



REGIONAL TRANSPORT STRATEGY

Fairer Scotland Duty Assessment

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In partnership with:  **Stantec**

Fairer Scotland Duty

Draft Regional Transport Strategy for South East Scotland

Title of Strategy	Draft SEStran Regional Transport Strategy
<p>Summary of aims and expected outcomes of strategy, proposal, programme, or policy</p>	<p>A new Draft Regional Transport Strategy (RTS) has been prepared by South-East of Scotland Regional Transport Partnership (SEStran) to establish a new transport vision for the region through the development of new transport policies and objectives.</p> <p>The RTS is currently at the draft stage and will be published for public consultation to ensure the strategy is reflective of all transport users in the region. This template reflects how equalities assessment, in relation to the Fairer Scotland Duty, has influenced the preparation of the Draft RTS as published for consultation.</p> <p>The Draft RTS comprises:</p> <ul style="list-style-type: none"> • A transport problems framework to identify transport inequalities users currently face within the SEStran area. This has been developed through extensive public and stakeholder consultations. The framework identifies what needs to be considered to as drivers of change and sets out what should be achieved. • From the problems framework, four strategy objectives have been developed to resolve the inequalities raised. These are: transitioning to a sustainable, post carbon transport system, facilitating healthier travel options, widening public transport connectivity and access across the region, and supporting safe, sustainable and efficient movement of people and freight across the region. • Under the four transport planning objectives, a series of 12 regional mobility themes to act as drivers of change and help to address the challenges raised during the initial public consultation. • Finally, two spatial strategy themes provide an integrated spatial and strategic framework to underpin transport planning and development decisions and to guide transport infrastructure investment across the SEStran area <p>The Draft RTS recognises that transport is a crucial enabler of sustainable and inclusive economic growth and a key tool in the Scottish Government’s target of net zero emissions by 2045. This RTS will also provide a platform and the strategic context necessary to address key economic, social, and environmental challenges through the transport system. The proposed vision for the transport system relates directly to creating a more inclusive and accessible transport system contributing to a more equitable society.</p>

Summary of evidence

The Draft RTS aims to address the impacts of poor transport connectivity, including its impacts on the inequalities experienced by disadvantaged groups. This assessment therefore focuses on evidence of inequalities, experienced by socio-economically disadvantaged groups, that have been affected by poor connectivity.

Transport helps to maintain social connections and supports access to essential services and employment opportunities. However, those on low incomes are prevented from accessing these opportunities due to affordability and availability issues. This can contribute towards and intensify the experience of poverty.

Recent research undertaken by Sustrans stated that over one million Scots also live in areas that are at risk of transport poverty, defined as those who don't have access to essential services or work due to limited affordable transport options¹.

Research published by the Joseph Rowntree Foundation has found that poor service coverage, reliability, and or affordability of public transport discourage people in low incomes to commute to employment sites, reinforcing socio-economic disparities². This is compounded by the fact that poor service coverage is more likely in deprived communities³.

Furthermore, the cost of public transport, or lack of accessible public transport options necessitating the use of the private car, will comprise a disproportionate proportion of people facing socio-economic disadvantages income.

Average weekly household expenditure in Scotland on transport and vehicles in 2016-2018 was £68.20, representing around a seventh of total household expenditure. The figure has fallen slightly from a peak of over 15% of household income in 2012-14 but it still represents a significant proportion of people's income⁴.

Despite poor service coverage, people in low-income households are more likely to travel by bus due to the affordability barriers to the private car. 41% of people living in a household with less income than £10,000 use a bus at least once per week, compared to 15% for those with an income greater than £50,000.⁵ Cuts to subsidised bus services therefore have a disproportionate impact on people in low income facing other forms of socio-economic disadvantage.

Difficulty accessing public transport is only one issue with connectivity. There are links between poverty and ability to cycle. Household access to bikes increases with household income. 62% of households with an income of £50,000 or more have access to one or more bikes, compared to 20% of households with an income up to £10,000.⁶ Bicycle access is higher in rural areas than urban areas.

¹ Transport Poverty in Scotland, Sustrans 2016

² JRF, Tackling transport-related barriers to work in Scotland. 2018. Available at: <https://www.jrf.org.uk/report/tackling-transport-related-barriers-employment-low-income-neighbourhoods>

³ See: Transform Scotland, Rethinking Transport Services to Tackle Poverty, 2018. Available at: <http://transformscotland.org.uk/wp/wp-content/uploads/2018/11/Rethinking-Transport-Services-to-Tackle-Poverty-Poverty-Alliance-briefing-for-Transform-Scotland-2018-10-16.pdf>

⁴ ONS weekly household spend on transport and vehicles relative to weekly household income

⁵ Transport and Travel in Scotland, 2018, Table 28

⁶ Transport and Travel in Scotland 2018, Table 18

There are also links between household income and people walking just for pleasure or to keep fit. For those living in households with annual income up to £10,000, 58% walk one or more days per week⁷. For those in households with more than £50,000 annual income the figure rises to 71%.

Analysis by the Glasgow Centre for Population Health found that, while pedestrian casualties among adults and children have been reducing over time, significantly higher casualty rates are reported in more deprived areas⁸. Their 2015 report found that the pedestrian casualty rate for adults was 2.4 times higher in the most deprived quintile compared with the least deprived, and 3.2 times higher for children.

It is important to note that people facing other forms of structural disadvantage, such as sexism, racism, homophobia, and ableism, constitute a disproportionate number of those facing socio-economic disadvantage. Affordability barriers to the transport system intersects with other forms of disadvantage.

Women in Scotland are much more likely than men to be part-time workers (44% compared to 15%) with over 75% of Scotland's part-time workforce being female.⁹ Women are also more likely to be in low-paid work, with 64% of people paid below the Living Wage being female.¹⁰ In particular, lone parents, the vast majority of whom are women, are more likely to be living in poverty than other single working-age adults in Scotland.¹¹ Over the period 2014-16, 38.4% of lone households in Scotland were in relative poverty before housing costs. Further, a lone-parents' ability to work is structured by the availability of childcare. The UK has the second most expensive childcare in terms of proportion of income spent in the OECD.¹²

While there is a National Concessionary Travel Scheme for those eligible, disabled people are more likely to experience affordability barriers to transport relative to people without disabilities. Individuals who live in households with a disabled person are more likely to experience income poverty (24%) than those without (17%).¹³ In 2011 households which contained at least one person with a long-term illness or a disability were identified as 50% more likely to be "not coping" with their finances than those that did not.¹⁴ This finding is reinforced by UK-wide data from the Life Opportunities Survey which indicates that 42.4% of people who lived in households with a disabled member reported difficulty in "making ends meet" compared to 28.1% of households without.¹⁵

Ethnic minorities also face a disproportionately higher rate of relative poverty. All ethnic minority groups have higher rates of poverty than White British households. Those in the Mixed, Black, and Other ethnicity group face a rate of relative poverty after housing costs more than double that of White British households.¹⁶

7 Transport and Travel in Scotland 2018, Table 25

8 Pedestrian and cyclist casualty trends in Scotland, Glasgow Centre for Population Health

9 House of Commons Library (2019) Briefing paper: Women and the Economy

10 SPICe (2016) The Living Wage: Facts and Figures

11 Poverty and Income Inequality in Scotland 2015-18

12 Institute for Public Policy Research, Making the case for universal childcare, 2011. p.5

13 Households Below Average Income 2014/15-2016/17, DWP.

14 Scottish Government, The Position of Scotland's Equality Groups. Revisiting Resilience in 2011, 2011.

15 Life Opportunities Survey. 2012-14

16 Family Resources Survey 2012-17, 2018.

	<p>People who are Muslim are more likely than all other religious groups and those with no religion to be living in relative poverty both before and after housing costs¹⁷. People who are Roman Catholic (23%) or Muslim (18%) are more likely to live in Scotland's 15% most deprived areas when compared to other religious groups and those with no religion.¹⁸</p> <p>There is a lack of data which evidences a direct relationship between being transgender and income inequality. however, it is reasonable to suggest that such persons have lower income and wealth and are therefore at a higher risk of transport poverty.¹⁹ Transgender people face widespread discrimination and targeted hostility; unequal access to services, and workplace discrimination.²⁰ Upwards of 39% of transgender employees have faced discrimination in the workplace. Further, a reported 20% of transgender employees do not feel able to wear work attire representing their gender identity; and 18% aren't open with anyone in their workplace regarding their gender identity. Almost one in fifteen (6%) of transgender employees have been physically attacked by customers or colleagues in the last year because of their sexual orientation and/or gender identity.²¹ Difficulties accessing employment and services which increase disposable income (including healthcare free at the point of use and housing) suggest lower income and associated affordability barriers to transport.</p>
<p>Summary of assessment findings</p>	<p>The Fairer Scotland duty places a legal responsibility on particular public entities in Scotland to actively consider how they can reduce inequalities of outcome caused by socioeconomic disadvantage. While the duty does not statutorily apply to SEStran, this assessment has been completed on a voluntary basis, as the duty applies on a statutory basis to SEStran's constituent local authorities and NHS health boards.</p> <p>This differs from the public sector equality duty under the Section 149 of the Equality Act which considers only reducing inequalities of opportunity. However, the Fairer Scotland Duty - Interim Guidance for Public Bodies (Scottish Government, 2018) 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. 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.</p> <p>As a whole, the Draft RTS demonstrates that the Fairer Scotland Duty has been appropriately assessed by providing a positive framework, within the context of the transport system, reduce inequalities caused by socioeconomic disadvantage. The transport challenges identify specific challenges for all socioeconomic groups from which objectives have been developed that revolve around addressing inequalities. All four of the strategic objectives inherently include references to reducing inequality and demonstrate a strategy that has considered the best method of creating a more equitable transport system in terms of both opportunities and outcomes.</p>

17 Scottish Government, Poverty and Income Inequality in Scotland 2014-17, 2018.

18 Scottish Government, Poverty and Income Inequality in Scotland 2014-17, 2018.

19 Limited data does exist, for example, a 2007 survey of 71 Transgender people in Scotland found that 30% of respondents had an income of over £20,000, and 48% of respondents had an income under £10,001. Scottish Transgender Alliance (2008). Transgender Experiences in Scotland Research Summary

20 EHRC, Significant inequalities in Scotland: Identifying significant inequalities and priorities for action, 2010, p.22

21 Stonewall Scotland, LGBT in Scotland – Work Report, 2018. p.5.

However, as with all other applicable statutory duties and requirements, the high-level nature of the all proposed RTS policies, combined with the absence of proposed implementation or delivery mechanisms at this stage, precludes the identification at this stage of specific likely impacts on inequalities of outcome caused by socio-economic disadvantage. In particular, at this stage, it is not possible to identify differential impacts from the proposed policies and policy enablers on different socio-economic groups. However, the RTS has reducing inequality (in relation to providing fair access to services, improving connectivity and affordable for all) at its heart and provides context within which future decisions will be made. Within the RTS:

- Poor transport connectivity is highlighted as a key issue in the transport problems within the draft RTS and the transport system alongside new active travel and ridesharing initiatives can act as a catalyst for increasing access to economic opportunities, employment, and access to public services. This is directly addressed within multiple regional mobility themes where new public services will be located where “connectivity by active travel and public transport to the public is high but particularly with regards to the location of deprived communities”.
- The proposed vision for the draft RTS also relates directly to creating an inclusive and accessible transport system that supports a more equitable society and reduction in deprivation. This is recognised within strategy objective one, which aims to create “equitable access to transport”. The draft RTS therefore establishes a positive framework which will allow for targeted interventions against current inequalities experienced by different socio-economic groups.

While the draft RTS does not propose any specific projects for development at this stage, the components listed within the RTS are likely to provide significant increases in economic opportunities, employment, access to public services and sustainable economic growth. All of these will contribute to reducing the current inequalities that exist within the RTS’s remit.

The development of the following strategies demonstrates that the specific needs of communities experiencing socio-economic disadvantage have been appropriately considered in the preparation of the RTS:

Relevant RTS Policies:

- Improving connectivity in areas which may be deprived of a certain good or service
- Encouraging the use of active travel through more infrastructure and the use of incentives to ensure income deprived users have access to bikes
- Provide a transport system that is affordable for all users, based on their ability to pay
- Enhancing public transport options to areas that suffer from high levels of transport deprivation
- Implementing mobility as a shared service schemes (MaaS) to provide increased transport offerings to rural and income deprived areas

	<ul style="list-style-type: none"> • Reducing CO2 emissions through increasing public transport usage and decarbonisation of the fleet • Providing a transport system with enhanced connections to and from the study area, allowing business to be competitive • Decreasing road deaths through targeted interventions <p>These policies and policy enablers recognize that, transport is an enabler of socio-economic activity and can positively influence economic outcomes through increased access to education, public services, employment, and economic activities. In summary, it is considered that while it may not be possible to determine which of the proposed policies will benefit deprived areas, the proposed framework will positively influence socio-economic outcomes in a fair and balanced way. Any future intervention that takes place, which is guided by the draft RTS, should increase socio-economic outcomes.</p>
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