



## EQUALITIES FORUM

Conference Room 7+8, Victoria Quay, Edinburgh, EH6 6QQ  
Monday 24th October 2016 – 2:00pm

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### AGENDA

1. **WELCOME AND APOLOGIES FOR ABSENCE.**
2. **MINUTES**
  - (a) Equalities Forum of 26<sup>th</sup> April 2016.
3. **PASSENGER TRANSPORT AUTHORITIES** – Report by George Eckton
4. **REVIEW OF SESTRAN LIAISON STRUCTURES** – Verbal Report by George Eckton
5. **EQUALITY OUTCOMES** – Report by George Eckton
6. **BOARD DIVERSITY/SUCCESSION PLAN** – Report by Emily Whitters
7. **THISTLE APP** – Report by Lisa Freeman
8. **ACCESSIBLE TRAVEL FRAMEWORK** – Report by Lisa Freeman
9. **NTS2 CONSULTATION** – Verbal update by Lisa Freeman
10. **UPDATE ON RTS** – Verbal update by Lisa Freeman
11. **EMERGING TRANSPORT BILL (RESPONSIBLE PARKING)** – Report by George Eckton
12. **RSA INCLUSIVE GROWTH COMMISSION** – Report by George Eckton
13. **ACCESS TO HEALTHCARE** – Verbal Update
14. **AOCB**

14<sup>th</sup> October 2016.

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## EQUALITIES FORUM

TUESDAY 26 APRIL 2016

ROOM 3H-55, VICTORIA QUAY

### Present

<b>Alastair Short (Chair)</b>	<b>SEStran</b>
<b>John Ballantine</b>	<b>SATA</b>
<b>Nikki Boath</b>	<b>SEStran</b>
<b>Lesley Crozier</b>	<b>East &amp; Midlothian Councils</b>
<b>Lisa Freeman</b>	<b>SEStran</b>
<b>Mike Harrison</b>	<b>Midlothian Access Panel</b>
<b>Hanne-Mary Higgins</b>	<b>SEStran</b>
<b>John Moore</b>	<b>LCTS</b>
<b>Kris Moore</b>	<b>XDesign</b>
<b>Gordon Mungall</b>	<b>West Lothian Access Committee</b>
<b>Catriona Scally</b>	<b>West Lothian Access Committee</b>

### Apologies

<b>Terry Barlow</b>	
<b>Jane Findlay</b>	<b>Fife Council</b>
<b>David Griffiths</b>	<b>ECAS</b>
<b>Alex Macaulay</b>	<b>SEStran</b>
<b>Alan Rees</b>	<b>SATA</b>
<b>Ken Reid</b>	<b>East Lothian Access Panel</b>
<b>Jane Steven</b>	
<b>Dennis Wilson</b>	<b>Edinburgh Access Panel</b>

<b>Ref</b>		<b>Actions</b>
<b>1</b>	<b>Introduction</b>	
	Mr Short welcomed the group and conducted round table introductions. Apologies were noted as above.  There were no matters arising from the minutes of the last meeting.	
<b>2</b>	<b>Thistle Card Update including App development</b>	
	Mr Short gave an update on Thistle Card distribution. He noted that the figures have dropped significantly over the last financial year. Mr Short highlighted that the Healthcare sector is the most prominent take up group. Mr Short reported that 2 RTPs are also promoting the Thistle Card and they are Tactran and SWestrans.  Mr Short reported that the Thistle Card app is currently being developed and he introduced Kris Moore of XDesign who is involved in developing the app. Mr Moore outlined how the app will be presented on smartphones. He explained that currently the app replicates the card however there is potential to continue to further develop the app. Mr	

	<p>Moore agreed to send details of the most up-to-date version and Lisa Freeman will circulate this information to the Forum.</p> <p>Lisa Freeman advised the Forum that their participation to assist with the development of the app would be useful. There was a general discussion with regard to ideas for the app.</p> <p>Catriona Scally suggested the addition of a symbol to support the primary disability sticker and offered to send over a list of symbols that could be useful on the app.</p> <p>Mr Short brought to the attention of the Forum that at the last meeting a suggestion of an audio facility for the app was put forward. Mr Short asked the Forum if they thought this would be a useful addition. The general consensus was that this could be valuable.</p> <p>Catriona Scally asked if there is any feedback from various disability groups who currently use the Thistle Card. She suggested contacting the Access Panel Networks to ask their members for feedback. She will forward a list of contacts to Lisa Freeman. The feedback from these groups could be useful for developing the app.</p> <p>It was also suggested that the app could be developed to have a share link to social media which would allow users to advocate the app. Also it was suggested that the app could contain a potential rating/feedback loop.</p> <p>There was an overall positive general consensus for the app. The icon for the app will be the Thistle as it widely recognised. The card scheme will continue to operate also.</p>	<p><b>Lisa Freeman</b></p> <p><b>Catriona Scally</b></p> <p><b>Catriona Scally/Lisa Freeman</b></p>
<b>3</b>	<b>Mobility Scooters update including tram trial</b>	
	<p>Mr Short advised the Forum that the tram trial has been running since 1 January 2016 and is ongoing. Mr Short passed around a leaflet with regard to the trial which states the acceptable type of scooter and that a permit must be obtained before a scooter can be taken onto the trams.</p> <p>Mr Short pointed out there is a list of scooter sizes that are accepted on different modes of transport on SEStran's website. Concerns were raised regarding scooter sizes. The general consensus was that there is no consistency with regard to scooter sizes on various modes of transport.</p> <p>The question was raised about how many people were involved in this trial. Alastair Short informed the group that he will investigate how many people are participating in the trial.</p> <p>Catriona Scally suggested that the Thistle Card app could potentially contain scooter information and tram permit.</p>	<p><b>Alastair Short/Lisa Freeman</b></p>

	A question was raised regarding a body at national level for transport methods complaints. Mr Short agreed to find out who is responsible at national level for the concerns raised regarding scooter sizes and health and safety.	<b>Mr Short</b>
<b>4</b>	<b>Rail Issues – Disability Audit Reston/ East Linton Station</b> - <b>Queen Street</b> - <b>Waverley/Haymarket/Edinburgh Gateway</b>	
	<p><u>Disability Audit Reston/East Linton Stations</u>  Mr Short invited the Forum to give their thoughts on the presentation at the last meeting regarding the disability audit for Reston/East Linton Stations. The general consensus was that the meeting was worthwhile and it was highlighted that it is important that Disability groups should be continuously involved as the project progresses.</p> <p><u>Queen Street</u>  A general discussion took place about the development at Queen Street. There was a general concern raised regarding passenger assistance. A suggestion was made that currently it would be advisable to book ahead for passenger assistance. It was also noted that clearly marked meeting points are important for assisted passengers.</p> <p><u>Waverley/Haymarket/Edinburgh Gateway</u>  A general discussion took place regarding Edinburgh Gateway and the issues highlighted are stated below:</p> <ul style="list-style-type: none"> <li>• Different rail levels</li> <li>• Very large distances to travel for those with mobility issues</li> <li>• Need to publicise station opening hours</li> <li>• Information regarding the Gateway Station could be confusing for those not familiar with the routes</li> </ul> <p>Mr Ballantine pointed out that Network Rail had done a presentation to City of Edinburgh Council regarding a possible plan to build a new taxi rank at the back of New Street car park. Mr Short advised the Forum that he will contact CEC to find out the progress of this consultation.</p>	<b>Mr Short</b>
<b>5</b>	<b>AOCB</b>	
	The Thistle Card has been nominated for the Accessibility Project Award at the Scottish Transport Awards on 16 June 2016. The other nominees in the category are Edinburgh Airport, Network Rail and Scottish Borders Community Council.	
<b>6.</b>	<b>Date of Next Meeting</b>	
	The date of next meeting is Friday 26 <sup>th</sup> August at 10am at Victoria Quay.	

## **Passenger Transport Authority**

### **1. INTRODUCTION**

- 1.1** The paper provides an update on the Board's approval on 23 September to engage Professor Tom Rye in a short piece of research to scope out the implications of SEStran moving to some form of (level 3) passenger transport authority model.

### **2. BACKGROUND**

- 2.1** At the June and September 2016 SEStran Board meetings, there was discussion, in the context of a Planning Review and the emerging Programme for Government, of SEStran moving from a Level 1 to a Level 3 RTP and becoming a Passenger Transport Authority.
- 2.2** The Board had previously highlighted the increasing disaggregation of strategic transport planning across Scotland. Identifying that, with the expected growth of Edinburgh City Region up to 2050 there should be active consideration and evaluation of some form of strategic integrated authority for all forms of transport for the SEStran area to ensure prosperity and accessibility into wider North of England labour markets. The recent Edinburgh City Region Deal proposals include the suggested creation of a Passenger Transport Authority.

### **3. PASSENGER TRANSPORT AUTHORITIES**

- 3.1** Previously, there were seven main UK metropolitan areas outside London which had a Passenger Transport Authority/Executive (PTAs/PTEs) of some form, including Strathclyde Partnership for Transport, which was formed by combining Strathclyde Passenger Transport Authority and Executive and the voluntary WESTRANS partnership under the Transport (Scotland) Act 2005. London currently has Transport for London which implements the Mayor of London's transport strategy and manages transport services.
- 3.2** PTAs in England were replaced by Integrated Transport Authorities (ITAs), late last decade and ITAs are now changing once again into Combined Authorities (CAs). Most ITAs/CAs retain a PTE as an implementation arm, although in some cases the PTE has been absorbed into the CA completely. Previously there were rail powers for PTAs but these were removed by the Railways Act 2005.
- 3.3** ITAs/CAs are responsible for setting out transport policy and public transport expenditure plans in their regions. These are then implemented by PTEs. Other outcomes or outputs delivered by PTEs are as follows:
- Production of a strategy or strategies for the development of regional public transport networks;
  - Plan and fund socially necessary bus routes;
  - Work in partnership with private operators to improve bus services

through bus priority schemes or quality partnerships;

- In certain UK areas they run concessionary travel schemes for older, disabled or young people;
- Planning and implementation of investment in local public transport networks including new bus, rail or active travel stations/hubs;
- Provide impartial and comprehensive public transport information services or regional integrated ticketing schemes; and
- Manage and maintain bus interchanges, bus stops and shelters

**3.4** It is very important to remember that bus services in ITA/CA areas in England remain deregulated and thus in the main provided in the same way as they are in Scotland, although there are additional powers to manage bus services available to all transport local authorities in England (Counties, Unitarians and ITAs/CAs) under the Local Transport Act (2008) that are not available in Scotland. In other parts of northwest Europe, passenger transport authorities normally franchise bus services in a regulated context in much the same way as happens in London.

#### **4. MODEL 3 AUTHORITY**

**4.1** Currently SEStran is a Model 1 RTP, with a primary duty to produce a Regional Transport Strategy. A Model 3 is an enhanced method of partnership delivery as described in previous paragraphs. In light of the City Region Deal proposals relating to transport and infrastructure, active consideration by Chief Officials is being given to utilising the provision in the Transport (Scotland) Act 2005 for the Regional Transport Authority to become a model-three authority. In effect this would mean assuming the powers of a Passenger Transport Executive. This would require agreement between the member authorities and consent from the Scottish Government. However, crucially from initial legal analysis would not require new legislation or reserved legislative decisions, given the devolved issues outlined in the Scotland Act 1998 concerning transport.

#### **5. FURTHER RESEARCH**

**5.1** Whilst there is a reasonable level of clarity on the legislative and legal implications of moving to a Model 3 authority, it was recognised that further discussions could benefit from specific research into the strategic and any specific high-level implications for the SEStran area.

**5.2** The Partnership Director recommended to the September Board meeting that commissioning a short study on the potential benefits for the SEStran area in transitioning to a Model 3 Regional Transport Authority should be undertaken and subject of a further report to the December 2016 meeting of the SEStran Board. The Board agreed to the recommendation on the 23 September.

**5.3** It is proposed that this piece of research should seek to test at a high-level all potential impacts/risks such a change on the following issues, alongside any further criteria agreed at the Board meeting, for the SEStran area:

- Planning and delivering transport solutions for all modes of transport across the region;
- The short, medium and long-term impacts and benefits of a change to a Model 3 Regional Transport Partnership and within this a high-level analysis of the prioritisation of actions to address current constraints on regional transport outcomes;
- Impact on positive pricing, multi-modal journey integration and economies of scale through regional travel planning, procurement and asset management;
- Improved cross-regional mobility for regional labour, training and employability;
- Improved community connectivity where there are no commercial services presently or services are under pressure;
- Provision of transport for people with disabilities and intersectionality across groups; and
- Contribution to the health, employability and welfare reform agendas.

**5.4** In the context of Scotland's Economic Strategy and its policy framework for Inclusive Growth it may also be that the Board wish any research to consider the impact of a model three RTP on the multidimensionality of Inclusive Growth in the South East of Scotland. This could lead to the inclusion of well-being, equality of opportunity/social mobility, participation, economic geography and environmental sustainability assessment criteria. The impact of a PTA/RTP on wealth and inequality alongside potential innovation benefits and infrastructure/enterprise benefits for the South East of Scotland. There could be a particular impact on the labour market, long-term enterprise trends, accessibility to more and better quality jobs and ensuring that all have the opportunity to contribute to all sectors of the economy.

**5.5** At the September Board meeting, there was also requests from Board members for the following issues to be investigated by Professor Rye, albeit with a recognition that they couldn't be fully scoped within the present research timescales and funding:

- Scale of full funding for concessionary fares: comparisons between England and Scotland levels of Bus Service Operator Grants (BSOG) levels;
- The potential impact of regulation on outcomes detailed in paragraphs 5.3. and 5.4 above;
- A request for a commentary on whether a larger organisation have resilience benefits alongside the issues of political priority and purpose;
- Comparison of SEStran to other PTAs in Europe and UK;
- Examples of road network and maintenance powers exercised by other PTAs.
- A request for a summary of the main forms of Governance of PTAs in terms of committee structure and proportions of political and

non-executive representation.

- What the relationship would be between Transport for Edinburgh and SEStran;
- The relationship between strategic Land-Use and Transport Planning;
- Benefits to Falkirk and Clackmannanshire of joining a City Deal PTA, and the potential impact on Stirling as a neighbouring authority given Clackmannanshire's joint public transport unit with Stirling.

## **6. RECOMMENDATION**

- 6.1** Forum members are invited to note and comment upon the ongoing work by Professor Rye on Passenger Transport Authorities.

George Eckton  
**Partnership Director**  
14<sup>th</sup> October 2016



## **SEStran Equality Outcomes 2017 – 2021**

### **1. BACKGROUND**

- 1.1** The paper outlines the requirement for SEStran as a listed public body under the Equality Act 2010 and the Equality Act 2012 (Scotland) Specific Duties Regulations to publish a set of Equality Outcomes covering the period April 2017 – March 2021 which it considers will enable it to better perform the equality duty.
- 1.2** The general equality duty requires public authorities, in the exercise of their functions, to have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct that is prohibited by the Equality Act 2010.
  - Advance equality of opportunity between people who share a relevant protected characteristic and those who do not.
  - Foster good relations between people who share a protected characteristic and those who do not.
- 1.3** The Act also outlines that a person who is not a public authority but who exercises public functions must, in the exercise of those functions, have due regard to the matters mentioned above. Further, they should have due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not, in particular the need to:
- Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic.
  - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
  - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 1.4** The Act also states as part of the duty that in exercising its functions the authority should have regard to the steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled including steps to take account of disabled persons' disabilities. Furthermore, having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular to the need to tackle prejudice and promote understanding. The Equality Act highlights that compliance with the Public Sector Equality Duty may involve treating some persons more favourably than others, but that does not permit conduct otherwise prohibited under the Act.

- 1.5** The relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

## **2. PURPOSE**

- 2.1** The purpose of the 2017-2021 SEStran Equality Outcomes report is to identify details of actions being progressed, to assist SEStran in performing the public sector equality duty under the Equality Act 2010, specifically the 2012 specific duties regulations.

The 2012 Specific Duties Regulations require:

- each listed authority to publish a set of equality outcomes which it considers will enable the authority to better perform the general equality duty. It must publish a fresh set of equality outcomes within four years of publishing its previous set.
  - In preparing this set of equality outcomes, the authority must take reasonable steps to involve people who share a relevant protected characteristic and any person which appears to the authority to represent the interests of those people.
  - The authority must also consider relevant evidence relating to people who share a relevant protected characteristic.
  - If an authority's set of outcomes does not seek to further the needs of the general equality duty in relation to every relevant protected characteristic, it must publish its reasons for proceeding in this way.
  - An authority must publish a report on the progress made to achieve its' equality outcomes every two years.
- 2.2** The Equality and Human Rights Commission (EHRC) has published guidance on Equality Outcomes<sup>1</sup> in June 2016 specifically aimed at Scottish public authorities. The guidance is clear that an equality outcome is a result which an authority aims to achieve in order to further one or more of the needs mentioned in the general equality duty. In other words, an equality outcome should further one or more of the following needs: eliminate discrimination, advance equality of opportunity and foster good relations. An example is in appendix 1.
- 2.3** The final outcomes report will detail relevant policies, projects and processes, including employee information disaggregated by equality characteristics and a gender pay gap calculation. The report will also outline a set of equality outcomes SEStran will seek to achieve across the next 4 years and beyond in a proportionate manner relevant to the public functions it exercises.
- 2.4** The 2012 regulations also outline that if a set of equality outcomes published by a listed public authority does not seek to further the needs of the equality duty, in relation to every relevant protected characteristic, the authority must publish its reasons for proceeding in this way.

## **3. OUTCOMES 2013 – 2017**

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<sup>1</sup> [https://www.equalityhumanrights.com/sites/default/files/2\\_equality\\_outcomes\\_-\\_formatted.pdf](https://www.equalityhumanrights.com/sites/default/files/2_equality_outcomes_-_formatted.pdf)

- 3.1** SEStran published our first set of Equality Outcomes<sup>2</sup> in March 2013 and a Mainstreaming Report<sup>3</sup> on progress was published in March 2015. The EHRC guidance outlines a need to review progress against and continuing relevance of the public bodies previous set of outcomes before setting a new set of outcomes.
- 3.2** The 2013-2017 outcomes focused on policy related and employer related outcomes. SEStran had more outcomes than the Scottish Government despite having a much narrower function, and a clear result of this review should be to focus on clearer outcomes, rather than actions/outputs. SEStran currently has 28 proposed outcomes for better performance of the Equality Duty whereas the Scottish Government proposed 7 in their 2013-2017 report.
- 3.3** For context, a number of the outcomes are based on the existing Regional Transport Strategy, developed in 2006/07 when SEStran had a considerable capital budget. In the course of subsequent years, this funding was removed from SEStran's control, reducing the capability of SEStran to directly influence delivery of many of the outcomes.
- 3.4** Moving forward, a number of the policy or employer related outcomes could be continued as part of a wider outcome, a number of outcomes need to be consolidated and it could be argued a number of outcomes should not be continued in their present form. Appendix 2 provides an update on the progress with the outcomes specified for 2013-2017. The 2017-2021 outcomes will need to focus on the current functions, resources and capabilities of SEStran.
- 3.5** The EHRC guidance is clear that we need to set proportionate and relevant equality outcomes taking account of the organisation's function and resources, which seek to better perform the general equality duty. The outcomes we all co-produce need to further: the elimination of discrimination, advance equality of opportunity or foster good relations. The results of the outcomes should achieve identifiable improvements. The guidance also says we should aim to produce the Business Plan in tandem, so there will be a need to mainstream this work into the 2017-18 Plan.
- 3.6** SEStran has a very specific remit to produce a Regional Transport Strategy, alongside our duties as an employer, which would appear to SEStran officers to provide a very clear and defined scope for developing equality outcomes. Therefore, it is proposed that SEStran should seek to develop an outcome around each of the following 3 strategic issues:
- An equitable, Diverse and Representative Organisation
  - Transport Policy Integration – Equality and Diversity Matters
  - Safe, Accessible and Equitable Regional Transport Network
- 3.7** SEStran officers recognise that the three areas of focus above do not cover all that we could do on equality, but they focus on our main functions and

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<sup>2</sup> [http://www.sestran.gov.uk/uploads/Draft\\_Equalities\\_outcome\\_report\\_update.pdf](http://www.sestran.gov.uk/uploads/Draft_Equalities_outcome_report_update.pdf)

<sup>3</sup> [http://www.sestran.gov.uk/uploads/A10\\_appx\\_1\\_SEStran\\_Mainstreaming\\_Feb2013.pdf](http://www.sestran.gov.uk/uploads/A10_appx_1_SEStran_Mainstreaming_Feb2013.pdf)

duties. We recognise that there are important issues in terms of equality, but these are within the duties of other public bodies.

- 3.8 The three areas of activity are suggested as the areas of focus for activity over the next 4 years as they represent have been raised by stakeholders as key issues, have areas of policy and practice which can be addressed through our functions and these are supported by the available evidence.
- 3.9 However, it is also proposed that there is a need to revise the format for presentation of the Equality Outcomes and a suggested format is included in appendix 3, broadly based on the Scottish Government's current format for their Equality Outcomes 2013-2017.

#### **4. DUTY TO REPORT**

- 4.1 SEStran will publish a new set of equality outcomes, a progress report on previous equality outcomes and a progress report on mainstreaming the equality duty in April 2017.

#### **5. EVIDENCE BASE**

- 5.1 The Scottish Government launched an Equality Evidence<sup>4</sup> web resource in June 2012, which provides a wealth of data and other evidence with accompanying commentary, background papers, and links to further information. This will be a valuable source of data for formulating SEStran's next set of outcomes but also identifies gaps in data which we need to address over the next 4 years. There is a specific section on transport and travel<sup>5</sup>.
- 5.2 The EHRC guidance talks about a reasonable level of data and analysis and outlines 5 main criteria for Outcomes: scale, severity, concern, impact and remit. The guidance highlights that any outcomes emerging from evidence, should focus on addressing the most significant inequalities from evidence of data and involvement of stakeholders. From which public bodies should set outcomes which will have the most impact and focus efforts on what proportionately we can be best in terms of SEStran's function.
- 5.3 The identified equality outcomes need to be as far as possible specific and measureable, albeit they don't need to be hard/tangible outcomes in terms of measurement e.g. emissions reduced. An example the guidance does highlight is around non-tangible outcomes e.g. women feeling confident about using public transport after dark. The guidance is also clear in terms of seeking to counsel public authorities to avoid vague outcomes, for example have a more diverse workforce.
- 5.4 Therefore, whilst the Scottish Government evidence base has a wide range of data, we must retain a clear focus on the function of SEStran and therefore

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<sup>4</sup> <http://www.gov.scot/Topics/People/Equality/Equalities>

<sup>5</sup> <http://www.gov.scot/Topics/People/Equality/Equalities/TransportTravel>

limit discussion to what SEStran's functions can achieve in terms of the performance of the public sector equality duty.

## **6. GUIDANCE – PARTICIPATION**

- 6.1** One of the first suggestions from the guidance is the need to involve staff with the process. Members should be aware that SEStran employees met in September to discuss the process of reviewing the set of outcomes ahead of presentation of this report to the Equalities Forum.
- 6.2** One of the suggestions emerging from that meeting was the need to formulate a project plan and participation statement to better enable the involvement of individuals and groups representing those with protected characteristics under the Equality Act to know how and when they can engage in shaping SEStran's Equality Outcomes and alongside this, the SEStran Business Plan for 2017/18.
- 6.3** The emerging proposal for the Forum to consider endorsing is that this participation statement should be published and also that we seek December 2016 Board approval for a 4-6 week consultation on the draft set of Outcomes.

## **7. CONCLUSION**

- 7.1** The Equality Forum are asked to comment on the proposals for SEStran's review of its 2013-2017 outcomes and proposals for setting a new set of outcomes to cover 2017-2021.

George Eckton  
**Partnership Director**  
14<sup>th</sup> October 2016

**Appendix 1** – EHRC Equalities Outcomes Guidance Example

**Appendix 2** – Progress with 2013 – 2017 Outcomes

**Appendix 3** – Proposed new format

**Appendix 4** – Equality Outcomes and the Public Sector Equality Duty Participation Statement

### Equalities & Human Rights Commission – Equalities Outcomes Guidance

#### Example 1

A council has a corporate objective to improve the road network and influence improvements in public transport, and has allocated significant resources to carry out a programme of work over the next four years to achieve this. It decides to set an equality outcome which will form part of the local transport strategy and also contribute towards the work of the regional transport partnership.

**Inequality problem:** When considering relevant evidence across its planning and development function and input from its involvement activities, the council found that: A lack of regular, accessible and direct transport disproportionately prevents disabled people and older men and women from being able to participate in all aspects of life – employment, health, shopping, local activities, etc.

- Disabled people are more likely to use and rely on a bus service than non-disabled people, and are more likely to use a bus service than a train service.
- Adults with impairments were significantly more likely than adults without impairments to experience difficulties getting in and out of local buses and trains. Some of the difficulties include a lack of seating at bus stops and bus drivers not lowering the bus to enable entry and exit of the bus.
- There are gender differences in travel and transport needs: women tend to rely on public transport more than men, especially low-income women; and women are more likely to make complex journeys, often travelling to childcare, school, work and shops.
- Public transport and lack of childcare facilities and shops near employment locations impacts on women's ability to participate in the labour market.
- Women and older people feel more vulnerable than average using public transport and being out alone after dark, especially in the inner city and social housing estates.

**Equality outcome:** Women, older people, and disabled people have access to people, goods and services in their local area through safe and sustainable transport.

**General Equality Duty:** Advance equality of opportunity

#### Outputs:

- Lighting upgraded at all bus stops and in high crime areas
- Twenty bus shelters fitted with additional seating along one key route
- Twenty-five bus stops upgraded to shelters following requests from residents
- New road layout and bus network in town centre designed (based on balancing the needs of all community members) and implemented
- New timetable for two key bus routes successfully negotiated with partners
- Equality groups and communities attending regular passenger panel meetings to review the implementation of transport schemes

#### Activity:

- Plan and implement new transport schemes for the council area to improve: accessibility; traffic and demand management; and safety
- Consult and involve equality groups and communities to identify their needs and barriers
- Assess the impact of the schemes on equality at the start of the process, and continue to review and update the assessment throughout its implementation to avoid negative impacts
- Consider evidence from across the council and partner organisations to make appropriate links to other corporate objectives. For example, to support the local economy, improve employability, increase healthy living and advance equality of opportunity.

## PROGRESS WITH 2013-2017 OUTCOMES

Proposed Outcome	Action	2013 – 2017 Progress
To provide a forum for consultation on SEStran policy	Provide an Equalities Forum	The SEStran Equalities Forum has been running successfully since 2009.
An equality audit procedure for proposed initiatives and projects	Develop and implement a procedure.	This outcome has not been taken forward.
A monitoring process that specifically identifies equality issues.	Identify equality issues and relative monitoring requirements.	Equalities monitoring has been reported in the annual report which is presented to the SEStran Board.
Monitor and report progress on equality issues	Include a report on progress in our Annual Report	As above, progress has been reported in our annual report.
All documents produced by SEStran to be accessible to all aspects of the community	Provide a translation/Braille facility for any published documents as necessary. Provide large text/speech facilities for documents on the web site.	These are available on request.



Improved accessibility for those dependent on public transport	RTS Policy 3 – Encouragement will be given to the improvement of all aspects of bus services (services, vehicle quality, fares, infrastructure, bus rapid transit, and integration) as a means of reducing congestion and enhancing accessibility.	SEStran have consulted on accessibility issues such as accessibility at Waverley and Haymarket stations and lobbied on behalf of the Equalities forum.  Development of RTPI.
Improved public transport affordability	RTS Policy 6 – SEStran will support intervention or seek to intervene where affordability is recognised by the Partnership as a barrier to the use of public transport.	Following a change to RTP funding this no longer became a deliverable outcome.
Improved public transport accessibility for deprived and rural communities	RTS Policy 18 – SEStran will seek to ensure that communities with poor access to employment by PT and low car ownership / high deprivation will be the subject of targeted measures to address this.	Following a change to RTP funding this no longer became a deliverable outcome.
Improved accessibility for those with no access to a car	RTS Policy 19 – Where improvements in accessibility are found to be require, the RTS will seek, in the first instance, to deliver these by enhancing conditions for pedestrians, cyclists and public transport users	Following a change to RTP funding this no longer became a deliverable outcome.

Equal opportunities audit of all interventions	RTS Policy 25 – All interventions will be subject to an equal opportunities audit to ensure that they promote equal opportunities in accordance with the law.	Following a change to RTP funding this no longer became a deliverable outcome.
Improved access to PT for those with mobility problems.	RTS Policy 26 – SEStran will seek to ensure that people who have difficulties in using conventional public transport due to disability will be the subject of targeted measures to address this.	SEStran developed the Thistle Card to assist elderly and disabled people in using public transport. This has been very successful.
Improved access to health facilities by PT.	RTS Policy 27 – SEStran and its constituent authorities will work in partnership with Health Boards and the Scottish Ambulance Service to improve access to health services and to reduce congestion caused by travel to these services.	Facilitated the Access to Healthcare forum.
Facilitation of independent travel by children.	RTS Policy 34 - There will be a presumption in favour of schemes that lead to greater physical activity, and that facilitate independent travel especially by children.	Following a change to RTP funding this no longer became a deliverable outcome.
Enhanced security particularly for women who are discouraged from using public transport by personal security concerns.	RTS Policy 35 – There will be a presumption in favour of schemes that enhance personal security, especially for	Provided funding for lighting on cycle paths to increase safety.

	pedestrians, cyclists, and public transport users.	
Quality audit of all interventions to ensure needs of all aspects of the community are addressed.	RTS Policy 40 – All projects and interventions will be subject to a quality audit to ensure they maximise opportunities to meet all RTS objectives.	This outcome was not developed.
Ensure equalities issues are considered in project justification/ prioritisation	Include equalities section in project prioritisation/justification pro forma.	Following a change to RTP funding this no longer became a deliverable outcome. If SEStran had the funding to initiate our own projects we would ensure that equalities issues were embedded in project justification.
Ensure equalities progress is reported to the board annually	Included in annual progress report on equalities	Equalities Progress is reported annually through the RTS Monitoring report.
Ensure equalities issues are integral to our future planning	Include section on equalities in the annual business plan	Equalities issues have been included in the annual business plan.
SEStran's communications encourage equalities	Audit SEStran publications to ensure equal access by all	SEStran communications are openly available for all, in a range of formats and languages.
Promote access to SEStran for all sectors of the community	Participate in events designed to promote equal opportunities	Officers have participated at various events such as Edinburgh Mela, SATA events.
Ensure that in SEStran communications to all aspects of society are treated equally	Audit SEStran publications to ensure that the image portrayed gives equal emphasis to men and women, includes	New website is in development and will be audited to ensure that a diverse range of media is presented.

	images of ethnic minorities and includes images of people with disabilities	
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**PROPOSED NEW FORMAT**

Equality Outcome -	X% of employees will....
Activity/Plans	
Measuring Progress	Employee data
Public Sector Equality Duty	Eliminate discrimination and/or Advance Equality of Opportunity and/or Foster good relations
Protected Characteristics	Age Disability Gender Reassignment Race Religion or Belief Sex Sexual Orientation

## Equality Outcomes and the Public Sector Equality Duty: Participation Statement

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### Introduction

Under the Equality Act 2010 and the Equality Act 2012 (Scotland) Specific Duties, SEStran has a duty to publish a set of Equalities Outcomes covering the period April 2017- March 2021, which it considers will enable it to better perform the equality duty.

### The General Equality Duty

The general equality duty requires public authorities, in the exercise of their functions, to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct that is prohibited by the Equality Act 2010
- Advance equality of opportunity between people who share a relevant protected characteristic and those who do not
- Foster good relations between people who share a protected characteristic and those who do not

### The Equality Act 2012 (Scotland) Specific Duties

The specific duties are designed to help public authorities in their performance of the general duty:

- To publish a set of equalities outcomes which it considers will enable the authority to better perform the equality duty. It must publish a fresh set of equality outcomes within four years of publishing its previous set.
- In preparing this set of equalities outcomes, the authority must take reasonable steps to involve people who share a relevant protected characteristic and any person which appears to the authority to represent the interests of those people.
- The authority must consider relevant evidence relating to people who share a relevant characteristic.
- If an authority's set of outcomes does not seek to further the needs of the general equality duty in relation to every relevant protected characteristic, it must publish its reasons for proceeding in this way.
- An authority must publish a report on the progress made to achieve its equality outcomes every two years.

### Participation Commitment

SEStran are committed to engaging with individuals and groups with protected characteristics to enable us to develop a set of Equalities Outcomes which are fit for purpose and further the elimination of discrimination, advance equality of opportunity or foster good relations. To achieve this we will undertake the following:

#### October 2016 – SEStran Equalities Forum

Invite current members, and also extend invites to a wider range of persons or groups with protected characteristics to:

- Participate in reviewing the current set of equalities outcomes in terms of progress and relevance and recommend which outcomes should be continued to March 2017.
- Provide input into drafting a new set of outcomes for the period April 2017 – March 2021.
- Provide opportunity for those invited but unable to attend the Forum to put their views forward.

#### December 2016 – SEStran Partnership Board

Seek approval from the SEStran Partnership Board to engage in a 4-6 week consultation on the draft set of new equalities outcomes.

#### December 2016 – Mid-January 2017 – Equalities Outcomes Consultation

We will undertake a consultation exercise which will be sent to all equalities groups within the SEStran region. We will also ask our 8 partner authorities to promote the initiative within their council areas. We may host or attend an event as part of the exercise, if appropriate.

#### January – Early February 2017 – Consideration of Consultation Responses

We will consider the consultation responses and draft a set of outcomes based on the findings.

#### Early – Mid-February 2017 – Equalities Forum

Publish the Consultation Report and air actions to seek to address comments.

#### March 2017 – SEStran Partnership Board

Seek approval from the SEStran Partnership Board to implement the set of Equalities Outcomes for the period April 2017 – March 2021.

#### March 2017 – Publication

Publish the Equalities Outcomes for 2017-2021.

### **Further information**

Further information can be obtained by contacting:

**George Eckton**, Partnership Director  
 Email: [George.eckton@sestran.gov.uk](mailto:George.eckton@sestran.gov.uk)  
 Tel: 0131 524 5512

**Angela Chambers**, Business Manager  
 Email: [angela.chambers@sestran.gov.uk](mailto:angela.chambers@sestran.gov.uk)  
 Tel: 0131 524 5154

Address: SEStran, Area 3D (Bridge), Victoria Quay, Edinburgh, EH6 6QQ

### **Links**

*Link to Equality and Human Rights Guidance*

[https://www.equalityhumanrights.com/sites/default/files/2.\\_equality\\_outcomes\\_-\\_formatted.pdf](https://www.equalityhumanrights.com/sites/default/files/2._equality_outcomes_-_formatted.pdf)

*Link to SEStran Equalities Outcomes 2015*

[http://www.sestran.gov.uk/uploads/draft\\_equalities\\_outcome\\_report\\_update\\_ac\\_jan\\_2015\\_a8\\_appendix\\_4\\_\(2\).doc](http://www.sestran.gov.uk/uploads/draft_equalities_outcome_report_update_ac_jan_2015_a8_appendix_4_(2).doc)

*Link to SEStran Website and papers*

[www.sestran.gov.uk](http://www.sestran.gov.uk)

## Board Diversity Succession Plan Report

### 1. INTRODUCTION

- 1.1 Under the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2016<sup>1</sup>, listed public bodies are required to produce a Board Diversity Succession Plan to be published within an equalities mainstreaming report.
- 1.2 In 2013 SEStran published an equalities mainstreaming report to cover the period 2013 – 2017 and are now due to publish a new report by April 2017, to cover the period 2017-2021, which will include the Board Diversity Succession Plan.
- 1.3 As the diversity succession plan is a new document required under the Act, this will be the first plan published by SEStran. There are very few examples of a Board Diversity Succession Plan available and of those in existence, they are mainly corporate private sector documents e.g. Nationwide Bank<sup>2</sup>. To facilitate the development of a new plan, SEStran are seeking Forum Members input.
- 1.4 At its meeting in June, the SEStran Partnership Board agreed to set up a Diversity Working Group which held its first meeting in August 2016. Input from this group will also be sought on the Diversity Succession Plan.
- 1.5 In September 2016 the Scottish Government published their 'Plan for Scotland'<sup>3</sup>, a legislative programme for 2016/17. This programme makes clear that a Bill will be introduced on Gender Balance on Public Boards. The Bill will apply to non-executive appointments on the Boards of public bodies and therefore will likely apply to SEStran.

### 2. DIVERSITY SUCCESSION PLAN FOR SESTRAN

- 2.1 SEStran currently has 20 Board members drawn from 8 constituent local authorities and 8 Non-Councillor (1 x vacancy) Board members in total. The diversity of the Board will be quantified by a survey currently being undertaken by Scottish Ministers to all Board members of listed public bodies required to fulfil the specific duties under the Equality Act. Once this survey is complete, Scottish Ministers are to relay current diversity levels to individual organisations to provide a base line of the current make-up of the Board. This should then inform actions to be taken in the Diversity Succession Plan.
- 2.2 The majority of the SEStran Board is made of up Councillor Members, who are appointed to the SEStran Partnership Board solely by local authorities, a

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<sup>1</sup> <http://www.gov.scot/Resource/0049/00497889.pdf>

<sup>2</sup> <http://www.nationwide.co.uk/about/corporate-information/governance/board-composition-and-succession-plan#~>

<sup>3</sup> <http://www.gov.scot/Resource/0050/00505210.pdf>



process over which SEStran has no input. To address this, the SEStran Chair plans to write to the constituent local authorities ahead of the May 2017 elections to advise them of the Board's diversity in 2016/17 and ask them to assist SEStran in achieving the wider Board Diversity Succession Plan objectives. As SEStran do not appoint Councillor Board members, this is currently the only option available to us in improving diversity amongst Councillor members.

- 2.3** One way in which SEStran can improve the diversity of its Board is through the appointment of the Non-Councillor Board members. Under the Regional Transport Partnership (RTP) guidance for membership, produced by the Scottish Government<sup>4</sup>, RTP's appoint their own Non-Councillor members. The current terms for SEStran Non-Councillor Board members run until April 2018. With the introduction of the Scottish Government Gender Balance on Public Boards Bill to be introduced in 16/17, SEStran are likely to be required by law to have a gender balance for non-executive appointments and will work to achieve this with our next round of appointments.
- 2.4** At the Partnership meeting held on the 23<sup>rd</sup> September 2016, it was agreed to appoint between 4-5 observers to the Board. The aim of this is to provide wider opportunities to suitable representatives to gain experience of attending meetings with, the intention that they are able to then go on and gain a seat on a Board. These appointments also aim to enhance the Board agenda. SEStran have begun discussions with Changing the Chemistry in regards to appointing observers and will be contacting other similar organisations to progress this.

### **3. CONCLUSION**

- 3.1** As outlined above, the following points would form the basis of the SEStran Board Diversity Succession Plan:
- Communicate with constituent local authorities that we would encourage them to appoint Board members in line with the Equality Act duties for Public Bodies
  - Appoint observers to the Board to provide development opportunities
  - Appoint a diverse range of Non-Councillor Board members in 2018
- 3.2** Through these actions SEStran hope to promote inclusion and to fulfil our duties under the Equality Act and associated regulations. SEStran recognises that a more diverse Board would be beneficial to the organisation and are fully committed to developing a successful Diversity Succession Plan.
- 3.3** A draft plan will be taken to the Partnership Board in December for comment, and then reported back to the next meeting of the Equalities forum early next year with a final report to be approved by the Board in March 2017 for publication in April 2017.

### **4. RECOMMENDATION**

- 4.1** Forum members are invited to comment on the proposals for the Board

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<sup>4</sup> <http://www.gov.scot/Resource/Doc/47121/0020877.pdf>

Diversity Succession Plan.

Emily Whitters

**Business Support Officer**

14<sup>th</sup> October 2016

## **SEStran Thistle Card/App**

### **1. BACKGROUND**

- 1.1** In 2011 SEStran launched the Thistle Card to make it easier for older and disabled people to use public transport. Since the launch, SEStran has distributed around 45,000 cards and the design has been taken up by other Regional Transport Partnerships (RTPs). In 2015 SEStran was awarded an “Achievement Award” from the Scottish Accessible Transport Alliance (SATA) in recognition of the work SEStran has done in developing the card and its distribution for the benefit of disabled public transport users.
- 1.2** The action to provide and distribute card came from the SEStran equality forum following the demise of the nationally funded card in 2007. Members of the group thought the card was essential for helping people with all types of disability to access and use public transport, especially buses. The card was redesigned with the help of the local bus companies and forum members to provide a useful informative card that was one sided, with symbols indicating the type of disability and a short message indicating the help required that could be read at a glance by bus drivers.
- 1.3** Bus operators were provided with posters and leaflets showing how the card was to be used and Lothian Buses now include it in their training programme and have used the feedback on the use of the card as a basis for their “Driver of the Year” awards.

### **2. PROGRESS TO DATE**

- 2.1** SEStran have now developed an app version of the card to compliment the current paper based offering. SEStran employed xDesign to develop the app which is now available on the Apple store as a trial. We now encourage forum members to download the app and provide their feedback. The link for the app on the Apple store is below:  
<https://itunes.apple.com/us/app/thistle-card/id1154519841?mt=8>
- 2.2** The card is still available to all who require it through bus companies, libraries, health centres and on request, with no eligibility criteria required. This keeps administration to a minimum. Initially most cards were distributed through the bus companies but in the latter years distribution is now mainly through healthcare centres and elderly care facilities.

### **3. FUTURE DEVELOPMENT**

**3.1** The development of an app version of the Thistle card is seen as providing potential users with a more flexible and readily available version of the Thistle card. It will also provide a platform for adding other utilities in the future which will be useful to potential users (e.g. linking to Traveline, etc.). In addition to this, SEStran will be able to monitor the use/downloads to assess the app further.

#### **4. CONCLUSION**

**4.1** Members of the Equalities Forum are to note the update on the Thistle card. Forum members are also invited to provide their feedback on the Thistle card app.

Lisa Freeman  
**Strategy and Projects Officer**  
14<sup>th</sup> October 2016

## Accessible Travel Framework

### 1. BACKGROUND

1.1 On Wednesday the 21<sup>st</sup> of September the Transport Minister, Humza Yousaf, launched Scotland's first Accessible Travel Framework (ATF). The Framework is the result of a two-year process of partnership working between disabled people, disability organisations, transport operators, Regional Transport Partnerships (RTPs) and Government. The Framework provides a national vision and details four outcomes for accessible travel, and new ways of working to include disabled people with a high-level action plan to tackle the issues gathered. The vision for the ATF in Scotland is that "All disabled people can travel with the same freedom, choice, dignity and opportunity as other citizens".

### 2. OUTCOMES AND ACTIONS IDENTIFIED BY THE ATF

2.1 The ATF is split in to four over arching outcomes. The ATF states that these outcomes are targeted to everyone involved in Transport, and that every stakeholder should work towards achieving these four outcomes:

- 2.2
- **Outcome 1:** more disabled people make successful door-to-door journeys, more often.
  - **Outcome 2:** disabled people are more involved in the design, development and improvement of transport policies, services and infrastructure.
  - **Outcome 3:** everyone involved in delivering transport information, services and infrastructure will help to enable disabled people to travel.
  - **Outcome 4:** disabled people feel comfortable and safe using public transport – this includes being free from hate crime, bullying and harassment when travelling.

2.3 High-Level Actions listed within the Framework include:

- Scoping requirements for training with disabled people and transport providers/operators including covering hidden disabilities and basic BSL phrases
- Exploring ways of making disabled people more aware about how they can influence decision-making in transport
- Specifying and agreeing common standards of service for disabled people if their public transport journeys are disrupted
- Producing information about bus layout designs which improve accessibility, identifying specific changes and how they benefit people with different impairments

- Developing a comprehensive source of accessible information about purchasing tickets for a multi-modal journey, including pricing and concessions
- Researching the current content of transport providers' customer surveys and co-produce a set of standards for surveys and other feedback mechanisms like mystery shopping

### **3. CONTEXT**

**3.1** The ATF will sit within the context of the National Transport Strategy (NTS). The recent NTS refresh considered the roles of key stakeholders and emphasised the need for greater partnership working, and further efforts in tackling inequality. Moving forward, the Minister for Transport has confirmed a full review of the NTS with in this Parliament.

**3.2** At a regional level the ATF states that Local Transport Authorities (and currently three of the RTPs) have a duty to assess the provision of transport that is not otherwise provided by commercial bus operators. These partners have the ability to procure and provide supported services, public transport information, infrastructure, door-to-door dial-a-bus services, concessionary travel and community transport support. However, as SEStran is currently a level one regional Transport Partnership, it does not fall within this category.

**3.3** The ATF addresses the 'Develop to Deliver' report (join Scottish Government, COSLA and Regional Transport Partnership report) which identifies a number of key roles for the RTPs in future policy and project delivery. Notably, the document states that RTPs should work towards improving access to health and social care. SEStran is currently working towards this in both its Access to Health Care Forum and the SEStran Equalities Forum. The document follow this by stating that RTPs play a vital role in ensuring Health and Social Care Integrated Joint Boards through considering Regional Transport Strategies with regards to access to health and social care.

### **4. DELIVERY**

**4.1** Transport Scotland began the process by establishing a specialist steering group (membership within Appendix 3 of the ATF), who in turn co-produced the Transport Accessibility Summit. One of the main recommendations from the Transport Accessibility Summit was the formation of a long-term strategic group, comprised of disabled people, their representatives and those working within transport – The Transport Accessibility Steering Group.

**4.2** The steering group will lead on the delivery of the Framework, supported by

Transport Scotland and the online Accessible Travel hub (<http://accessibletravel.scot/> provided by the Scottish Disability and Equalities Forum). The hub has been developed to provide information for disabled transport users.

- 4.3** SEStran and its forums have an ever increasing relevance in the delivery of the ATF outcomes. The ATF acknowledges the Equality Forums facilitated by the RTPs and specifically identifies the Thistle Assistance Card project by SEStran as one of its best practice examples. The ATF also acknowledges that RTPs are statutory partners within in Community Planning Partnerships under the Community Empowerment (Scotland) Act 2015. The Steering Group is to work closely with both CPPs and RTPs, to support their work on improving accessibility and enabling communities to identify needs and issues that require action.

## **5 CONCLUSION**

- 5.1** The ATF is an important document in guiding practitioners in eliminating the barriers that make travelling difficult, and potentially, not even an option for some. The Framework provides a useful guide for stakeholders to ensure continuous engagement and participation from all interested parties. As stated within the document, the Regional Transport Partnerships are committed to playing their part in supporting the implementation of the framework. This will be coordinated through both the Equalities and Access to Healthcare Forums, and through the RTPs influence on each of the CPPs.

## **6. RECOMMENDATIONS**

- 6.1** It is recommended that Forum members consider and note the contents of this report. Members are also asked to note the web links to the relevant sources of information provided at the end of the report.

Lisa Freeman  
**Strategy and Projects Officer**  
14<sup>th</sup> October 2016

### **Appendix/Links:**

Accessible Travel Framework:  
<http://www.transport.gov.scot/system/files/documents/reports/Going%20Further%20Scotlands%20Accessible%20Travel%20Framework%20-%20Full%20report.pdf>

Develop to Deliver:

[www.sestran.gov.uk/uploads/A10\\_15\\_08\\_26\\_REPORT\\_RTPs\\_SG\\_CoSLA\\_Final\\_Draft.pdf](http://www.sestran.gov.uk/uploads/A10_15_08_26_REPORT_RTPs_SG_CoSLA_Final_Draft.pdf) (Develop to Deliver)

Accessible Scot – Accessible Travel Hub Link (currently in beta testing):

<http://accessibletravel.scot/>



## **11. Emerging Transport Bill (Responsible Parking)**

### **Emerging Transport Bill – Responsible Parking**

#### **1. BACKGROUND**

- 1.1** Members of the Forum will be aware of the long-standing efforts of various MSPs to progress a bill to address pavement, footway or responsible parking within the Scottish Parliament over the course of the last decade.
- 1.2** The Scottish Government's Programme for Government was published on 6 September 2016, within this programme it was outlined as part of the preparation for a Transport Bill later in the Parliamentary session, during 2016-17. The scope of the proposed Bill will also cover a full review and consultation on the necessary legislation to promote responsible parking alongside a series of other matters.

#### **2. STAKEHOLDER GROUP**

- 2.1** Transport Scotland held an initial consultative stakeholder group on 24 August on the parking proposals section of the Bill. The purpose of the meeting was to understand the main issues, challenges and opportunities affecting the implementation and enforcement of responsible parking in Scotland. The meeting provided an opportunity to shape the development of Transport Scotland's consultation paper on responsible parking.
- 2.2** Transport Scotland provided further context on Sandra White MSP's Footway Parking and Double Parking (Scotland) Bill in the previous fourth session of the Scottish Parliament<sup>1</sup>. The significant concerns of the Scottish Parliament's Local Government and Regeneration Committee and respondents to their consultation were also highlighted to the group<sup>2</sup> and some of the main issues are summarised below for Forum members:
- Concerns about exemptions for deliveries;
  - Exemptions for parking next to dropped kerbs;
  - Concerns about local authority and Police Scotland resources to enforce legislation;
  - Local authority concern over taking a multi-TRO approach
  - Unintended consequences and displacement of current parking
  - Difficulty of buses to navigate narrow lanes and streets if the provisions of the Bill were introduced;
  - Cost of signage installation
- 2.3** The Scottish Government has made a commitment to review the work undertaken by Sandra White and others, as well as the concerns raised by stakeholders and the Local Government and Regeneration Committee.

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<sup>1</sup>

[http://www.parliament.scot/S4\\_Bills/Footway%20Parking%20and%20Double%20Parking%20\(Scotland\)%20Bill/b69s4-introd.pdf](http://www.parliament.scot/S4_Bills/Footway%20Parking%20and%20Double%20Parking%20(Scotland)%20Bill/b69s4-introd.pdf)

<sup>2</sup> [http://www.parliament.scot/S4\\_LocalGovernmentandRegenerationCommittee/Reports/LGRS042016R04.pdf](http://www.parliament.scot/S4_LocalGovernmentandRegenerationCommittee/Reports/LGRS042016R04.pdf)

**2.4** The stakeholder consultation is expected to take place over Autumn 2016, with a deadline for completing the review and analysing the consultation responses is March 2017. The consultation document will look at legislation needed, implementation and enforcement, displacement impacts, disabled parking, finance, town centre regeneration and assessing the impact of the Bill's provisions. Stakeholders at the August 2016 meeting also agreed that a miscellaneous section of the consultation would be helpful, it could consider wider parking issues, including the transfer of further powers to local authorities to manage parking in their areas.

### **3. INITIAL STAKEHOLDER COMMENTS**

**3.1** The Group were also asked if there should be a blanket ban on pavement parking across Scotland with local authorities responsible for identifying exemptions. There was general consensus to this approach. If there is no blanket ban, authorities would need to go through the Traffic Regulation Order (TRO) route and members of the group noted that this option would be more expensive and could lead to objection process. One aspect of potential concern was around exemptions and in particular, the political sensitivities around members trying to get specific local exemptions, which could result in confusion or opposition by members of the public.

**3.2** The group acknowledged that the operation of different enforcement regimes in different parts of the country is a concern and may result in confusion for motorists. There was a general consensus that local authorities need time to work out the financial impact of all this work and in terms of implementing the Bill's provisions.

**3.3** As part of this work, Transport Scotland will need to prepare guidance which enables local authorities to identify and designate exemptions. The stakeholder group also agreed that Transport Scotland needs to review all aspects of the issues, including perceived issues against actual impact, as well as considering the evidence gathered as part of Sandra White's Bill before going out to consultation.

**3.4** It was also discussed at the group the potential for parking on private land to be part of the wider responsible aspects of any Transport Bill. This would build on some of the issues identified in the Citizens Advice Scotland "It's Not Fine" report of October 2014<sup>3</sup>.

### **4. CONCLUSION**

**4.1** Members of the Equalities Forum are invited to note the update on the proposals for Responsible Parking as part of a future 2017/18 Transport Bill and to comment on the issues emerging ahead of the consultation in Autumn 2016.

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<sup>3</sup> <http://www.cas.org.uk/system/files/publications/It%27s%20Not%20Fine%20report.pdf>

George Eckton

**Partnership Director**

14<sup>th</sup> October 2016

## **12. Royal Society of Arts – Inclusive Growth Commission**

### **Royal Society of Arts – Inclusive Growth Commission**

#### **1. INTRODUCTION**

- 1.1** The Royal Society of Arts (RSA) has recently launched an Inclusive Growth Commission designed to understand and identify ways to make local economies across the UK more economically inclusive and prosperous. The commission will be an authoritative, independent inquiry that will report in March 2017.
- 1.2** The inquiry will hear from a diverse range of individuals and organisations in cities and towns across the UK. Through a combination of formal evidence hearings, seminars, research and citizen engagement, the Commission will seek to make practical recommendations as to how places can create more resilient, dynamic and inclusive local economies.
- 1.3** Individuals, organisations and other interested parties are invited to submit written evidence in response to these key themes and research questions. Written evidence will be accepted from 28<sup>th</sup> April 2016 until 31<sup>st</sup> December 2016. An interim report was published in September 2016 and in light of this document, the report seeks the Equalities Forum view on whether further evidence should be submitted.

#### **2. DISCUSSION**

- 2.1** As part of their programme of evidence collection, the RSA have issued an invitation for all interested parties to share with them relevant data, ideas and comments with regard to the Commission's three main research themes.
- 2.2** *Economy – More inclusive, productive labour markets*
- How can we enable as many people as possible to contribute to, and benefit from, local economic success?
  - How can we overcome social, gender, health and other barriers to accessing local labour markets?
  - How might more inclusive economies make places more productive and reduce demand for some public services over the long term?
  - How can we shape cities and neighbourhoods to encourage a more entrepreneurial culture?
- 2.3** *Place – dynamic, resilient places*
- What are the characteristics of success at different geographic levels – region, city, neighbourhood – and how do these vary across the UK?
  - How can all places create a viable model for sustainable, dynamic and inclusive place-based growth?

- How might places within and at the periphery of major urban centres capitalise on the potential of existing devolution deals?
- What additional powers and flexibilities might be needed to give places the ability to respond more effectively to the complexities of their economic geography?

## **2.4 Governance – Creating System Change**

- How might we re-structure central and local public financing and related systems, so services support each other more effectively and decisions are made with a longer term time horizon in mind?
- What type of metrics for inclusive growth can be developed to support this?
- How can financial and fiscal risks be mitigated in places beyond the major metropolitan areas?
- How will Whitehall and the Devolved Administrations need to adapt?
- What are the barriers to achieving system and culture change?

## **3. INTERIM REPORT**

- 3.1** SEStran made an initial response to the commission following a paper to the Board in June 2016. See appendix 1.
- 3.2** The emerging findings of the Commission was published in September 2016<sup>1</sup>. The report focussed on a definition of Inclusive Growth as a broad based growth that enables the widest range of people and places to both contribute to and benefit from economic success.
- 3.3** One of the key messages was the need to invest in social as well as physical infrastructure. Specifically in a transport context, this debate focussed on the need to prioritise connecting people to economic opportunities, through better skills planning and provision, through the provision of better local transport services as much if not more so that traditional physical road network infrastructure improvements. The report clearly highlights that simply building transport links is not enough to change patterns of economic mobility and cultures.
- 3.4** The report highlights that whilst transport connectivity is important for realising the benefits of agglomeration, its effectiveness is predicated on connecting high-skilled workers with high-skilled jobs and investment to drive up productivity and growth. However, the report highlights that there are numerous communities across the UK within a few miles of such improvements to transport opportunities that do not always benefit. These opportunities can be denied by an ingrained mindset the report observes against working in the city centre or the sheer cost of travel to a low paid or zero-hour contract role. Whilst some communities and people will clearly benefit from places becoming, in effect, commuter towns for bigger city centre focussed labour markets, other people and places typically low skilled or economically inactive, risk being further excluded.

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<sup>1</sup> Interim Report of the Inclusive Growth Commission

**3.5** Therefore, transport services and accessibility can be a preventative measure as part of a wider integrated economic strategy if actions go beyond traditional capital-based transport investment the report observes. However, it also highlights that prevention is an elusive business, where investment generates returns that fall into someone else's budget, thereby discouraging the original investment. They suggest moving beyond a "cookie-cutter" approach to segmentation of policy responsibility and focussing on genuinely geographically inclusive place-based strategies tailored to the needs, ambitions and nuances of places's economic geography. This would help address a key Commission finding that inequalities are driven partly by distance from public services and decision making.

#### **4. RECOMMENDATION**

**4.1** It is recommended that the Forum considers the emerging findings of the Commission and considers whether SEStran should provide a further response to the Royal Society of Arts – Inclusive Growth Commission developing the emerging findings summarised within the report.

George Eckton

**Partnership Director**

14<sup>th</sup> October 2016

**Appendix 1 – RSA Inclusive Growth SEStran Response August 2016**



Area 3D (Bridge), Victoria Quay, Edinburgh, EH6 6QQ, Tel: 0131 524 5150

Stephanie Flanders  
Chair  
RSA Inclusive Growth Commission  
8 John Adam Street  
London  
WC2n 6EZ

12<sup>th</sup> August 2016

Dear Ms Flanders,

### **RSA – Inclusive Growth Response**

I write on behalf of SEStran which is the Statutory Regional Transport Partnership covering eight Local Authorities in the South East of Scotland. The area covered is diverse in both a geographical and socio-economic basis in and around the City of Edinburgh and the Lothians, down to the Scottish Borders, the southern banks of the Forth including Grangemouth and right up to the northern reaches of Fife

Members at our recent June Partnership Board meeting were keen we take the time to engage with and respond to your commission. They were of the clear view that transport infrastructures and services within and between different regional economies of the U.K where a vital element of delivering inclusive growth.

The main strategic requirement for SEStran is the development and implementation of a Regional Transport Strategy (RTS) which we develop in association with SESplan, the strategic planning body for the area. This co-ordinated approach ensures that new development is located in the most sustainable locations in terms of transport and highlights where new/improved infrastructure will be required in the future.

In terms of the 3 key themes of your commission, the SEStran Board wanted to make a number of observations and also offer further engagement with your commission, if that was beneficial to furthering your work.

#### **Economy**

The RTS places great importance on accessibility/connectivity as a key driver of the Scottish Economy; not only access for employees but also by freight. We have instigated several studies within European projects to look at the movement of freight to/from and also within Scotland, to try and improve the sustainability of freight movement.

The current document places great importance on connectivity, recognising the SEStran area as a key driver of the Scottish Economy and recognises that key business sectors are crucially dependent on the ability of people, goods and ideas to be mobile and accessible locally, regionally, nationally and internationally. As are

those who need to access work, training, education and associated facilities, which are crucial in developing equality of opportunity.

It is noticeable that companies, especially high tech companies, tend to locate in locations where there is maximum access to suitable staff. The importance of links to international and national links to ensure economic activity can grow is also recognised. The development of air services, cross boundary rail service, including High Speed Rail, and port facilities, are all high on our agenda and to our mind going to be continual vital for inclusive growth.

We believe that in order to ensure the delivery of a functional and accessible labour market, allow all to access training opportunities, provide skilled workers for enterprises and efficiently deliver products and services to new and existing markets, we need clear consideration of efficient transport network for inclusive growth.

### **Place**

The SEStran region covers a variety of areas from busy city centres to remote rural areas. Each area has its own problems and potential and we work closely with Local Authorities through their strategy development and through their Community Planning processes.

The main focus of travel in the region is the city of Edinburgh which over the years has developed the policy of providing good public transport links and discouraging car access. In the more rural areas, measures developed include working with the bus and rail operators to improve services and also to encourage home working rather than commuting on a regular basis.

The Royal Town Planning Institute in their recent "Poverty, Place and Inequality" report highlight the severance effect and opportunity limiting effect for individuals who do not have high accessibility of transport options. Evidence shows those living in less affluent areas are less mobile, more reliant on public transport and less able to commute to job opportunities given expensive and/or fragmented transport networks. This for us demonstrates the importance of all forms of transport to delivering inclusive growth across the UK.

Other previous studies have highlighted that those who are least skilled or are most remote from the labour market have the least locational flexibility in seeking new job or training opportunities and that this rather than lack of skills or training has particularly afflicted some communities and individuals within them in terms of receipt of positive outcomes.

### **Governance**

The governance of transport development in Scotland is on three levels; national, regionally and local. At a national level, the government has a long term strategy based mainly on road and rail improvements. At a regional and local level, resources are very constrained.

Only one passenger transport authority exists in Scotland, SPT, which has the powers and resources to fund major transport infrastructure and operation. Given the expected growth in Edinburgh up to 2050, as part of the City Deal, it is being argued that Edinburgh city region should have its integrated authority for all forms of



transport on a strategic scale to ensure prosperity and accessibility is achieved in a sustainable way.

A collaborative and resourced national approach to Scotland's City regions is essential to deliver prosperity for the City regions and Scotland but it is crucial that local needs are also taken into account in developing a new transport strategy

SEStran, through its promotion of an RTS, has focussed on the role that transport plays in the development of a sustainable and strong economy throughout the area. The strategy recognises the importance of taking full account of local needs but is also fully aware of the importance of national and international links to support the development of the SEStran region.

SEStran would welcome any opportunity to input further to your inclusive growth commission and expand on the initial comments provided in this letter if helpful.

Yours sincerely

A handwritten signature in black ink, appearing to read 'G Eckton', written in a cursive style.

George Eckton  
**Partnership Director**

**ACCESS TO HEALTH & SOCIAL CARE MEETING**

**10.00AM FRIDAY 8<sup>TH</sup> APRIL 2016**

**CONFERENCE ROOM 6, VICTORIA QUAY**

**Present**

<b>Name</b>	<b>Organisation</b>
John Jack (Chair)	Non Councillor Member SEStran
Nikki Boath	SEStran
Karen Brown	NHS Lothian
Mark Craske	NHS Forth Valley
William Dove	NHS Fife
Lisa Freeman	SEStran
Frank Henderson	City of Edinburgh Council
Russell Imrie	SEStran
John MacDonald	CTA
Stuart McNeill	Traveline
Alastair Short	SEStran

**Apologies**

<b>Name</b>	<b>Organisation</b>
Sam Carlin	Scottish Ambulance Service
George Curley	NHS Lothian
Dr Jane Hopton	NHS Lothian
Philip Lunts	NHS Borders
Alex Macaulay	SEStran
Andrew McLellan	East Lothian Council
Tim Steiner	JMP

Ref		Actions
<b>1</b>	<b>Welcome &amp; Introductions</b>	
	Mr Jack welcomed the group and conducted round table introductions.	
<b>2</b>	<b>Round Table review on Health Board Progress</b>	
	Mr Jack invited members to update the Forum of Health Board Progress.	
<b>2.1</b>	Karen Brown - NHS Lothian. <ul style="list-style-type: none"> <li>• The Transport Hub which has been operating for 4 years will amalgamate with another service, Bed Bureau (GP admission centre) to become NHSL Flow Centre from 1 June 2016. The Flow Centre will be responsible for receiving incoming calls from GP's, sending them to the appropriate speciality / site and arrange appropriate transport for these patients to hospital. The Flow Centre is based on an American</li> </ul>	

2.2	<p>model and will be the first in Scotland.</p> <ul style="list-style-type: none"> <li>The Flow Centre's primary objective is to be a single point of contact for the admission of urgent GP patients and discharge / transfer of patients from 30 sites across Lothian.</li> </ul> <p>Mark Craske - NHS Forth Valley.</p> <ul style="list-style-type: none"> <li>Mr Craske reported their Transport Hub which is based on the NHS Lothian model is going from strength to strength. Their Hub is mostly transporting inpatients home from hospitals. Due to a lack of resources within the Ambulance Service, outpatient transport is being cancelled on the day of appointments. Karen Brown commented that NHS Lothian receive a cancellation portfolio from the Ambulance Service and Karen Brown offered to send this to Mark Craske.</li> <li>Mr Craske reported that NHS Forth Valley are running buses which carry very few passengers and this is due to Clackmannanshire Council having withdrawn some of its supportive services in the area where the bus operates.</li> </ul>	<b>Ms Brown</b>
2.3	<ul style="list-style-type: none"> <li>Mr Craske reported that bus services set up with a Bus Route Development Grant is operating very well. Mr Craske highlighted this bus service has had positive feedback from Stagecoach and local communities.</li> </ul>	
2.4	<p>Stuart McNeill - Traveline Scotland</p> <ul style="list-style-type: none"> <li>Traveline have been working with Greater Glasgow and Clyde in relation to the opening of the Queen Elizabeth University Hospital for past 1-2 years. Traveline Scotland enhanced their smartphone application and some website pages to highlight how outpatients/staff/visitors use the journey planner to get to and from the campus. This project proved successful and Traveline Scotland have relaunched their own website for general use.</li> <li>The next project - funded by all the RTPs - is to create a micro site of public transport journey planner which will be restricted to healthcare facilities. The categories are still to be determined but will include all hospitals in Health Board areas.</li> </ul>	
2.5	<p>A general discussion followed with regard to journey planning.</p>	
	<p>William Dove – NHS Fife</p> <ul style="list-style-type: none"> <li>NHS Fife have taken receipt of 4 screens provided by SEStran</li> </ul>	
2.6	<p>Frank Henderson – City of Edinburgh Council</p> <ul style="list-style-type: none"> <li>New public social partnership with City of Edinburgh Council's 5 CT providers to work together to co-ordinate journeys and bring in a new electronic booking system with SPT's Trapeze Pass.</li> <li>The Council provides transport for 1463 passenger per day (Children with Additional Support Needs, Adults with Disabilities, Older People and People with Dementia). The majority of these passengers will also be accessing Health Care via Patient Transport.</li> <li>CEC and NHS Lothian are not currently integrated. There is a need to make sure they pull resources and no duplication occurs.</li> </ul> <p>John MacDonald – CTA.</p> <ul style="list-style-type: none"> <li>Car schemes – volunteers are using their own transport to take</li> </ul>	

	patients in their neighbourhood to GP surgeries and hospitals for outpatient appointments. Mr MacDonald highlighted that there are 2 aspects which need to be in place at the outset of setting up a car scheme and these are costs to the volunteers and co-ordination of the car scheme.	
<b>3</b>	<b>Review of Action Plan</b>	
	Mr Short reminded the group of the Action Plan which was produced at the last meeting in 2015. Mr Short noted that many of the items on the Action Plan have been approached already.	
<b>4</b>	<b>Actions that would benefit from a co-ordinated approach</b>	
	<p>Mr Jack commented that there was a rich tapestry of information being shared and invited the group to share their ideas for a co-ordinated approach at operational and strategic levels. A general discussion took place with regard to how each Health Board currently communicate.</p> <p>Mr Henderson suggested that SEStran could help develop a strategic document with political buy-in for access to health taking into account performance issues and the integration agenda. Mr Jack agreed that integration is key.</p> <p>There was a general discussion with regard to how to develop communication between Local Authorities and Health Boards to co-ordinate transport in each area. Mr Jack commented that the view of transport has matured over the past few years and that a strategic paper should be produced.</p> <p>There was a general consensus that SEStran could move towards a SPT model. The Chair agreed with this suggestion. Cllr Imrie reported that a new Partnership Director will be joining SEStran and Cllr Imrie communicated that he will discuss this idea with the appointed person.</p>	<p><b>Mr Short/ Mr Jack</b></p> <p><b>Cllr Imrie</b></p>
<b>5.</b>	<b>Future Actions</b>	
	<p>Mr Jack confirmed that the future actions will be for SEStran to develop documentation in collaboration with the Access to Health &amp; Social Care Group.</p> <p>Karen Brown highlighted that a number of Health Boards have a Patient Focus Booking System which may be useful within the rural areas.</p>	
<b>6.</b>	<b>Next Meeting</b>	
	Mr Jack suggested the next meeting should be scheduled for 6 months time.	