are more likely to involve a range of different forms of transport, whereas men's journeys often involve only cars.

Evidence from consultation

Consultation responses suggested that safety is an issue, especially after dark and there is a need for CCTV on buses and trains.

Impact of policy

The RTS Refresh will have a Positive impact on both males and females.

The RTS refresh includes the Objectives - **Accessibility, Equity and Social Inclusion**: To improve accessibility for all, particularly for those suffering from social exclusion, which includes sub-Objectives - Reducing severance and social and economic isolation caused by transport, or by a lack of it; and Improving the accessibility and inclusivity of the transport system; and - **Safety & Security**: To improve the real and perceived safety and security of the transport network, which includes the sub-Objective - Improving real or perceived levels of personal security related to the transport network.

A specific policy and proposal that will address gender-related issues is:

- developing a public transport network, including DRT schemes, that is accessible to all and enables people to access the region's main centres of employment, retail, education and tourism.

In the Regional Buses Strategy policies and proposals aim to develop a partnership approach to passenger safety that considers the whole journey, including the safety of key walking and cycling routes to and from bus stops and interchanges; identify and prioritise opportunities for enhanced provision of CCTV on vehicles and at key interchanges and corridors; and identify and

prioritise a programme of improvements and set appropriate standards for lighting provision at bus stops and interchanges across the region.

In the Regional Rail Strategy policies and proposals aim to support the maintenance or improvement of real and perceived levels of safety and personal security on the rail network; and develop a partnership approach to passenger safety that considers the whole journey, including the safety of key walking and cycling routes to and from railway stations.

Sexual orientation

Evidence from research and statistics

There is no information about the particular needs or experiences of different sexual orientation groups in relation to transport.

Evidence from consultation

Consultation responses suggested that safety is an issue, especially after dark and there is a need for CCTV on buses and trains.

Impact of policy

The RTS Refresh will have a Positive impact on all the different sexual orientation groups.

The RTS refresh includes the Objective - **Safety & Security**: To improve the real and perceived safety and security of the transport network, which includes the sub-Objective - Improving real or perceived levels of personal security related to the transport network.

In the Regional Buses Strategy policies and proposals aim to develop a partnership approach to passenger safety that considers the whole journey, including the safety of key walking and cycling routes to and from bus stops and interchanges; identify and prioritise opportunities for enhanced provision of CCTV on vehicles and at key interchanges and corridors; and identify and prioritise a programme of improvements and set appropriate standards for lighting provision at bus stops and interchanges across the region.

In the Regional Rail Strategy policies and proposals aim to support the maintenance or improvement of real and perceived levels of safety and personal security on the rail network; and develop a partnership approach to passenger safety that considers the whole journey, including the safety of key walking and cycling routes to and from railway stations.

