

**GO
SEStran**

South East of Scotland
Transport Partnership



REGIONAL TRANSPORT STRATEGY

**Case for Change:
Equalities Duties Report**

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1 Introduction

1.1 Overview

Background

- 1.1.1 This Equalities Duties Report has been prepared to accompany a Case for Change Report which will underpin the development of a new Regional Transport Strategy (RTS) for the South East of Scotland ('SEStran') Regional Transport Partnership (RTP) area.
- 1.1.2 Stantec UK Ltd (Stantec) has been commissioned by the SEStran RTP to support the preparation of the new RTS. The RTS will set out a new long-term vision for transport across the region for the period up to 2035. It is intended the new RTS will set out a clear framework for how transport and mobility will be provided, developed and improved in the region to meet the aspirations for a sustainable and economically active growth area over the next 10 years and beyond.
- 1.1.3 Working collaboratively with Stantec, SEStran has produced a Case for Change Report (the 'Case for Change') which seeks input and views from stakeholders on the type and level of change needed on the transport system in south east Scotland to inform the development of the final strategy. This builds upon and takes account of comments received in respect of the SEStran RTS Main Issues Report (June 2020).

The EqlA process

Overview

- 1.1.4 Equalities issues are becoming increasingly prevalent in transport planning. Policy needs to recognise the different ways people interface with and experience the transport network. This trend towards a greater focus on inclusion is best articulated by the Scottish Government's National Transport Strategy 2 (NTS2) (2020), which targets reducing inequalities as one of the four central priorities which now underpin national transport policy.
- 1.1.5 An Equalities Impact Assessment (EqlA) process is therefore being undertaken to apply relevant equalities duties throughout and identify likely equalities impacts arising from RTS preparation. This EqlA is being undertaken in tandem with the development of the emerging RTS to allow assessment findings to influence the content of the RTS on an iterative basis.
- 1.1.6 Relevant equalities duties are being used as tools to inform and embed key equalities issues within the emerging RTS from the outset. Acting together with the SEA being carried out for the emerging RTS, this integrated approach allows the environmental, social, and economic implications of all strategy components to be tested at the earliest opportunity and for any uncertainties or issues identified during impact assessment processes to be addressed during RTS preparation.

Relevant Equalities Duties

- 1.1.7 The only equalities duty applicable to SEStran on a statutory duty is the public sector equality duty. This EqlA will however also address the Fairer Scotland and Child Rights and Wellbeing duties insofar as relevant to the RTS on a voluntary basis, as these relate to issues affecting the transport system and apply on a statutory basis to SEStran's constituent local authorities and NHS health boards.
- 1.1.8 In March 2021 an Equalities Duties Assessment Framing Note was prepared to identify an evidence-based suite of key equalities issues which should be considered in the emerging RTS and taken account of in the EqlA process. A framework was also set out explain how each of



the applicable equalities duties would be applied and reported against throughout the development of the RTS in a way which helps to address the identified key equalities issues.

RTS Case for Change

Overview

- 1.1.9 The Case for Change provides a consolidated evidence base to identify the main transport problems and issues experienced within the SEStran area and sets out proposed strategic components to underpin the development of the new RTS. In doing so, the Case for Change seeks to ensure the RTS is developed upon an evidence base which reflects the latest understanding of problems and issues in the region and reflects travel behaviour changes arising from the COVID-19 pandemic.
- 1.1.10 As detailed further in **Section 3**, the Case for Change includes the identification of relevant Transport Planning Objectives (TPOs) and associated proposed RTS Objectives, together with the development of an initial options generation matrix. With reference to applicable equalities duties (discussed below), this report provides a proportionate assessment of the coverage of key equalities issues within these 'substantive components' of the emerging RTS and thus their likely equalities impacts. This forms part of a multi-stage appraisal and strategy development process which will include a future consultation on the full Draft RTS and an accompanying Equalities Duties Report.
- 1.1.11 At this early stage the initial options generation matrix included within the Case for Change does not identify individual 'options' (e.g. policies, proposals, actions, schemes and other interventions) or spatially defined schemes but rather forms the starting point for the subsequent development and appraisal of various types of options to achieve the proposed RTS Objectives. All options will be developed further, sifted and appraised through Stage 2 – Preliminary Options Appraisal of the STAG process. Details of options development, appraisal and how the application of relevant equalities duties has informed the selection of options (including consideration of reasonable alternatives) will then be set out in the full Draft RTS and an accompanying full version of the Equalities Duties Report in due course.

1.2 Purpose and Objectives

- 1.2.1 This report has been prepared by Stantec to assess the extent to which the Case for Change Report addresses relevant equalities considerations. This forms part of the process of discharging relevant statutory equalities duties in the preparation of the new RTS.
- 1.2.2 The objectives of this report are to:
- i. Assess the coverage of key equalities issues, as identified through the undertaking of relevant equalities duties, in the 'key issues' identified within the Case for Change report. The key equalities issues include those previously consulted upon through the **RTS EqIA Assessment Framing Note** (Stantec, 2021);
 - ii. Assess the extent to which the proposed RTS Objectives address identified key equalities issues. This includes testing the compatibility of the proposed Objectives with the requirements of applicable equalities duty through applying an assessment framework and associated guide questions;
 - iii. Provide an initial assessment of the initial options generation matrix to review coverage of key equalities issues and highlight any likely equalities impacts which can be identified at this early stage; and,
 - iv. Recommend changes which should be incorporated into the emerging RTS to improve the coverage of equalities issues and to enhance the ability of the document to tackle such



issues; and, in doing so contribute to the on-going implementation of applicable equalities duties.

1.3 Report Structure

1.3.1 This report is structured as follows:

- **Section 2 – Approach to Equalities Duties:** provides an overview of how applicable statutory equalities duties are being addressed in the development of the emerging RTS, including how the EqlA process has informed the Case for Change;
- **Section 3 – Assessment:** assesses the coverage of key equalities issues and defined 'Equalities Objectives' within the Transport Planning Objectives, proposed RTS Objectives and initial options generation matrix set out within the Case for Change. This includes recommendations to be addressed in the next stage of the RTS development process to enhance the consideration of key equalities issues; and,
- **Section 4 – Next Steps:** explains how comments received in respect of the Case for Change and this Equalities Duties Report will be taken into account and how applicable equalities duties will continue to applied in future stages of the RTS development process.



2 Approach to Equalities Duties

2.1.1 This section outlines the requirements of each of the four equalities duties and details the revised set of criteria which will be used to iteratively assess all substantive components of the emerging RTS. Taken together, these criteria comprise an Equalities Assessment Framework which will be used to test, refine and assess all substantive components of the emerging RTS in relation to likely equalities impacts.

2.2 Equalities Assessment Framework

Public Sector Equality Duty

2.2.1 Section 149 of the Equality Act 2010 sets out a 'public sector equality duty'. This requires public authorities to have due regard to the need to eliminate discrimination, harassment, victimisation, advance equality of opportunity, and foster good relations between those with a protected characteristic and those without.

2.2.2 The following guide questions have been designed to allow for testing the implementation of the PSED. They provide a transparent framework to assess the extent to which emerging RTS components promote equality of opportunity, including the removal of physical and cultural barriers to accessing and benefiting from the transport system.

Assessment Framework: Public Sector Equality Duty

Will the emerging RTS and its associated delivery mechanisms...

- *Result in any likely different or disproportionate effects on persons with protected characteristics as specified in the Equality Act 2010?*
- *Promote social cohesion and integration between people with different protected characteristics?*
- *Advance the SEStran equalities outcomes?*
- *Provide equal access to employment opportunities, social and cultural activities, and public services and amenities for all?*
- *Promote public realm and design choices that provide a safe, secure, and accessible environment for all?*
- *Support the removal of barriers to travel and the improvement of equal access to travel?*

Fairer Scotland Duty

2.2.3 The Fairer Scotland Duty (FSD) places a legal responsibility on public bodies in Scotland to actively consider how they can reduce inequalities of outcome caused by socioeconomic disadvantage. This differs from the Public Sector Equality Duty which considers only reducing inequalities of opportunity.

2.2.4 However, the FSD identifies a need to consider both 'communities of place' and 'communities of interest' in terms of people who share an experience and are particularly impacted by socio-economic disadvantage (Scottish Government, 2018). Demographic groups who share one or more of the protected characteristics listed in Section 4 of the Equality Act 2010 can be considered 'communities of interest', meaning there is a direct link between the Fairer Scotland Duty and the Public Sector Equality Duty.



- 2.2.5 The following criteria will be applied to testing the performance of the emerging RTS in relation to implementing the FSD. This provides a transparent framework to assess the extent to which emerging RTS components reduce inequalities of outcome resulting from low income, low wealth, and multiple deprivation.

Assessment Framework: Fairer Scotland Duty

Will the emerging RTS and its associated delivery mechanisms...

- *Help to reduce levels of absolute and relative income poverty, inequality in the distribution of household wealth, and levels of multiple deprivation affecting communities?*
- *Reduce cost related barriers to accessing and use of all transport modes?*
- *Provide equal access to employment opportunities, social and cultural activities, and public services and amenities for all?*
- *Improve accessibility to open spaces, and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage?*
- *Promote good local access to existing facilities, services, and employment, in particular for those facing socio-economic disadvantage?*

Child Rights and Wellbeing Duties

- 2.2.6 The Children and Young People (Scotland) Act 2014 requires public bodies to consider whether existing and emerging legislation, policy, and guidance have an impact on children and young people and to assess what further action is required to ensure compliance with the United Nations Convention on the Rights of the Child (UNCRC).
- 2.2.7 The following criteria will be applied to test and confirm the implementation of relevant Scottish Ministers' duties under the Children and Young People (Scotland) Act 2014 and the UNCRC in the emerging RTS. They have been formulated with reference to the approach recommended within the Scottish Government's Child Rights and Wellbeing Impact Assessment Guidance (Scottish Government, 2019). Reflecting the early stage of RTS development, assessment of the Case for Change relates primarily to the coverage of the interests of children and young people in the identification of transport problems and proposed RTS strategic components. More detailed consideration of the relevance and implications for individual UNCRC Articles will follow in the appraisal of individual transport options and the preparation of the full Draft RTS.

Assessment Framework: Child Rights and Wellbeing Duties

How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?

Have children and young people been consulted on the intervention?

Will the rights of one group of children in particular be affected, and to what extent?

Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?

Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?

Will the intervention improve access using active travel and public transport to educational, social, and economic opportunities for children and young people?

Which UNCRC Articles are relevant to the RTS?

How will the RTS support or otherwise affect the implementation of relevant UNCRC Articles?



2.3 How has this EqIA informed the Case for Change?

- 2.3.1 With reference to the report objectives detailed in Section 1.2, a proportionate EqIA has been carried out in respect of the Case for Change to apply relevant equalities duties. This assessment focused on assessing the coverage of identified key equalities issues within all substantive elements of the Case for Change and the extent to which proposed RTS Objectives address these issues and are compatible with applicable equalities duties. The findings of the assessment are documented in this report.
- 2.3.2 Preparing this report and the Case for Change concurrently allowed emerging EqIA findings to inform the final Case for Change Report as published for consultations. In summary, the following main recommendations were identified through the assessment and have now been incorporated within the Case for Change:
- **Additional baseline reporting:** the Case for Change now includes additional and more explicit equalities baseline information and cross-references to the literature review in the **RTS EqIA Assessment Framing Note** (Stantec, 2021);
 - **More explicit references to existing inequalities in transport problems:** whilst initial drafts of the Case for Change identified problems disproportionately experienced by demographic groups, these inequalities were not explicitly stated. The Case for Change now clearly emphasises the particular demographic groups and protected characteristics which experience relevant inequalities in Section 7. This aids the identification of likely differential impacts from options designed to address the problems identified;
 - **Inequalities identified in principle reporting frameworks:** initial drafts of Case for Change identified key equalities issues in a literature and baseline reviews which were then cross-referenced in the Problems Framework (Tables 8.1 and 9.1). Following EqIA recommendations, key equalities issues are now explicitly described in the frameworks themselves. This makes likely differential impacts clear to readers and policy makers who may only be referring to these summary outputs; and,
 - **Differential impacts identified in strategic objectives:** following EqIA recommendations, the four proposed RTS Strategic defined within the Case for Change now include specific reference to social groups, protected characteristics and young people. This will help to ensure the differential needs of these groups is appropriately considered through future options appraisal and RTS development processes.
- 2.3.3 This demonstrates that through identifying weaknesses and recommending associated changes, the EqIA process has closely influenced the preparation of the Case for Change. As a result, the document is now more robust and provides a stronger platform for the emerging RTS to address identified key equalities issues.
- 2.3.4 Following incorporation of the EqIA recommendations summarised above, a formal assessment of the settled version of the Case for Change was undertaken on a pre-mitigation basis. This allowed any remaining ambiguities and other weaknesses to be identified and appropriate mitigation and enhancement recommendations to be devised by the assessment team. As detailed in **Section 3**, only a limited number of 'further' mitigation and enhancement recommendations were identified. These should be considered post-consultation alongside reviewing all comments received in respect of the Case for Change, with the recommendations used to inform the preparation of the Draft RTS in due course.



3 Assessment

3.1 Key Equalities Issues

Equalities Evidence Base

3.1.1 Section 2 of the EqIA Framing Note identified an evidence-based suite of key equalities issues which should be addressed in the emerging RTS. These included:

- **Travel behaviour and differential requirements:** different people use the transport network at different times, more or less frequently, and for different purposes. Some groups of people, such as people from ethnic minority groups, disabled people, young carers, young mothers, and care leavers, are less mobile and more reliant on public transport.
- **Income, Wealth, and Affordability:** socio-economic status influences how people use and experience the transport network. Further, the transport network itself influences inequalities of opportunity and outcome related to income and wealth.
- **Accessibility barriers:** barriers to accessible travel can leave disabled people unable or unwilling to travel. While most disabled travellers in Scotland rely on public transport, many experience difficulties when travelling. Problems include poor service frequency, inadequate infrastructure between home and stop or station, and the most reported, difficulties physically accessing the transport.
- **Hate crime:** bullying and harassment when travelling can act as a barrier for ethnic minorities and other social groups to the transport system. Recent research suggests that black and ethnic minority individuals take relatively few active leisure trips such as walking or cycling.

Coverage in the Case for Change

3.1.2 The Case for Change is centred around 29 key 'problems' which the new RTS should respond to, grouped by mode. These specific transport issues were identified through extensive engagement, desk-based research, and statutory assessment activities in the development of the RTS.

3.1.3 Identified transport problems form the basis of 29 transport planning objectives (TPOs), which in turn informs four proposed RTS Strategic Objectives and an initial options generation matrix which sets out high-level option types (without any spatial definition at this early stage) to implement the proposed RTS Strategic Objectives.

3.1.4 Adequate recognition and coverage of identified key equalities issues in the suite of problems which are defined in the Case for Change to underpin RTS development is therefore essential to ensure that all equalities impacts are appropriately considered at each stage of RTS development. **Table 1** overleaf highlights the primary equalities issues relevant to each of the 29 problems.



Table 1: Key Equalities Issues identified in the Case for Change

Issue		Relevant Equalities Issues	
All Modes			
1	Those living in new developments or travelling to new developments can have long journeys and / or implied car use to undertake day to day activities	<ul style="list-style-type: none"> Forced car ownership, particularly among those with low incomes. Health and wellbeing. Air quality as a deterrent to active travel. Unequal access to services across urban and rural areas. 	
2	Use of the transport system brings the risk of accidents and personal injury	<ul style="list-style-type: none"> Increased risk of accident by socio-economic status. 	
Active Travel			
3	Many do not find cycling a realistic option	<ul style="list-style-type: none"> Affordability and its relationship to socio-economic status Gendered experiences of safety along pedestrian and walking routes. 	
4	Walking is not an attractive option for some short journeys		
Public Transport			
5	Peak period bus-based journey times can be much longer than off-peak	<ul style="list-style-type: none"> Disproportionate levels of bus travel by socio-economic status, age, and gender. Affordability and its relationship to socio-economic status. Disproportionate levels of low income and wealth among protected characteristics. Barriers to public transport use relating to disability including physical access barriers. Barriers to public transport use to persons relating to the protected characteristics of race, gender, sexual orientation, gender identity, and religion such as hate crimes. An overlap between low accessibility and multiple deprivation means poor network coverage restricts education, employment, and leisure opportunities for those living in deprived areas. 	
6	Peak period bus-based journey times can be much more variable than off-peak		
7	Some direct public transport journey speeds are slow so journey times are long and not competitive with car		
8	Some travel by public transport requires interchange(s) – adding to journey times, access issues, inconvenience, and cost		
9	People can't get a seat on some public transport services		
10	Travel by bus or rail is unaffordable for some		
11	Some journeys cannot be made by public transport		
12	Physical access to, and use of the public transport network is a problem or not possible for some users		
13	Vulnerable groups not feeling safe on public transport		
14	People do not have full awareness of their public transport options		
Mixed Mode			
15	Combining cycling and public transport use is not possible		<ul style="list-style-type: none"> Contributes to overreliance on the private car, with associated income, air quality, health, and access inequality impacts.
16	Preferred P&R station cannot be used due to lack of parking during commuter (i) peak and (ii) inter peak		



Issue		Relevant Equalities Issues
Freight		
17	In places, peak period commercial vehicle-based journey times can routinely be much longer than off-peak	<ul style="list-style-type: none"> ▪ Contributes to overreliance on the road freight, with associated climate, air quality, and health inequality impacts.
18	Peak period commercial vehicle-based journey times can be much more variable than off-peak	
19	Cost and practicality of rail freight prevents widespread use	
20	Commercial vehicle drivers have limited options for secure parking and rest	
21	Commercial vehicles are currently reliant on fossil fuels in the absence of viable / cost effective alternatives	
22	Direct sea-based international connectivity is poor	
Car		
23	In places, peak period car-based journey times can routinely be much longer than off-peak	<ul style="list-style-type: none"> ▪ Affordability impacts and relationship to socio-economic status.
24	Peak period car-based journey times can be much more variable than off-peak	
25	High cost of town / city centre parking	
26	Lack of availability of parking is inconvenient	
27	Road-based travel on the regional road network, including some external links (including ports and airports) can be slow even when traffic volumes are relatively low	
28	Electric car operation and ownership not practical for all	
29	Cost of electric cars is higher than equivalent ICE cars and too expensive for many at present	



Reporting of Equalities Issues

- 3.1.5 **Table 1** above shows that the problems and associated TPOs respond to a broad range of equalities issues. These are identified in the Baseline Review (Sections 2 – 4) and the Literature Review (Section 5), with likely equalities impacts now cross-referenced and explicitly mentioned in the primary reporting frameworks.
- 3.1.6 **Table 1** also shows that, based on the evidence reviewed to inform the Case for Change, the identification of equalities issues is presently concentrated within active travel and public transport modes. Whilst there are likely to be indirect impacts associated with other modes, these are not explicitly referenced in the primary reporting frameworks. An example of this is in Table 8.2 of the report, which maps TPOs to National Transport Strategy 2 (NTS2) outcomes. Here, the report states that no TPOs under the Freight and Car modes link to outcomes under the NTS2 priority 'Reduced Inequalities'.
- 3.1.7 Some TPOs with the potential to address equalities issues are not currently recognised. For example, the final TPO – improving access to electric vehicles – is not described as contributing to the NTS2 outcomes of Fair Access to Services or Affordable for All. It is recommended that as the RTS is further developed, the options appraisal should consider likely equalities impacts for all interventions, not only those modes with self-evident implications.

Initial Options Generation Matrix

- 3.1.8 The Case for Change details initial option generation which drew upon the problems outlined in the Problems Framework and built upon through the development of the TPOs. The process shows clear linkages between identified transport problems, TPOs and a suite of high-level and non-spatially defined option types which could be used to address identified problems. As option types are closely mapped to TPOs, the issues they are seeking to address mirror those considered in **Table 2** above.
- 3.1.9 In the next stage of RTS development individual options will be subject to further development, sifting and appraisal through Stage 2 – Preliminary Options Appraisal of the STAG process. The Equalities Assessment Framework set out in **Section 2** will need to be applied in tandem with relevant STAG and SEA criteria to ensure that the options development process includes appropriate consideration of identified key equalities issues and that the likely equalities impacts of individual options are assessed.



3.2 RTS Strategic Framework

Strategy Objectives

- 3.2.1 Section 10 of the Case for Change brings together the 29 transport problems and their associated TPOs to derive four proposed Strategy Objectives for the RTS:
- i. Transitioning to a Sustainable, Post-Carbon Transport System
 - ii. Facilitating Greater Physical Activity
 - iii. Widening Public Transport Connectivity and Access Across the Region
 - iv. Supporting Safe, Sustainable and Efficient Movement of People and Freight Across the Region
- 3.2.2 Following an assessment against the TPOs, the Case for Change concludes that these Strategy Objectives should be taken forward and act as the foundation to underpin the development of all other, lower-level components (e.g., transport options) of the emerging RTS.

Compatibility Assessment

- 3.2.3 A visual summary of the compatibility of the proposed RTS Vision and Objectives with the equalities assessment framework is presented in Table 2 overleaf. Generally, the objectives perform well against the equalities assessment frameworks as they describe socio-economic issues which are likely to have an equalities impact, including air quality, health, and economic growth.
- 3.2.4 Each objective includes a specific reference to social groups, protected characteristics, and young people. This will help to ensure that the different needs of these groups would be considered through a future options appraisal process. Similarly, monitoring and evaluation frameworks should be designed so that differential impacts can be measured. Data which can be controlled for these characteristics should be collected to allow an evaluation of the equalities impacts of the strategy and its associated delivery mechanisms.



Table 2: Compatibility of Proposed RTS Strategic Objectives with Equalities Assessment Framework

Outcomes	Public Sector Equality Duty	Fairer Scotland Duty	Child Rights & Wellbeing Duties	Commentary
Strategy Objective 1: Transitioning to a sustainable, post-carbon transport system				
<ul style="list-style-type: none"> Reduce emissions and energy use Improve air quality 	✓	✓	~	This objective has implicit compatibility with the PSED and the FSD assessment frameworks as it has the potential to alleviate inequalities in air quality. Poor air quality resulting from transport emissions can play an important role in physical health outcomes and inequalities – however recent research has shown there is no evident correlation with income deprivation in the Edinburgh TTWA (Bailey et al., 2018).
Strategy Objective 2: Facilitating greater physical activity				
<ul style="list-style-type: none"> Improve health and well-being Reduce emissions 	✓	✓	✓	This objective has implicit compatibility with the PSED, FSD, and CRW assessment frameworks as there is a clear focus on health – a key area of inequality. This objective could be strengthened by using inclusive language to explicitly reference health inequalities, so the issues faced by disadvantage groups are prioritised through the RTS.
Strategy Objective 3: Widening public transport connectivity and access across the region				
<ul style="list-style-type: none"> Reduce inequality of opportunity and encourage more inclusive growth Reduce car dependency and forced car ownership and encourage modal shift 	✓✓	✓✓	✓	This objective performs strongly against the PSED and the FSD assessment frameworks as there are explicit references to removing barriers to access and reducing inequalities of opportunity. It is implicitly compatible with the CRW framework as it references many inequalities experienced by young people, including in income and access to education and employment, but does not make an explicit reference to the group.
Strategy Objective 4: Supporting safe, sustainable, and efficient movement of people and freight across the region				
<ul style="list-style-type: none"> Deliver economic growth and increased productivity through the efficient movement of people and goods Reduce personal injuries 	~	✓	~	This objective has implicit compatibility with the FSD assessment framework, given its focus on economic growth. The object could be strengthened through a discussion of inclusive growth, highlighting how interventions should ensure the benefits of growth are distributed fairly, and how economic development should work to reduce inequalities experienced by residents of the SEStran area.

Key

Explicit reference	✓✓	Incompatible	X
Implicit compatibility	✓	No clear relationship	~



- 3.2.5 The high-level assessment provided in **Table 2** demonstrates that in general the proposed RTS Objectives provide an appropriate high-level platform from which to develop specific schemes, policies and proposals to address identified key equalities issues. This indicates that the RTS Objectives are generally compliant with the requirements of applicable equalities duties.
- 3.2.6 However, the analysis also indicates as individual proposed RTS Strategic Objectives respond to specific TPOs they are likely to have differential relationships with applicable equalities duties and differential impacts on specific equalities issues, whilst the RTS Strategic Objectives are themselves not necessarily fully integrated. Each of the RTS Strategic Objectives will underpin the development of specific lower-level RTS components including individual options, so to avoid potential tensions, gaps or 'silo working' between the implementation of individual RTS Strategic Objectives (which could undermine the overall performance of the RTS in tackling a range of inequalities) it will be important for the RTS to include a holistic and visionary strategic framework.
- 3.2.7 The emerging RTS would therefore benefit from the development of an over-arching holistic Vision and clearer linkages between Strategic Objectives to bring these together and from the outset clarify what the RTS seeks to achieve. This would ensure that any lower-level options developed mainly to address one RTS Strategy Objective either contribute to or at least avoid adverse effects on the other Strategic Objectives.
- 3.2.8 Going forward the equalities duties (and the SEA process) will be applied to test the relationship between the proposed RTS Strategic Objectives and individual options in order to maximise likely significant beneficial effects and avoid or minimise adverse effects from the RTS when read and implemented as a whole.



4 Next Steps

- 4.1.1 This Equalities Duties Report is being published for consultation alongside the Case for Change which has been prepared by SEStran (with support from Stantec) to underpin the preparation of the new RTS for the SEStran area. This forms part of a multi-stage process which will include a detailed options appraisal process and future consultation on a full Draft RTS.
- 4.1.2 In accordance with best practice, relevant equalities duties are being applied from the outset and in tandem with the development of the emerging RTS to allow key equalities issues to inform the content of the new RTS. All consultation received in respect of the Case for Change Report and this Equalities Duties Assessment Report will be reviewed and used to inform and refine the proposed RTS Strategic Objectives and the development of individual options derived from the initial options generation matrix.
- 4.1.3 The next stage will be the development and appraisal of individual options to implement the proposed RTS Strategic Objectives (and thereby address all identified TPOs) through Stage 2 – Preliminary Options Appraisal of the STAG process. This will be undertaken in tandem with the application of the Equalities Assessment Framework (as well as the SEA Framework) to test and refine all emerging options for potential inclusion within the Draft RTS. Relevant equalities duties (detailed in **Section 2**) will therefore be applied as part of the iterative options development and appraisal process. Outcomes of the appraisal process will inform the preparation of a full Draft RTS, which will be accompanied by detailed Equalities Duties Report for consultation.



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