



NTS2 Delivery Plan - Health Inequalities Impact Assessment (HIIA)

Screening Report

Transport Scotland

October 2021

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1. Introduction

1.1 Purpose

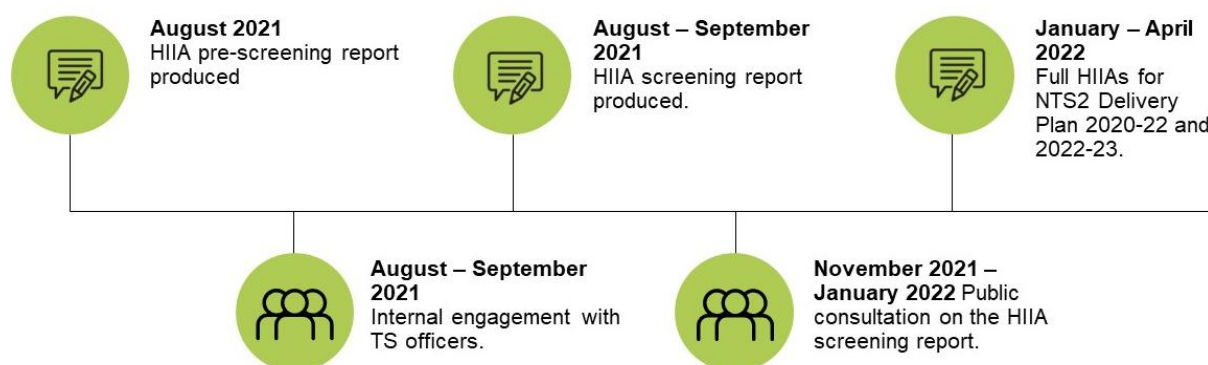
AECOM has been commissioned by Transport Scotland (TS) to undertake a series of impact assessments on Scotland’s National Transport Strategy 2 (NTS2) Delivery Plans for 2020-2022 and 2022-2023. This includes the following:

- Equality Impact Assessment (EqIA);
- Children’s Rights and Wellbeing Impact Assessment (CRWIA);
- Fairer Scotland Duty Assessment (FSDA);
- Island Communities Impact Assessment (ICIA);
- **Health Inequality Impact Assessment (HIIA);**
- Business Regulatory Impact Assessment (BRIA); and
- Data Protection Impact Assessment (DPIA) (if required).

This report sets out a HIIA screening of the strategic policies within the NTS2 Delivery Plan 2020–22 based on existing evidence and internal engagement with TS and Scottish Government (SG) officers in August and September 2021.

This screening report has been produced prior to a period of consultation on the HIIA and the other impact assessments from November 2021 to January 2022. The feedback and findings of the consultation will contribute towards completing a full HIIA on both the 2020-2022 NTS2 Delivery Plan and 2022-2023 NTS2 Delivery Plan in April 2022. Figure 1-1 sets out the key activities and timescales for undertaking the HIIA.

Figure 1-1 Timeline for HIIA activities



1.2 The NTS2 Delivery Plan 2020-2022

The NTS2 sets out the vision for Scotland’s transport system to 2040: “a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors”. NT2 outlines four Priorities for the transport system: **Reduces inequalities**, **Takes climate action**, **Helps deliver inclusive economic growth** and **Improves our health and wellbeing**. The Vision and Priorities for NTS2 are set out in more detail in Figure 1-2.

The first [NTS2 Delivery Plan](#) sets out 199 broad actions the Scottish Government (SG) is taking to deliver on its vision and priorities to the end of March 2022, taking account of the impact of COVID-19. The second Delivery Plan (for 2022-23) will be published in Spring 2022 and will outline SG’s actions for delivering the four priorities to the end of March 2023. Delivery Plans will be published on an annual basis from 2022 onwards.

Figure 1-2 NTS2 Delivery Plan Vision and Priorities 2020-22



The actions within the NTS2 Delivery Plans will also contribute to achieving the Scottish Government’s National Outcomes contained within the [National Performance Framework](#) as shown in Figure 1-3.

Figure 1-3 Scotland’s National Performance Framework



1.3 Relevant legislation

The HIIA is designed to identify the potential health impacts of each of the actions within the NTS2 Delivery Plan. Its objective is to maintain or provide opportunities to improve human health for all demographic groups and communities across Scotland and minimise health inequalities. There is no legislative requirement underpinning the HIIA. The HIIA exceeds Transport Scotland’s legal duty in relation to the Equality Act 2010 by going on to consider the distribution of potential impacts on health inequalities, human rights, socio-economic circumstances and people with protected characteristics (Public Health Scotland, 2021). The Equality Act (including Part 1 of the Equality Act, the Fairer Scotland Duty) has been used as additional guidance for

undertaking this assessment, rather than for providing a legal basis for its undertaking.

1.3.1 Equality Act 2010 and Public Sector Equality Duty

The Equality Act 2010 legally protects people from discrimination both in the workplace and in wider society. It ensures that individuals with the following nine protected characteristics are not indirectly or directly discriminated against:

- **Age:** This refers to persons defined by either a particular age or a range of ages;
- **Disability:** A disabled person is someone who has a physical or mental impairment (lasting more than a year) that has a substantial adverse effect on their ability to carry out normal day-to-day activities;
- **Gender Reassignment:** This refers to a person who is proposing to undergo, is undergoing, or has undergone a process for the purpose of reassigning their gender identity;
- **Marriage and Civil Partnership:** Marriage can be between a man and a woman or between two people of the same sex. Civil partners must not be treated less favourably than married couples;
- **Pregnancy and Maternity:** Pregnancy is the condition of being pregnant and expecting a baby. Maternity refers to the period after the birth. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth;
- **Race:** Under the Equality Act 2010 race includes colour, nationality (including citizenship) and ethnic or national origins;
- **Religion or Belief:** Religion means any religion and a reference to religion includes a reference to a lack of religion. Belief means any religious or philosophical belief and a reference to belief includes a reference to a lack of belief;
- **Sex:** This refers to a man or to a woman, or to a group of people of the same sex; and,
- **Sexual Orientation:** this means a person's sexual orientation towards, persons of the same sex, persons of the opposite sex, or persons of either sex.

Section 149 of the Act sets out the Public Sector Equality Duty (PSED), to which TS is subject in carrying out all its functions, including its consideration of NTS2. Those subject to the PSED must, in the exercise of their functions, have due regard to the need to:

1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The three aims of the duty apply to all protected characteristics provided for in section 149(7). Although marriage and civil partnership is a protected characteristic

under the Equality Act, it is not covered by the PSED and is therefore not considered as part of this HIA. The Equality Act 2010 explains that having due regard to the second aim involves:

- Removing or minimising disadvantages affecting people due to their protected characteristics;
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people; and
- Encouraging people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low.

The PSED requires public bodies to take proactive measures to address inequality and help contribute to the government's commitment to tackle disadvantage and discrimination, advance equality of opportunity, and encourage good relations between all people.

1.4 Fairer Scotland Duty

Part 1 of the Equality Act 2010, the 'Fairer Scotland Duty', places a legal responsibility on the relevant authorities to actively consider how they can reduce inequalities of outcome caused by socio-economic disadvantage. TS, when making decisions of a strategic nature about how to exercise its functions, must have due regard to the desirability of exercising them in a way that is designed to reduce the inequalities of outcome which result from socio-economic disadvantage. This differs from the PSED under Section 149 of the Equality Act which considers only reducing inequalities of opportunity.

Public bodies may wish to publish a written assessment under the Fairer Scotland Duty, demonstrating how they have considered inequalities of outcome when making any major strategic decision.

'The Fairer Scotland Duty - Guidance for Public Bodies' (Scottish Government, 2021) 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.

2. Approach to screening of health inequalities impacts

2.1 Introduction

This screening assessment includes an initial screening of the potential social and equality impacts of the strategic policies outlined in the NTS2 Delivery Plan 2020-22. Due to the large number of individual actions (181) and strategic policies (37) included in the assessment, a reference number has been assigned to each strategic policy and to the individual actions associated with them. This was done to help with assessment work going forward and to monitor and record responses from internal engagement and external consultation activities. An NTS2 Delivery Plan Strategic Policies and Actions Referencing and Scoring Report containing a full list of NTS2 Delivery Plan actions with reference numbers and assessment scores has been produced alongside this report.

2.2 Key issues and evidence

The HIIA screening includes a review of pertinent equalities and socio-economic issues relating to transport at a national level using key datasets and where available considering future trends. Key issues are set out in section 3 of this report and draw upon a range of evidence sources including the following:

- **The Equality Evidence Finder;**
- **NTS2 Equality Impact Assessment** – published February 2020;
- **NTS2 Fairer Scotland Duty Assessment** – published February 2020; and
- **Transport Transition Plan** – EqIA Interim Update.

2.3 Screening assessment

The screening of health inequality impacts provides a high-level assessment informed by a consideration of the key issues and evidence as well as feedback from TS and SG officers.

The screening considers how each strategic policy may differentially or disproportionately affect groups with protected characteristics and other groups who are more vulnerable to health inequalities identified through the assessments. A provisional 'score' has been assigned to each of the strategic policies as well as for each of the relevant groups. Provisional scoring criteria used is set out below:

HIIA screening scoring criteria:

Major Positive Effect (++): The policy has the potential to contribute significantly to reducing health inequalities.

Minor Positive Effect (+): The policy has the potential to contribute to reducing health inequalities, but not significantly.

Neutral/ Negligible Effect (0): There is no clear relationship between the policy and reducing health inequalities, or the relationship is negligible.

Minor Negative Effect (-): The policy has the potential to detract from reducing health inequalities, but not significantly

Major Negative Effect (- -): The policy has the potential to detract from reducing health inequalities. Mitigation is therefore required.

Uncertain Effect (?): The policy has an uncertain relationship to health inequalities / the relationship is dependent on the way in which the aspect is managed / insufficient information is available to enable an assessment to be made.

A screening form has been set up for each policy to record the initial findings and considerations with regards to the HIA; all are set out in section 4.

3. Key issues and evidence

3.1 Introduction

This section provides an overview of key transport issues pertinent to the HIIA for those who are most like to experience health inequalities. The HIIA assess the likely effects of the strategic policies in the NTS2 Delivery Plan on protected characteristic groups and people experiencing socio-economic disadvantage or are vulnerable to falling into poverty. This includes:

- People on benefits;
- Single parents;
- At risk families e.g. young mothers, people experiencing domestic abuse, children at risk of statutory measures;
- Looked after children and young people;
- Those leaving care settings (including children and young people and those with illness);
- Homeless people;
- Carers (including young carers and carers with protected characteristics);
- Those involved in the criminal justice system;
- People with low literacy/numeracy;
- People misusing substances; and
- Others e.g. veterans and students.

Health inequalities can also manifest across different geographical communities including across rural or semi-rural communities, urban communities as well as coastal and island communities and as such the HIIA will examine impacts across a range of areas. Health impacts are also experienced differently by different types of workers including full-time and part-time workers, shift workers and those experiencing 'in-work' or working poverty.

Around 24% of Scotland's population live with a long-term physical or mental health condition that limits their daily life. Yet those with long-term limiting illnesses, including disabled people, often experience higher levels of inequality. In areas with a higher level of deprivation, more people live with a limiting condition. In the most deprived areas in Scotland, 33% of adults live with a limiting condition, while 15% of adults lived with a limiting condition in the least deprived areas. Only about 50% of disabled people of working age are in work compared to 80% of non-disabled people of working age. Employment rates vary greatly according to the type of impairment a person has. People with a mental health condition considered a disability have the lowest employment rate of all impairment categories (21%) and the employment rate for people with learning disabilities is 26%.

There is a tendency for people belonging to protected characteristic groups, particularly young people, older people, disabled people, and certain ethnic minority groups, to experience poorer health and require more frequent access to healthcare than others. In particular, older people make up a higher proportion of patient

admissions. This can present issues for older people, particularly in rural areas where the high cost and low availability of public transport can act as a barrier to accessing healthcare.

The Scottish Index of Multiple Deprivation (SIMD) 'health' domain measures the risk of premature death and the impairment of quality of life through poor physical or mental health. The domain measures morbidity, disability and premature mortality but not aspects of behaviour or environment that may be predictive of future health deprivation.

According to SIMD, 1,395 Data Zones in Scotland are in the top 20% most deprived parts of the country in this domain. Of these, 23.7% (331) are located within the Glasgow City Local Authority Area. Glasgow combined with North and South Lanarkshire represent 41.6% of the 20% most deprived Data Zones with regards to health.

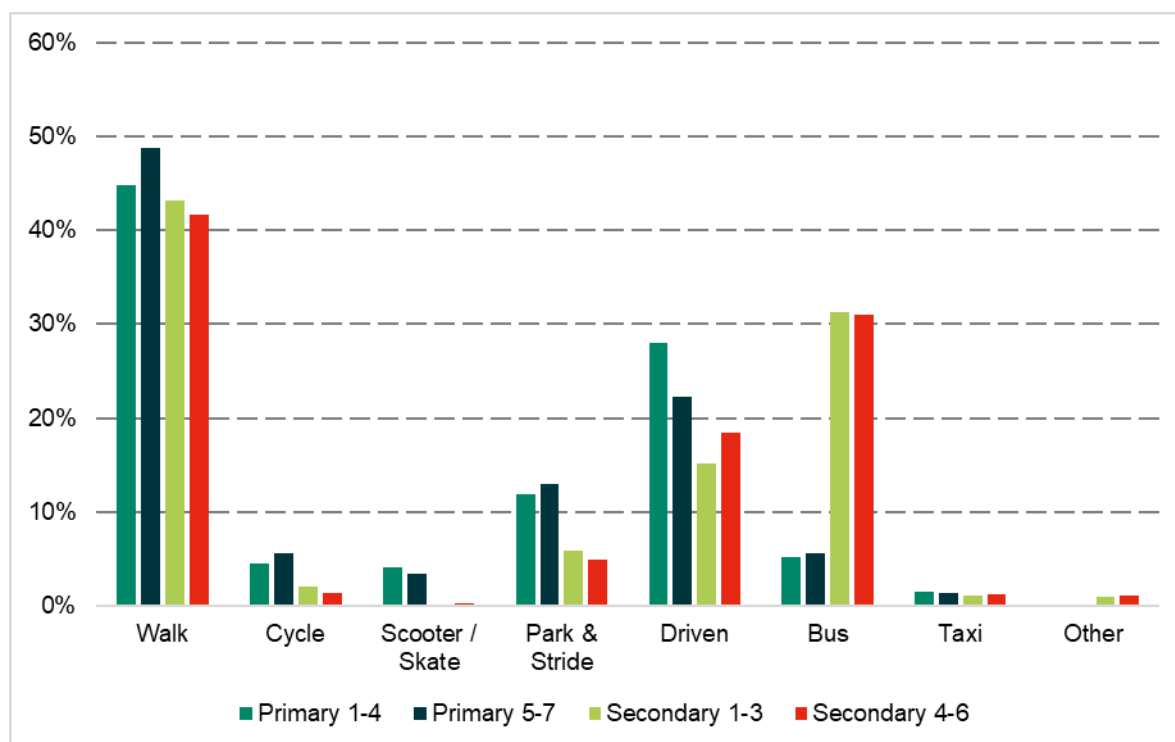
In the most affluent areas of Scotland, men experience 23.8 more years of good health and women experience 22.6 more years compared to the most deprived areas. The life expectancy of people with learning disabilities is substantially shorter than the Scottish average (Public Health Scotland, 2021).

3.2 Car ownership and dependency

Some groups are more likely to rely on public transport such as young people, older people, women and people from certain ethnic groups (Transport Scotland 2020a). The availability and costs of bus services is not uniform across Scotland, with levels of provision differing across local authorities and between urban and rural areas (Poverty and Inequality Commission, 2019). Improvements to sustainable travel and public transport options will therefore benefit those who are less likely to have access to a car

For school children, walking is the most common transport mode for travelling to school (44.8% of modal share) which contrasts with working age adults who primarily travel to work by car or van. Secondary school children are more likely to take the bus than get driven to school (See Figure 3-1).

Figure 3-1 Travel Modes by Year Groups, 2020



Source: Sustrans (2021) Hands Up Scotland Survey 2020

Young people in rural areas are particularly dependent on public transport, particularly for accessing education and training. However, the high cost and low availability of public transport in rural areas is a significant challenge for young people and can act as a barrier to their educational choices and overall progress into employment. For many rural young people, having a driving licence and being able to afford a car is essential. Older people are more likely to use public transport for journeys in comparison to other age groups (Transport Scotland, 2020a) and there has been a 2% increase in the number of people aged 60+ in possession of a concessionary bus pass between 2009 and 2019.

Access to services, such as shops, post offices and healthcare centres as well as visiting friends and relatives can be difficult for older people, particularly in rural areas and island communities. Older people who do not have access to their own car or who have may have lost the right to drive due to eyesight deterioration or other medical problems, are particularly vulnerable to social isolation in rural areas, where services, such as GP surgeries, are too far away to walk, and public transport options are limited. Disabled adults are more likely to use the bus than non-disabled adults (11% of journeys vs 7%) (Transport Scotland, 2020a). In terms of requiring affordable transport options, whilst the National Concessionary Travel Scheme is available to all those who qualify, disabled people are more likely to face transportation cost issues than non-disabled people.

According to the 2011 Census, certain ethnic minority households were most likely to have no car or van available. This includes 51% of African households, 39% of Caribbean or Black households and 36% of Chinese, Chinese Scottish or Chinese

British. Other Asian and Arab households did not have access to a car or van. Certain ethnic minority groups are more likely to travel to work by walking or public transport and are also highest amongst those that never cycle for either work or leisure purposes (Transport Scotland, 2020a).

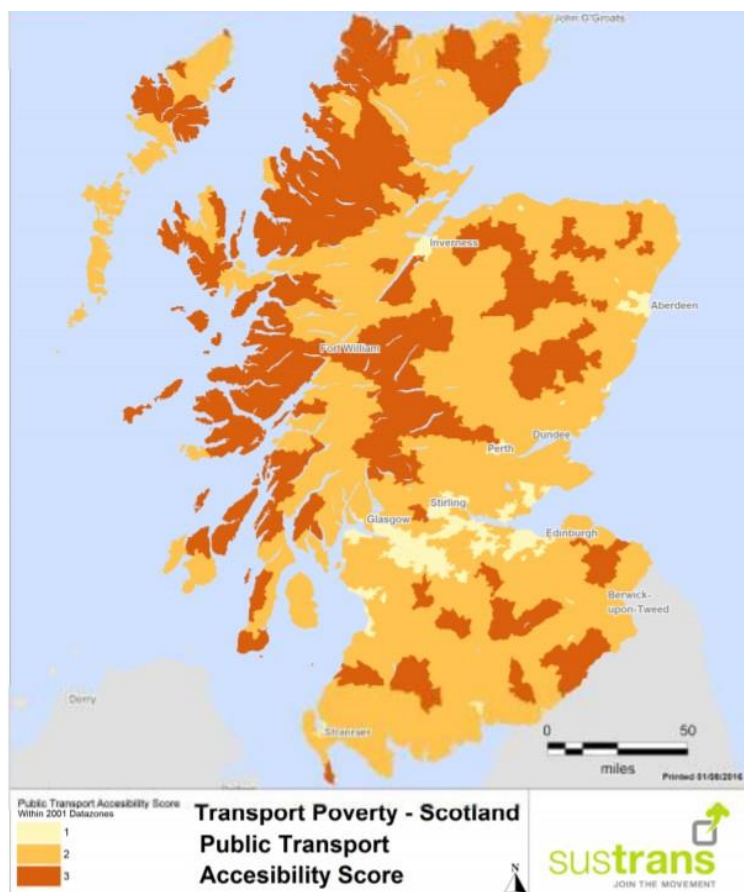
Women are more likely to make multi-stop and multi-purpose trips, combining travel to work with trips for other purposes such as taking children to school, looking after family members or shopping and are more likely to walk, be a passenger in a car or take a bus than men (Sustrans, 2018).

Those living in the 10% most deprived areas are also more likely to walk or catch the bus to travel to work or school (Transport Scotland, 2020a). Being able to access education, employment and training is critical for low income households as a means of escaping poverty, as well as for their general wellbeing (Transport Scotland, 2020b). Affordable and accessible transport can allow children from low-income households to access education and recreational opportunities and allow parents to balance their parenting with their own educational or employment commitments. Furthermore, recent research by Transport Scotland found that travel costs are also an issue for families with young people pursuing further education. Yearly travel passes are expensive and can represent a significant proportion of most household budgets.

A key aspect of the relationship between income inequality and transport is the way in which socio-economic background can affect individuals' ability to access public transport. A 2016 report published by Sustrans titled 'Transport Poverty in Scotland' found that about 1 million people across Scotland lived in 'high risk' zones and were vulnerable to transport poverty (Sustrans, 2016). A high risk of transport poverty was considered to be greatest in regions with (relatively) low income, high car availability and limited access to essential services by public transport.

Most high risk data zones were located in accessible rural areas (30% of all high risk data zones) and accessible small towns (28%). 20% were located in remote rural/very remote rural areas, 13% in remote small towns/very remote small towns, and 9% in large/other urban areas. Figure 3-2 shows the distribution of public transport accessibility across Scotland. Red zones indicate high risk zones while yellow zones are considered to have lowest risk.

Figure 3-2 Scotland Public Transport Accessibility Score



Source: Sustrans, Transport Poverty in Scotland, 2016

This demonstrates that while location and convenience is certainly a factor in transport poverty, the largest issue faced in high risk areas relate largely to high transport costs (fuel, tickets, etc.) over accessibility. Transport costs can influence the extent to which various communities use the transport system. For low-income individuals specifically, cost is the most significant transportation-related obstacle. In some areas measures to reduce private car use, in the absence of high-quality alternatives, may lead to disproportionate impacts on lower income groups experiencing forced car ownership (Curl et al, 2018).

The average weekly household expenditure on transportation and vehicles was £68.20 in 2016-18, accounting for around a seventh of total expenditure. Although it has decreased significantly from a high of over 15% in 2012-14, it still accounts for a large amount of people's income (Joseph Rowntree Foundation, 2018).

Cost increases thus disproportionately affect socio-economically disadvantaged groups, contributing to broader societal inequities in opportunity: that is, because of the price and availability of transportation choices, many low-income people may be unable to maintain social relationships or access work or training possibilities that could improve their standard of living.

Research on the impacts of low income found that public transport use was shaped by three key factors: affordability, accessibility and individual household circumstances. All these factors shaped choices and everyday decision making. Cost

was cited as a key issue for transport use and behaviour with several examples of public transport costs being unmanageable for families and frequently causing anxiety (Poverty Alliance, 2021). Furthermore, if households were unable to afford transport, this resulted in long walks for shopping, isolation from support networks, and reduction on household spending including on food, which for some had resulted in food bank usage. Despite careful budget management, inadequacy of income constrained choices around the use of public transport. Where households had entitlement cards for free travel, this removed cost as a barrier; however, other barriers were still an issue in transport use such as poor availability.

3.3 Physical activity

Access to active travel and transport systems that encourage active living and regular physical activity is an important factor in combating obesity as well as having beneficial impacts on mental health and wellbeing. According to the Scottish Health Survey (Scottish Government, 2018) in 2017, 26% of children aged 2-15 were at risk of being overweight, including 13% at risk of obesity. The proportion of children in the healthy weight range decreased by age, from 73% of children aged 2-6 to 64% of children aged 12-15. This pattern was largely driven by girls, for whom prevalence of healthy weight decreased significantly from 77% for those aged 2-6, to 60% for those aged 12-15 (Scottish Government, 2019).

At present in Scotland, older people, women and people from ethnic minority groups are less likely to cycle than younger, white males, while walking as a means of transport is more evenly distributed across the population (Teuton et al, 2020). However, evidence suggests that where uptake of cycling becomes more commonplace and perceptions of safety improve, the uptake of this mode becomes more evenly distributed across societal groups (Aldred et al, 2016).

Cycling amongst disabled people is also lower than those who are not disabled even though 75% of disabled cyclists use their cycle as a mobility aid, with the same proportion finding cycling easier than walking. However, disabled cyclists cite inaccessible cycle infrastructure, cost of non-standard cycles and the inability to cycle in places where a mobility scooter would be allowed as the biggest barriers to cycling (Wheels for Wellbeing, 2008).

For travel to work purposes cycling is most popular amongst those in the highest income brackets (Scottish Household Survey, 2019 Table 7) and the uptake of cycling for commuting purposes is lowest for low incomes groups and those living in the most deprived areas of Scotland. Uptake of cycling is greater in urban areas than in rural parts of Scotland (Transport Scotland, 2020a). This may be due in part to the longer distances required to travel to access services. Investment in walking and cycling may therefore be focused on those in urban areas, unless it is sufficiently integrated with other actions designed to improve multi-modal travel in rural areas.

3.4 Safety and security

Safety is a key issue for children with regards to transport. There were 331 child pedestrian casualties recorded in Scotland in 2019, accounting for 44% of all pedestrian casualties of all ages (Transport Scotland, 2020c). In particular children

from deprived areas and certain ethnic groups are more at risk. A key aspect to consider is school transport casualty risk. A recent report shows that for children, the journey home from school in the afternoon is riskier than the journey to school in the morning, especially when walking or cycling (Transport Scotland (2020c)). Furthermore, children killed or injured when walking after leaving a bus or a car are often classed as pedestrian casualties.

People living in deprived areas tend to live in more hazardous environments, with greater proximity to high volumes of fast-moving traffic and high levels of on-street parking and, as such, they have higher levels of exposure to road traffic risk (Lucas et al, 2019). There is strong relationship between deprivation and pedestrian casualties. In particular, children and young people from deprived areas were found to be more likely to be involved in traffic injuries, for whom the risk was highest on main roads and on residential roads near shops and leisure services (Christie et al, 2010). There is a significant causal relationship between increased motorised transport and increased road casualties and deaths: people from deprived neighbourhoods are more likely to be injured or killed as road users and people in the highest socio-economic groups (SEGs 1 & 2) were found to be substantially less at risk of death as car occupants than people in the lower groups (SEGs 4 & 5) (UK Government Office for Science, 2019).

Disability, race, gender reassignment, sexual orientation and religion and belief are the five groups of protected characteristics covered hate crime legislation. Disabled people who experience hate crime may often feel fearful in their own homes, communities and when using public transport Glasgow Community and Safety Services, 2013). Disabled people are generally slightly less positive about their experiences using public transport than people who were not disabled, although differences were small for most aspects. The area where the difference was highest was whether individuals felt 'safe and secure on the [bus or train] at night' (58% of disabled people agreed they felt safe and secure on the bus at night compared to 73% of non-disabled people) (Transport Scotland, 2020a).

Lesbian, gay bisexual and Transgender (LGBT) individuals are more likely than heterosexual individuals to have encountered inappropriate sexual behaviour or hate crime while using public transport and may be concerned about safety and security while travelling. Nearly half of transgender persons in Scotland experienced a transphobic hate crime or incident in the year previous to 2017, according to estimates (However, the total number of charges for hate crimes against transgender people comprises 0.8% of all hate crimes. For many transgender people, concerns about discrimination and harassment are part of their day to day lives, for example more than half of trans people feel uncomfortable using public toilets (Stonewall Scotland, 2017).

Discrimination, harassment or abuse based on racial background or religious identity can create a barrier to travel for ethnic minority groups who are more likely to be subject to hate crimes.

Women's concerns when traveling on public transport largely relate to gender-based violence and assault, including sexual harassment when travelling. The annual instances of all sexual crimes in Scotland, the victims of which are overwhelmingly

women, has risen by 90% since 2007/8 to 2018 (Scottish Government Local Government and Communities Directorate, 2018). There has been an increase in crime rates across Scotland, in part driven by increased awareness and reporting of sexual crimes, the majority of which are experienced by women. In comparison to males, women are more likely to be very or fairly concerned about sexual assault, and they are also less likely to feel very or fairly safe travelling alone at night (66% compared to 89%).

3.5 Environment impacts and health risk

Environmental impacts of traffic can disproportionately affect certain groups. For example, evidence shows that traffic-related noise is correlated more broadly with lower health-related quality of life in children (Hjortebjerg, D. et al, 2015) and has increased health risks for older people (Halonen. J, 2015). Children and older people are also more vulnerable to the adverse health effects of transport-related emissions compared to the overall population. Disabled people, including those with weak respiratory systems, or people who suffer health problems more generally associated with weaker lungs may be disproportionately impacted by traffic-related emissions and dust as well as dust and emissions created through construction and maintenance of transport infrastructure (Font et al, 2014). Pregnant women are more vulnerable to the adverse effects of air pollution including an increasing risk of miscarriage (Leiser et al, 2019) as well as premature births and low birth weights.

The above groups are also more at risk to the environmental, safety and accessibility impacts of construction activities associated with new transport infrastructure or maintenance projects.

Deprived areas are more likely to suffer from poor air quality (DEFRA, 2006). There is also potential for health inequalities widening in these areas due to emissions being concentrated in the most heavily trafficked roads, which are used more by disadvantaged people as places where they live, work and shop (Lucas et al, 2019).

Climate change can compound poverty and deprivation and, in parallel, poverty increases vulnerability to climate impacts. There is also evidence that some adaptation and mitigation policy can deepen inequity. Lower-income groups living in poorer-quality housing in coastal locations are disproportionately affected by coastal flooding, while disadvantaged groups living in deprived urban areas with the least green space are more vulnerable to pluvial flooding (flooding caused by rainfall) and heatwaves (Joseph Rowntree Foundation, 2014).

4. Screening of health inequality impacts

4.1 Introduction

This section provides a screening for the health inequality impacts of each of the strategic policies set out within the NTS2 Delivery Plan 2020-2022 under its four priority themes (i.e. reduces inequalities, takes climate action, helps deliver inclusive economic growth, improves health and wellbeing).

The assessment tables below have been created for each strategic policy, drawing together the impacts associated with all actions sitting under that policy.

The screening assessment and identification of potential impacts has been based on the key issues and evidence (as set out in Section 3 of this report) as well as information provided through discussions with TS and SG officers.

The scoring mechanism used for the assessment initially provides a score of the effect of the policy for each of the relevant groups as follows:

- A **major positive or negative score** has been given where the policy is likely to have disproportionate effect on large numbers of the relevant group (i.e national level or across a number of regions). Alternatively, a major score has been provided for policies that have the purpose/ or result in a significant differential effect on the relevant groups (for example, where a policy might be specifically aimed at improving health for a certain group).
- A **minor positive or negative score** has been given where the policy is likely to have disproportionate effect on relevant groups within selected regions or areas only. Alternatively, a minor score has been provided for policies that result in a differential effect or outcome on relevant groups but this is not the intended purpose of the objective or the where the effect is not significant.
- A **neutral/negligible score** has been given where there is no clear relationship between the policy and the relevant group or where the effects on the relevant group are likely to be disproportionately or differentially negligible.
- An **uncertain score** has been given where the policy has an uncertain relationship to the relevant group, or the relationship is dependent on the way in which the policy is managed or the geographical area in which it is implemented. In addition, insufficient information may be available to enable an assessment to be made.

An overall HIIA score has also been provided for each policy. This takes into account all potential effects that have been identified for relevant groups. The scoring criteria is set out in section 2.3 of this report.

4.2 Reduces Inequalities - Strategic Policies

RI-1: Ensure active, public and sustainable travel access to employment, education and training locations.

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

There is potential to improve access to healthcare by public transport and sustainable travel through this policy. Some groups are more likely to rely on public transport such as young people, older people, women and people from certain ethnic groups. These groups are less likely to drive or have access to a car and as such improvements in sustainable travel access for these groups is likely to be of benefit.

Access to mental health services in rural areas has been highlighted as a problem following a recent rise in mental health issues following the COVID-19 pandemic. Therefore, improvements in sustainable travel options may also help to improve access to these services.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Actions to improve and encourage public transport and sustainable travel use could help to contribute to improved air quality through reduced private car journeys. This is particularly the case for the action to encourage more cycling. **(RI-1C)**

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

There is potential to reduce car dependencies and provide opportunities to improve physical and mental health through active travel and increased access to public transport through this policy.

This policy also includes the potential for increased physical activity for disabled adults through the provision of adapted bikes. However appropriate cycle infrastructure is also needed to complement the use of adapted bikes.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

This policy does not directly promote the provision of safe pedestrian and cycle links. However, it does promote cycling **(RI-1C)** through loans and grants for e-bikes and adapted bikes, as well as free and subsidised bike hire and bike share opportunities including adapted bikes to promote equality of access to bikes. This is would support those facing socio-economic disadvantage to participate on cycling.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

Although this policy does not directly relate to improving access to open spaces and sports facilities, the overall improvements in sustainable and accessible travel result in the potential to increase access to these facilities.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Actions to improve active, public and sustainable travel could potentially increase uptake of these transport options which could contribute to the improvement of air quality. Some groups are more vulnerable to the adverse health effects of transport-related emissions including children, older people and disabled people. Therefore, actions to reduce emissions could also reduce health inequalities for these groups. However, the extent to which exposure to air pollution will be reduced will depend on the number of car journeys reduced and if actions are targeted in the areas with highest air pollution levels.

Provisional HIA screening score – Major Positive Effect

RI-2: Consider additional support required for public transport and keep this under review in light of the uncertainty and other challenges presented by COVID-19.

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

Ensuring support is provided to public transport operators will help to ensure that services continue to be available, allowing people to access healthcare facilities by public transport.

According to the Scottish Household Survey (2019), some groups are more likely to rely on public transport such as young people, older people, women and people from certain ethnic groups. Some of these groups are also over-represented in key worker occupations such as healthcare employees.

Support of island aviation routes ensures that those requiring to travel for medical reasons can do so in a way that is better for their overall health **(RI-2D)**.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

It is anticipated that this policy will provide continued public transport access to healthcare facilities and therefore support the human right to health access. It will also ensure transport is available to those without access to a car.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Ensuring public transport services are still able to run during the COVID-19 pandemic will help to encourage people to continue to use public transport over a private vehicle. However, some groups are more vulnerable to the health effects of COVID-19 and as such would have reservations about making public transport journeys in a safe manner during the pandemic.

In addition, many staff employed by transport operators belong to protected characteristic groups who are vulnerable to the health impacts of COVID-19 and as such could experience negative and positive impacts as a consequence of actions to support public transport.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

It is not anticipated that this policy will have a significant impact on the provision of pedestrian or cycle links.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

Ensuring support is provided to public transport operators will help to ensure that

services continue to be available will enable people to access open spaces and sports facilities by public transport.

Those on lower incomes use public transport more often than other modes to undertake journeys. Those living in the 10% most deprived areas are also more likely to use public transport than those living in less deprived areas.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Ensuring that public transport options are suitable for social distancing and other COVID-19 prevention measures may support the use of public transport over a private vehicle which in the long term could contribute to air quality improvement.

Provisional HIA screening score – Major Positive Effect

RI-3: Ensure transport in Scotland is accessible for all.

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

Transport Scotland and Scottish Government feedback on the actions contained within this policy identified improved access to healthcare as a priority issue. This policy seeks to improve transport services to enable users of all abilities to access services safely and easily. As such it could potentially have a positive impact on improving access to healthcare for all groups.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

The key outcomes of this policy are safe and accessible transport for users of all abilities. In addition, action **(RI-3A)** is likely to increase awareness of hate crime and mechanisms for reporting incidents on the transport network. This will have a positive impact on people's rights to freedom of thought, belief and religion and their protection from discrimination whilst travelling in Scotland.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

It is anticipated that this policy will support less able users to access public transport options more easily and therefore reduce their dependency on car travel to access key services including healthcare, employment, education and leisure. The policy also aims to make streets more accessible through the Accessible Framework Delivery Plan **(RI-3B)** which will support the door to door journey. This in turn has the potential to provide improvements in physical and mental health and wellbeing through increased participation in social and economic activities.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

This policy does not directly promote the provision of safe pedestrian and cycle access.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

This policy seeks to improve transport services to ensure that users of all abilities are able to access services safely and easily. This will improve access to open spaces and sports facilities by public transport for disabled and more vulnerable users.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Actions under this policy are not anticipated to directly impact air quality. However, this policy has the potential to reduce car dependency and encourage more travel by public transport this could help to reduce traffic-based emissions and result in positive

impacts for those who are most vulnerable to adverse health impacts of poor air quality.

Provisional HIA screening score – Minor Positive Effect

RI-4: Remove barriers to public transport connectivity and accessibility within Scotland

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

This action does not relate directly to improving access to healthcare. However, increasing accessibility through actions such as step-free access on transport infrastructure and services, blue badger holder exemptions from Low Emission Zones (LEZs) (RI-4F) and removing physical barriers can help to reduce inequalities for those who have mobility restrictions. This could help to increase access to essential services including healthcare by a range of transport modes.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

This policy includes actions which could support human rights by protecting disabled people from indirect discrimination as a result of physical barriers and inaccessible transport services.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

This policy includes actions to make public transport more accessible and safer for disabled people. This has the potential to reduce car dependencies for this groups in particular and provide opportunities to improve physical and mental health through increased active travel and access to public transport.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

The policy does not contain any actions for the provision of pedestrian and cycle access links. However, it does include actions for developing evidence on the physical barriers for passengers at stations, interchanges and termini (RI-4B) and measures for step-free access on the rail network (RI-4D) and the Subway modernisation scheme. These actions will potentially make public transport more accessible to pedestrians connecting to public transport services.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

This action does not relate directly to improving access to open spaces and sports facilities. However, increasing accessibility through actions such as step-free access on transport infrastructure and services, blue badger holder exemptions from LEZs and removing physical barriers can help to reduce inequalities for those who have mobility restrictions. This could help to increase access to essential services including open spaces and sports facilities by a range of transport modes.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

This policy has the potential to reduce car dependency and encourage more travel by public transport this could help to reduce traffic-based emissions and result in positive impacts for those who are most vulnerable to adverse health impacts of poor air quality.

Provisional HIA screening score – Minor Positive Effect

RI-5: Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

The Islands Connectivity Plan (**RI-5D**) will assess each island's dependency on ferry/aviation services for access to healthcare as a key component of personal travel. Where a dependency is identified and current services do not meet the model service required to meet requirements, then options to address that service gap will be identified and assessed, including for value for money. Options to address gaps in access to healthcare should include moving provision closer to users. (**RI-5D**)

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Cost of travel lack of connectivity are barriers to accessing essential services required for health and wellbeing such as employment, education, and healthcare. Actions to overcome cost barriers and lack of connectivity can help to ensure that the health outcomes resulting from improved access are realised by those in most need.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Reducing car dependencies through increasing active travel and access to public transport is an objective of the Island Connectivity Plan (**RI-5D**). However, further actions and investment, across modes, will be needed to achieve this.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

New vessel and port upgrade investment would provide an opportunity to improve accessibility and provide safe pedestrian and cycle access links (**RI-5C**).

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

No direct impacts on access to open spaces or sport facilities have been identified from this policy. However, actions to increase connectivity to islands to open spaces for physical recreation for those travelling from islands to the mainland and for those visiting the islands for recreational purposes.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Investment in vessels and harbours, including initiatives to reduce emissions could potentially improve air quality around ports and for some islands communities (**RI-5C**).

Provisional HIA screening score – Minor Positive Effect

RI-6: Ensure that equality and a human rights approach is at the heart of all policy-making processes

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

This policy does not have a direct impact on improving access to healthcare. However, improving the effect of the Public Sector Equality Duty (PSED) so that it become a key contributor to improving the lives of people in Scotland with protected characteristics could have a positive impact on policy-making processes regarding access to healthcare in the future.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Action **RI-6A** is a review with the aim of ensuring that the effect of the PSED (as set out under the Equality Act 2010 (Specific Duties (Scotland) Regulations 2012) is improved so that it becomes a key contributor to improved lives of people in Scotland with protected characteristics. This will have a positive impact on human rights ensuring that they are key to policy-making processes. This could in turn contribute to a reduction in health inequalities.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

This policy does not have a direct impact on reducing car dependencies. However, improving the effect of the PSED so that it become a key contributor to improving the lives of people in Scotland with protected characteristics could have a positive impact on policy-making processes relating to active and public transport in the future.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

This policy does not have a direct impact on promoting the provision of safe pedestrian and cycle access links. However, improving the effect of the PSED so that it become a key contributor to improving the lives of people in Scotland with protected characteristics could have a positive impact on policy-making processes regarding the provision safe pedestrian and cycle links in the future.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

This policy does not have a direct impact on improving access to open spaces and sports facilities. However, improving the effect of the PSED so that it become a key contributor to improving the lives of people in Scotland with protected characteristics could have a positive impact on policy-making processes relating to access to open spaces and sports facilities in the future.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

This policy does not have a direct impact on reducing exposure to air pollution. However, improving the effect of the PSED so that it become a key contributor to improving the lives of people in Scotland with protected characteristics could have a positive impact on policy-making processes relating to reducing emissions in the future.

Provisional HIA screening score – Minor Positive Effect

RI-7: Enhance the impact and accessibility of the Scottish Transport Statistics, and Transport Scotland's Social and Economic Research publication

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

This policy does not have a direct impact on improving access to healthcare.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

This policy does not have a direct impact on people's human rights.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

This policy does not have a direct impact on reducing car dependencies.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

This policy does not have a direct impact on promoting the provision of safe pedestrian and cycle access links.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

This policy does not have a direct impact on improving access to open spaces and sports facilities.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

This policy does not have a direct impact on reducing exposure to air pollution.

Provisional HIIA screening score – Neutral/Negligible Effect

RI-8: Improve sustainable access to healthcare facilities for staff, patients and visitors

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

This policy is focused on improving access to healthcare. This includes actions to improve access to transport links for those who face socio-economic disadvantage or for those who have mobility restrictions including disabled people and older people. It also includes actions to increase access to healthcare at home through the use of the health pathways programme (**RI-8B**) and to continue to support video and telephone consulting following the pandemic (**RI-8A**). This policy is likely to have a major positive impact on reducing health inequalities for groups with protected characteristics and those on low incomes by increasing opportunities to access healthcare facilities.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

This policy is likely to have a positive impact on people's human rights by increasing access to healthcare for those with protected characteristics and those on low incomes who might find it difficult to access services otherwise.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

This policy has a minor positive effect on reducing car dependencies by promoting home-based healthcare appointments and travel by patient transport services. However, this is not likely to improve physical and mental health as a result of increased active travel.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

This policy does not have a direct impact on promoting the provision of safe pedestrian and cycle access links.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

This policy does not have a direct impact on improving access to open spaces and sports facilities.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

This policy does not have a direct impact on reducing exposure to air pollution.

Provisional HIIA screening score – Major Positive Effect

4.3 Takes Climate Action – Strategic Policies

CA-1: Reduce emissions generated by the transport system to mitigate climate change and improve air quality

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

No impacts have been specifically identified from this strategic policy that will directly impact access to healthcare. However, encouraging people back onto public transport will help ensure the long-term viability of public transport services for people accessing healthcare by public transport.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

The strategic policy could potentially have the effect of reducing exposure to poor air quality across all geographies and social groups through action **CA-1B** by reducing emissions through the National Speed Management Review. Some groups are more vulnerable to the adverse health effects of transport-related emissions such as children, older people and disabled people. Therefore, actions to reduce emissions could also reduce health inequalities for these groups.

More deprived areas in Scotland experience significantly higher casualty rates than those in less deprived areas, with children being the most vulnerable to this trend (Sustrans, 2019). Action **CA-1B** could also help save lives and reduce severity of injuries across all social groups by addressing road safety across all geographies and social groups

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

This policy is unlikely to have any direct impact on reducing car dependency or providing increased opportunities for active travel or access to public transport.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

This policy does not directly promote the provision of pedestrian and cycle access links. Action **CA -1B** supports Scotland's Road Safety Framework dedicated strategic action towards Active & Sustainable Travel to ensure road safety remains a key focus of active & sustainable travel in Scotland. The current push towards more active and sustainable travel needs to consider road safety issues and outcomes from the initial concept/design phase. In addition, active travel initiatives will have to support tackling the so-called 'safety in numbers' effect. Active & sustainable travel contributes to better place-making which, in turn, contributes to safer places, thereby improving the perception of road safety.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

This policy is unlikely to have any direct impact on improving accessibility to open spaces or sports facilities for physical recreation.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

The strategic policy could potentially have the effect of reducing exposure to poor air quality across all geographies and social groups through action **CA-1B** by reducing emissions through the National Speed Management Review. However, the extent to which exposure to air pollution will be reduced will depend on the locations where speed management reviews are undertaken and targeting existing areas with high levels of air pollution.

Provisional HIA screening score – Minor Positive Effect

CA-2: Support management of demand to encourage more sustainable transport choices

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

The strategic policy has the potential to improve access to healthcare by public transport and active travel and reduce car dependency for these journeys.

Actions seek to reduce the distances required to be travelled for essential journeys by supporting access to essential services locally; this may include access to healthcare **(CA-2E)**.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Some groups are more vulnerable to the adverse health effects of transport-related emissions including children, older people and disabled people. Therefore, actions resulting in reduced emissions could also reduce health inequalities for these groups.

Improving access to employment opportunities and services locally will support more sustainable travel, which in long term will contribute to improved air quality. In addition, local services may improve overall accessibility for employment and services **(CA-2D / CA-2E)**.

Action **CA-2F** will promote consideration of the sustainable transport needs of all users in new developments.

Implementation of workplace parking levy charges (Action **CA-2C**) could have an impact on those who rely on car travel for reasons such as disability or for work related journeys. Measures to reduce private car use, in the absence of high-quality alternatives, may lead to disproportionate impacts on lower income groups experiencing forced car ownership (Curl et al, 2018).

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Improvements to sustainable travel options will benefit those who are less likely to have access to a car such as children and young people, women and ethnic minority groups. Reduced car travel as a result of encouraging more sustainable transport choices could benefit groups who are more vulnerable to transport emissions include children, older people and disabled people.

Support of the 20-minute neighbourhood concept may encourage a greater uptake of walking, wheeling and cycling for essential journeys which will contribute to the improvement of physical and mental health **(CA-2D / CA-2E)**.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

It is expected that these actions will support the development of urban areas to be less

car centric and provide improved walking and cycling links through improving local access to employment and services **(CA-2D / CA-2E)**.

Through implementation of Action **CA-2F**, new developments will be required to provide safe access and link with wider networks.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

It is expected that these actions will improve access to local areas which may include open spaces and sports facilities **(CA-2D / CA-2E)**.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Deprived areas more likely to suffer from poor air quality and could be more negatively affected by long term climate change impacts.

Actions under this policy will help to encourage local, and sustainable journeys which may in the long term contribute to improved air quality **(CA-2D / CA-2E)**.

Provisional HIA screening score – Major Positive Effect

CA-3: Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

The policy has the potential to improve access to key services, particularly for younger people and those on low incomes who are suggested to be more likely to rely on public transport. Furthermore, disabled adults are more likely to use the bus than non-disabled adults (11% of journeys vs 7%). These groups are less likely to drive or have to a car and as such bus priority measures for these groups is likely to be of benefit.

The extension of free bus travel for those under 19 and review of concessionary fares to those under 26 (RI-4) is anticipated to have significant mobility benefits for children and young people from low income households and those in rural areas for whom costs of travel are a barrier. Without these measures, individuals may not be able to access key services like health and education.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

An increase in uptake of bus services may improve air quality by reducing the number of private cars on the road; thereby, leading to a reduction in congestion and vehicle emissions. This would be of particular benefit to young people and children who are noted to be amongst the most vulnerable to the adverse impacts of poor air quality.

However, there is the potential for bus fares to increase based on factors such as operators being required to invest in money for new fleets and service uptake.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Progressing the Bus Partnership Fund and associated bus priority measures creates an opportunity to make bus a more attractive mode of travel and in turn encourage modal shift away from the private car. As part of this, people may be encouraged to start and end their journeys on foot or by bike and as such integrate with the bus.

These impacts would be expected to reduce the number of vehicles on the road while encouraging people to be more active; therefore, leading to an improvement in physical and mental health.

However, key issues surrounding the social barriers associated with bus travel may be expected to continue in the long term due to people aspiring to owning a car for transport. As such, this may present a potential barrier in the success of this strategic policy.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

This policy does not directly promote the provision of safe pedestrian and cycle access.

However, by delivering actions to facilitate a shift towards more bus travel this may directly increase walking and cycling instead of the car as a way of accessing the bus for onward journeys.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

Although this policy does not directly relate to improving access to open spaces and sports facilities, facilitating a shift towards more sustainable travel could result in the potential to increase public transport access to these facilities. This could be of benefit to those facing socio-economic disadvantage who are more likely to depend on public transport to access services.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

An increase in uptake of bus services may improve air quality by reducing the number of private cars on the road; thereby, leading to a reduction in congestion and vehicle emissions. This would be of particular benefit to young people and children who are noted to be amongst the most vulnerable to the adverse impacts of poor air quality.

Provisional HIA screening score – Minor Positive Effect

CA-4: Work with the Bus Decarbonisation Taskforce to co-design a pathway to a fully decarbonised bus fleet, and put in place solutions to any remaining hurdles

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

This policy is unlikely to have an impact on improving access to healthcare.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

The long term impact of purchasing decarbonised buses (**CA-4B**) along with the funding measures proposed in **CA-4D** could potentially be cleaner air. This would be of particular benefit to children and younger people who are considered amongst the most vulnerable to the adverse impacts of poor air quality.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Further information required as to the extent of any impacts.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

Further information required as to the extent of any impacts.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

Further information required as to the extent of any impacts.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Will reduce the level of exposure to harmful emissions from bus services and as such create a safer environment for those most vulnerable to the negative impacts of air pollution, such as children and younger people.

Provisional HIIA screening score – Minor Positive Effect

CA-5: Decarbonise Scotland's passenger rail services by 2035, ahead of the UK's 2040 target

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

This policy is unlikely to have an impact on improving access to healthcare.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Evidence has highlighted that children and young people are more likely to suffer the adverse impacts of pollution and vehicle emissions; therefore, measures to improve and promote public transport creates an opportunity to improve local air quality and in turn promote and facilitate better health.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Further information is required as to the extent of the benefit

However, improving rail services as part of the decarbonisation may promote rail as a more attractive mode of travel and increase modal shift away from the private car particularly amongst those most vulnerable to the adverse impacts of vehicle emissions.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

Further information is required as to the extent of the benefit.

However, improving rail services as part of the decarbonisation may promote opportunities for integration between modes and facilitate increased journeys by walking/cycling and public transport instead of connecting to rail by car.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

This policy is unlikely to have an impact on improving access to open spaces or sports facilities for physical recreation.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Will reduce the level of exposure to harmful emissions from the rail network, particularly amongst children and young people as highlighted above. As such, making it more attractive and safer to use public transport.

Provisional HIIA screening score – Minor Positive Effect

CA-6: Promote efficient and sustainable freight transport, particularly the shift from road to rail

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

This policy is unlikely to have an impact on improving access to healthcare.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

No direct impacts on people as a result of the decarbonisation of freight transport are expected.

However, long term, the modal shift of freight from road to rail may lead to a reduction in volumes of road traffic which in turn may lead to improved air quality.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

No impacts of this policy are expected to reduce car dependencies.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

This policy does not directly promote the provision of pedestrian and cycle access links. However, the reduction in HGVs on the road could indirectly provide safer conditions for active travel.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

No impacts of this policy have been identified to improve access to open spaces or sports facilities.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Freight modal shift from road to rail should lead to a decrease in HGVs on the road. This would be expected to lead to less overall road traffic and as a result reduce air pollution leading to less exposure particularly for younger people who are considered most vulnerable to the negative effects of poor air quality.

Provisional HIIA screening score – Minor Positive Effect

CA-7: Decarbonise scheduled flights within Scotland by 2040

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

No impacts have been identified from this policy that will directly impact access to healthcare.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Fully electric, hybrid and hydrogen aircraft are expected to have a lower negative impact on air quality when compared to aircraft using Jet A1 aviation fuel as well as reduced aviation noise. However, emissions will still be produced as the result of brake and tire abrasion and road surface erosion.

Areas of deprivation are often under flight paths; the introduction of alternative fuelled aircraft may result in greater health and wellbeing impacts in these communities through improved air quality and reduced aviation noise.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

No impacts of this policy are expected to reduce car dependencies.

Decarbonisation of flights will contribute to the improvement of air quality in addition to noise reduction which can support both physical and mental health.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

No impacts of this policy have been identified to provide pedestrian or cycle links.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

No impacts of this policy have been identified to improve access to open spaces or sports facilities.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Fully electric, hybrid and hydrogen aircraft are expected to have a lower negative impact on air quality when compared to aircraft using Jet A1 aviation fuel as well as reduced aviation noise. However, emissions will still be produced as the result of brake and tire abrasion and road surface erosion.

Areas of deprivation are often under flight paths; the introduction of alternative fuelled aircraft may result in greater health and wellbeing impacts in these communities through improved air quality and reduced aviation noise.

Provisional HIIA screening score – Minor Positive Effect

CA-8: Work towards the decarbonisation of ferry services

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

This policy is unlikely to have an impact on improving access to healthcare.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Evidence has highlighted that children and young people are more likely to suffer the adverse impacts of pollution and vehicle emissions; therefore, measures to decarbonise ferry services could help to improve local air quality and in turn promote and facilitate better health.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Further information is required as to the extent of the benefit.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

Further information is required as to the extent of the benefit.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

This policy is unlikely to have an impact on improving access to open spaces and sports facilities for physical recreation.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Will reduce the level of exposure to harmful emissions from ferries, particularly amongst children and young people as highlighted above. As such, making it more attractive and safer to use public transport.

Provisional HIIA screening score – Uncertain Effect

CA-9: We will support households and businesses to make the switch to zero emission vehicles

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

No impacts have been identified from this policy that will directly impact access to healthcare. However, increased provision of electric vehicle (EV) charging bays at healthcare facilities may enable more people to access via EV.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Greater access to EVs will contribute to the improvement of air quality, supporting overall health.

Less affluent areas may have a poorer uptake in the use of EVs due to financial reasons or charging infrastructure severance, this may see a reduced improvement in air quality and corresponding health impacts compared to more affluent areas.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Supporting access to EVs is unlikely to have a significant impact on reducing car dependencies as many will replace a car for a car.

Greater presence of EVs will contribute to the improvement of air quality which can support both physical and mental health. The policy is unlikely to have significant impact on increasing active travel.

Improved provision of EV charging infrastructure at public transport hubs (e.g. park & rides) may encourage people to use public transport for part of their journey **(CA-9G)**.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

This policy is unlikely to have a significant impact on the provision of safe pedestrian and cycle links.

Quieter engine noise may reduce pedestrian and cyclist awareness of oncoming vehicles which may increase risk of traffic accidents occurring. This may particularly affect children or those with a visual impairment.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

No direct impacts on access to open spaces or sport facilities have been identified from this policy. However, increased provision of EV charging bays at these locations may enable more people to access via EV.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Greater access to EVs will contribute to the improvement of air quality.

Less affluent areas may have a poorer uptake in the use of EVs due to financial reasons or charging infrastructure severance, this may see a reduced improvement in air quality and corresponding health impacts compared to more affluent areas.

Provisional HIA screening score – Major Positive Effect

CA-10: We will support strategically coordinated investment in the charging network that enables wider energy and transport system benefits and efficiencies

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

No impacts have been identified from this policy that will directly impact access to healthcare. However, increased provision of electric vehicle (EV) charging bays at healthcare facilities may enable more people to access via EV.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Greater access to EVs will contribute to the improvement of air quality, supporting overall health.

Less affluent areas may have a poorer uptake in the use of EVs due to financial reasons or charging infrastructure severance, this may see a reduced improvement in air quality and corresponding health impacts compared to more affluent areas.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Supporting access to EVs is unlikely to have a significant impact on reducing car dependencies as many will replace a car for a car.

Greater presence of EVs will contribute to the improvement of air quality which can support both physical and mental health. The policy is unlikely to have significant impact on increasing active travel.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

This policy is unlikely to have a significant impact on the provision of safe pedestrian and cycle links.

Quieter engine noise may reduce pedestrian and cyclist awareness of oncoming vehicles which may increase risk of traffic accidents occurring. This may particularly affect children or those with a visual impairment.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

It is not anticipated that there will be any direct impact on access to open spaces or sports facilities through this policy. However, increased provision of EV charging bays at these locations may enable more people to access via EV.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Greater access to EVs will contribute to the improvement of air quality.

Less affluent areas may have a poorer uptake in the use of EVs due to financial reasons or charging infrastructure severance, this may see a reduced improvement in air quality and corresponding health impacts compared to more affluent areas.

Provisional HIA screening score – Major Positive Effect

CA-11: Ensure the transport system adapts to the projected climate change impacts

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

No impacts have been identified from this policy that will directly improve access to healthcare. However, climate change adaptations for the transport system could help to maintain the reliability and resilience of the transport network, which could help maintain access to healthcare facilities.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Climate change adaptations will mitigate against the effects of climate change on the transport network. This could have a wider impact on vulnerable communities in future years helping to save lives, property and maintain connections to essential services.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Climate adaptation measures aim to maintain the resilience and reliability of the road network but there is no evidence of what their impacts on car dependency might be.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

No impacts have been identified from this policy that will promote pedestrian and cycle links.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

No impacts have been identified from this policy that will directly impact access to open spaces of sports facilities.

Climate change adaptations for the transport system could help to maintain the reliability and resilience of public transport, which may support those who are reliant on public transport access to open spaces and sports facilities.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

No impacts have been identified from this policy that will reduce exposure to air pollution.

Provisional HIIA screening score – Major Positive Effect

CA-12: Improve the quality and availability of information to enable all to make more sustainable transport choices

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

The provision of easier to use information and software systems could provide benefits for those accessing healthcare services by sustainable transport and other transport services which are important to many groups with protected characteristics.

Should information rely on access by smart phones then it is likely to exclude certain groups without access to this technology or bank accounts/smart payments. Additionally, those with visual or physical impairments may require information to be adapted to their individual needs.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

The provision of easier to use information and software systems could support wider access to transport services, and may be of greater benefit for those with mobility issues to access transport services safely.

Improved provision of information may support people to make more sustainable travel choices which long term may improve air quality.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Potential to reduce car dependencies and provide opportunities to improve physical and mental health through active travel and increased access to public transport. Greater provision of information may allow people to feel greater confidence when using public transport (i.e. service reliability).

It could potentially reduce car dependency if the broadband on the trains in remote areas was reliable and of the speed required to work on the train. **(CA-12D)**

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

No impacts have been identified from this policy that will promote pedestrian and cycle links.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

The provision of easier to use information and software systems could support access to open spaces and sports facilities through greater awareness of travel options.

Should access to information rely on smart phones then it is likely to exclude certain groups without access to this technology or bank accounts. Adaptions to technology may be required to cater for those with visual or physical impairments, who may access information in different ways.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Improved provision of information may support people to make more sustainable travel choices which in the long term may improve air quality.

Provisional HIA screening score – Minor Positive Effect

4.4 Helps Deliver Inclusive Economic Growth – Strategic Policies

EG-1: Review train services to better align capacity with demand following the disruption caused by the COVID-19 outbreak

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

Although this policy would not result in improved access to healthcare it has helped to maintain access during the COVID-19 pandemic. The policy would benefit those without access to a private car, particularly those on low incomes, and maintain access to services. Scottish Household Statistics 2019 indicated that those in the 10% most deprived areas are more likely to use public transport along with young people, older people and those from certain ethnic groups. Individual actions, including **EG-1E**, should ensure that rail is maintained as an accessible mode of transport for travel to healthcare services especially for those who rely on it or have no access to a car.

Will this strategic policy impact on people’s human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Maintaining rail services is part of ensuring continued access to transport is available to all, including during a pandemic. Without the action, protected characteristics groups who do not have access to a car could be denied access to transport.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

This action does not directly reduce car dependency and this will depend largely on the confidence of rail passengers to use rail services during the COVID-19 pandemic. However, action **EG-1E** to “build back a better” and ensure that future rail services are better matched to demand, are resilient and deliver the best performance for the people of Scotland could help to reduce car dependencies in the long term.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

No impacts have been identified from this policy that will promote pedestrian and cycle links.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

No impacts have been identified from this policy that will directly improve access to open spaces or sports facilities. However, maintaining services during the COVID-19 pandemic can help to maintain access for those who are dependent on public transport services.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Actions under this policy are not anticipated to directly impact air quality.

Provisional HIA screening score – Neutral/Negligible Effect

EG-2: Undertake measures to improve the resilience of the rail network

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

Scottish Household Statistics 2019 indicated that those in the 10% most deprived areas are more likely to use public transport along with young people, older people and those from certain ethnic groups. The policy would benefit those without access to a private car by improving travel to healthcare facilities through increasing and improving access to rail services.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Evidence has highlighted that children and young people are more likely to benefit from improved resilience of the rail network and the associated impacts of this leading to a more accessible and safer mode of travel.

As such, actions such as **EG-2B** which promote maintenance and sustainable renewal of the rail network may promote improved access to employment, education and training opportunities.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Further information is required as to the extent of the benefit.

However, improvements to services between key strategic points as part of **EG-2C** and investment in maintenance and renewal (**EG-2B**) may make rail a more attractive mode of travel compared to car and in turn encourage modal shift. Long term, this would improve air quality and increase road space for walking and cycling in communities; therefore, helping to improve physical and mental health.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

No impacts have been identified from this policy that will promote pedestrian and cycle links.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

No impacts have been identified from this policy that will directly improve access to open spaces or sports facilities. However, investment into rail services could help maintain access for those who are dependent on public transport services.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Further information is required as to the extent of the benefit.

However, improvements to the resilience of the rail network may enhance performance and modal shift to public transport as people view rail as a more viable mode of travel compared to car. This, combined with decarbonisation, creates an opportunity to improve air quality and in turn reduce exposure to harmful emissions amongst people including younger people who are noted to be amongst the most vulnerable.

Provisional HIA screening score – Uncertain Effect

EG-3: Undertake measures to improve the resilience of the road network

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

Improving resilience of the road network could maintain important links for those living in rural areas and reliant on car to travel to services as well as supporting the reliability of buses on key routes. At a regional or national level, improvements to the safety and functionality of the trunk road network provide better access to hospitals and healthcare facilities for those who are dependent on car or bus as well as providing easier movement for medical emergency vehicles and healthcare workers. The impacts of each road scheme are assessed at a local level as part of the Environmental Impact Assessment (EIA) process and will identify specific improvements in access to healthcare facilities.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

This policy is not likely to have a direct impact on people's human rights. However, there are potential impacts related to the construction of road schemes that could affect human rights. For example, through adverse health effects of environmental impacts of construction, noise, vibration and dust. Some road schemes could also require acquisition of land or property and therefore have an impact on right to protection of property. Pre-2017 the EIA regulations required an assessment of noise, air quality and access to multi-modal transport facilities and recreational facilities as part of the scheme assessment.

Post-2017 the regulations have augmented these requirements with a specific assessment of Population and Human Health. This assessment informs decision making on the design of schemes and appropriate mitigation against impacts.

Accordingly, these aspects are assessment and managed as part of the EIA process and inform decision making.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

The purpose of the schemes outlined under this policy is to improve the safety and reliability of road-based transport, which includes bus and as such this policy is not likely to reduce car dependency. However, where individual road schemes provide new cycling or walking links this could result in increased active travel and improvements in physical and mental health and this is considered as part of the EIA process.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

The purpose of the schemes outlined under this policy is to improve the safety and reliability of road-based transport, which includes bus and as such this policy is not

likely to reduce car dependency. However, some of the individual road schemes will provide new cycling or walking links this could result in increased active travel and improvements in physical and mental health and this is considered as part of the EIA process. Additional walking or cycling facilities could provide a benefit to those without access to a car and who are reliant on walking and cycling to access key services.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

Improving resilience of the road network could maintain important links for those living in rural areas and reliant on car to travel to services as well as supporting the reliability of public transport on key routes. This could have positive impacts on maintaining or improving access to open spaces and sport facilities for physical recreation for those who are dependent on car or public transport.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Road infrastructure improvements could potentially increase the quantity of vehicles on the road network resulting in an increase of associated emissions and noise levels without appropriate mitigation. This could result in adverse health outcomes for some groups including children, older people, pregnant people, and disabled people who are more vulnerable to noise and air quality effects. Pre 2017 the EIA regulations required an assessment of noise, air quality and access to multi-modal transport facilities and recreational facilities as part of the scheme assessment. Post 2017 the regulations have augmented these requirements with a specific assessment of Population and Human Health. This assessment informs decision making on the design of schemes and appropriate mitigation against impacts.

Provisional HIA screening score - Uncertain Effect (will depend on individual actions/scheme and level and type of walking and cycling provision).

EG-4: Hold Abellio ScotRail and Caledonian Sleeper franchise holders as well as Network Rail to account in meeting our challenging, but achievable performance targets

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

Maintaining rail services during the COVID-19 pandemic would provide continued access to healthcare.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Maintaining rail services is part of ensuring continued access to transport is available to all, including during a pandemic. Without the action, protected characteristics groups who do not have access to a car could be denied access to transport.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Maintaining rail services would likely reduce car dependency. Without the action, people would likely resort to more car usage in the event they couldn't access public transport when they required.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

The action is not anticipated to promote the provision of safe pedestrian and cycle access links, with the focus being on maintaining the service and performance of rail companies.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

The action could maintain people's access to open and sports facilities if users rely on railways to access these amenities. Without the action this could be impeded if the reliability of the rail services were impacted.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

The policy should not reduce exposure to air pollution compared to a pre-COVID-19 situation as it is providing less trains than normal.

It will however potentially result in slightly lower exposure compared to a situation where there are no train services during the pandemic.

Provisional HIIA screening score – Minor Positive Effect

EG-5: Assist Scottish Canals to ensure resilience in their transition from a public corporation to a non-departmental public body

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

This policy is unlikely to have any impact on access to healthcare.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

This policy is unlikely to have any impact on access to human rights.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

This policy is unlikely to have any impact to reduce car dependency or provide opportunity for improvements in physical and mental health through active travel and increased access to public transport.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

This policy is does not directly promote the provision of safe pedestrian and cycle access links. However, the actions within the policy could help to protect and maintain pedestrian and cycle links on towpaths.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

More information is required to understand the impact of the policy on maintaining and managing the canal network including towpath and land for physical recreation.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

This policy is unlikely to have any significant impact on air pollution.

Provisional HIIA screening score – Neutral/Negligible Effect

EG-6: Increase the use of asset management across the transport system

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

The actions ensure that roads and bridges, as well as other forms of transport routes including ferry routes, are kept open and serviceable to allow all people to travel for health care. Some population have a high dependency on transport (such as ferry/aviation services on island communities) to access healthcare so access should be improved. Space created by redundant or underused railway land or buildings could be used by community organisations and charities to support those who are more likely to suffer from health inequalities, potentially improving their access to healthcare.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

The actions ensure that access to transport is maintained for users. Human rights are also relevant for clean air, and this action will ensure that environmental impacts (including noise and air quality) are included in contract requirements to minimise or mitigate impacts.

Investment in vessels and harbours, including initiatives to reduce emissions, also provides the opportunity to improve air quality in ports and to improve accessibility.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

The action ensures that roads are kept open and serviceable to allow all people to travel via any mode of transport available to them for health, education, work. This would be anticipated to increase car usage by ensuring that roads remain available to use. Maintaining ferry services is also supported by the action, but this would not be anticipated to affect car dependency.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

Some road-related actions may consider pedestrian and cycle access in schemes undertaken, which could result in them being improved for all local people although there could be some adverse impacts on pedestrians and cyclist during construction works.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

The actions would ensure that roads are kept open and serviceable and therefore allow all access to open spaces and facilities for sport via any mode of transport that uses the road. Ferry users could also benefit from this if they use ferries to access open space either on the islands or on the mainland. The action of supporting major public

events to ensure their transport plans are well developed and delivered, could also help maintain and improve access to sports facilities or open spaces that are used for such events.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

This policy maintains existing transport infrastructure and potentially results in creating less carbon emissions and environmental pollution in comparison to replacing structures,.

Investment in vessels and harbours, including initiatives to reduce emissions, also provides the opportunity to improve air quality around ports and ferry terminals.

Provisional HIA screening score – Minor Positive Effect

EG-7: Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

No impact is anticipated on access to healthcare as a result of the policy.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

The policy may contribute to human rights through the creation of more high-quality jobs for residents if businesses can expand as a result of the improved transport system. This includes the railway supporting growth in the rural economy, which could support additional jobs for rural residents. This would reduce the need to travel or move to seek employment, resulting in improved health and well-being. If these are tourism related (as some of the individual actions support), these could be seasonal and as such only create temporary jobs, with limited guarantee of long-term employment.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

The policy could help reduce car dependency for businesses (through increased use of rail for business operations and logistics). There could also be a reduction in car dependency if more local jobs are created (such as in rural Scotland), reducing the need for residents to travel to seek work.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

The policy will not impact on the provision of safe pedestrian and cycle access, with the focus of individual actions being on the rail network.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

The policy could support improved accessibility to open spaces and areas for physical recreation, notably through action EG-7C to “work collaboratively with the rail industry to identify possible opportunities, using the rail network, to benefit local communities and the wider economy”. This could be achieved if opportunities to improve access to these amenities are pursued in order to benefit local communities.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

The policy could result in reduced exposure to air pollution, through the increased use of rail for freight, and other economic and tourism uses. If businesses use more environmentally-friendly transport solutions for their operations, such as the identified increase in freight flows as well as supporting the movement in bulk goods, and parcels

through rail, then this could benefit the population through reduced air pollution.

Provisional HIA screening score – Minor Positive/Neutral Effect

EG-8: Identify opportunities to ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland to help our economic recovery

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

There is the potential for improved integration between rail and other public transport on the West Highland Railway corridor, which could support transport to healthcare facilities, improving people's access to healthcare.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

This policy could support people's human rights by creating new economic opportunities for local (including rural) businesses, potentially increasing employment, and benefitting human rights through improved health and wellbeing.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

The policy could result in health and well-being benefits from transport improvement supporting reduced car dependencies. This would also be supported by better integration between some rail services (such as the West Highland rail corridor) and other transport modes (such as active travel).

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

Better integration between the West Highland rail corridor and other transport modes (including active travel), could promote the provision of safe pedestrian and cycle access links.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

Better integration between the West Highland rail corridor and other transport modes (including active travel) could support the accessibility to open spaces and sports facilities for physical recreation.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

In 2019, Scotland was more connected to the rest of the world than ever with regards to international flights. While there is an environmental impact of air services, Transport Scotland aims to work with Scotland's airports to help restore lost connectivity, and grow international connectivity, while not returning to previous levels of emissions. Should connectivity not be retained this would only impact on the emissions

attributable to Scotland, not global emissions. Also, as connectivity recovers and the number of passengers increases, this could lead to increased emissions from passengers traveling to and from Scotland's airports.

Provisional HIA screening score – Neutral/Negligible Effect

EG-9: Prepare for the transport implications of the UK's withdrawal from the EU and any future constitutional changes

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

Due to high level nature of the action, and the policies and plans associated with it, the impacts of the actions and outcomes are unlikely to have any disproportionate or differential effects on access to healthcare.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Due to high level nature of the action, and the policies and plans associated with it, the impacts of the actions and outcomes are unlikely to have any disproportionate or differential effects on people's human rights relating to health.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Due to high level nature of the action and the policies and plans associated with it, the impacts of the actions and outcomes are unlikely to have any disproportionate or differential effects on reducing car dependencies.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

Due to high level nature of the action and the policies and plans associated with it, the impacts of the actions and outcomes are unlikely to have any disproportionate or differential effects on the provision of safe pedestrian and cycle access links.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

Due to high level nature of the action and the policies and plans associated with it, the impacts of the actions and outcomes are unlikely to have any disproportionate or differential effects on access to open space or sports facilities.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Due to high level nature of the action and the policies and plans associated with it, the impacts of the actions and outcomes are unlikely to have any disproportionate or differential effects on exposure to air pollution.

Provisional HIIA screening score – Neutral/Negligible Effect

EG-10: Support Scotland to become a market leader in the development and early adoption of beneficial transport innovation

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

Due to high level nature of the action, and the policies and plans associated with it, the impacts of the actions and outcomes are unlikely to have any disproportionate or differential effects on access to healthcare.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

It is not considered that this action would have any direct impact on people's human rights. However, the early adoption of beneficial transport innovation with regards to zero emission technology and vehicles could have beneficial impacts for groups who are more vulnerable to the adverse health effects of transport emissions including children, older people and disabled people.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

It is not anticipated that these actions will have a direct impact on this. There may be an indirect impact in the long term through the greater presence of low emission vehicles which may support populations' overall wellbeing (reduced traffic noise, reduced emissions, etc.).

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

It is not anticipated that these actions will have a direct impact on the provision of safe pedestrian or cycle access links.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

Due to high level nature of the action and the policies and plans associated with it, the impacts of the actions and outcomes are unlikely to have any disproportionate or differential effects on access to open space or sports facilities.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

The early adoption of beneficial transport innovation with regards to zero emission technology and vehicles could have beneficial impacts for those living in deprived areas who are more likely to experience poor air quality as a result of traffic related emissions.

Provisional HIA screening score – Neutral/Negligible Effect

EG-11: Meet the changing employment and skills demands of the transport industry and upskill workers

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

No impacts have been identified in relation to access to healthcare for this group of actions.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

This policy could support people's human rights by creating new employment opportunities.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

No impacts have been identified in relation to reducing car dependencies for this group of actions.

However, both physical and mental health may be supported by the creation of job opportunities which can help to reduce health inequalities through increased income and wealth as well as health and wellbeing benefits of employment and training.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

Provision of safe pedestrian and cycle access links will not be directly impacted by this group of actions.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

Access to open spaces and sports facilities will not be directly impacted by this group actions.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Air pollution exposure is not anticipated to be directly affected by this group of actions.

Provisional HIIA screening score – Neutral/Negligible Effect

EG-12: Integrating transport policy with wider digital investment, with digital connectivity for a green and resilient economic recovery, reducing the need to travel unsustainably, in line with the Sustainable Investment Hierarchy

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

Actions will help provide the ability to use the internet to access healthcare including online health appointments, resources and information. However, this is dependent on having access to digital hardware which may exclude those facing socio-economic disadvantage.

Improved digital connectivity will facilitate access to health pendants such as telecare alarms which could help save lives for the elderly.

Hub users in the health sector may be able to utilise 5G technology and the transformational impacts of 5G to improve provision of their core services **(EG-12E)**.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Improved digital connectivity will support people's human rights by providing access to services such as education and healthcare that could otherwise be inaccessible due to physical accessibility issues.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Improved digital connectivity will reduce the requirement for unnecessary travel, reducing car dependencies. In addition, access to digital services may allow greater opportunities to utilise online journey planning tools or MaaS which may provide people more confidence to use public transport.

It is unlikely that these actions will play a significant role in improving physical health, however increased connectivity may help support mental health through increased communication channels.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

Provision of safe pedestrian and cycle access is unlikely to be impacted by this group of actions.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

Access to open spaces and sport facilities is unlikely to be improved as part of this group of actions. However, enhanced digital connectivity may improve access to online journey planning tools or MaaS apps to access greater transport options.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Improved digital connectivity will reduce the requirement for unnecessary travel, therefore assist in the decarbonisation of the transport network and feed into the net zero ambitions of the Scottish Government.

Provisional HIA screening score – Minor Positive Effect

4.5 Improves our Health and Wellbeing – Strategic Policies

HW-1: Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

At present in Scotland, older people, women, people from ethnic minority groups, lower income households and people in rural areas are less likely to cycle as a means of transport than younger white males, higher income households and those in urban areas. Walking is more evenly distributed across the population. However, evidence suggests that where cycling becomes more commonplace and perceptions of safety improve, it becomes more evenly distributed across societal groups. Improvement in infrastructure, support for behaviour change, appropriately targeted action for those on lower incomes, and integration with other actions designed to improve multi-modal travel in rural areas could therefore increase the uptake in active travel across all groups. This could potentially result in an improvement in access to healthcare facilities depending on the location of active travel infrastructure.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Positive impact as potential to reduce particle emissions from transport (especially beneficial to vulnerable groups, for example children, older people and disabled people). Also, accessible infrastructure for active travel and removal of pavement parking can benefit disabled people and those with mobility restrictions, including older people, pregnant women and people with pushchairs and/or young children. The segregation of cycle routes can also provide safety barriers (especially important for children, young people and women).

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

The investment proposed under this strategic policy aims to build an infrastructure which enables alternative transport choices to the car and support more active and greener lifestyles.

This strategic policy has the potential to provide opportunities to improve physical and mental health through active travel and improve access to a variety of services, including public transport.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

This strategic policy is focussed on the provision of safe pedestrian and cycle links; however, at present cycling is greater in higher income households, with lower income households having lower levels of access to bicycles. These actions must therefore

acknowledge the potential for uneven distribution of health benefits and outline the measures that will be taken to ensure those in lower income and minority groups benefit from investment in active travel, including access to e-bikes. Measures targeted at low income communities could help to address inequalities.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

This strategic policy has the potential to improve accessibility to open spaces and sports facilities for physical recreation; however, as above these actions must acknowledge the potential for uneven distribution of benefits and outline the measures that will be taken to ensure those in lower income and minority groups benefit from investment in active travel, including access to e-bikes.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

This has the potential to reduce exposure to air pollution. Some groups are more vulnerable to adverse health impacts of transport emissions, for example children, older people and disabled people. These groups indirectly benefit from an increase of active travel and decrease of motorised transport.

Provisional HIA screening score – Major Positive Effect

HW-2: Increase safety of the transport system and meet casualty reduction targets

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

As the result of Scotland's Road Safety Framework having a renewed focus on pedestrians and cyclists, there are likely to be benefits for some protected characteristics groups and demographic groups facing structural inequalities who are particularly affected by road safety (including children, young people, disabled people, pregnant women, people with pushchairs and young children, certain ethnic groups, older people and people living in deprived areas). Therefore, improved road safety may indirectly lead to improvements in accessing services and facilities more generally, including access to healthcare, through providing more people with confidence to walk or cycle.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

This action is likely to positively impact people's human rights by enabling those more vulnerable to road safety to safely use the transport network. It sets out ambitious targets for Scotland's roads, including halving the number of people being killed or seriously injured by 2030; reducing the number of children aged 16 and under being killed or seriously injured by 2030; and having zero fatalities and injuries by 2050 ('Vision Zero').

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

In general, a focus on road safety for pedestrians and cyclists may help to facilitate a greater uptake in active travel, with associated physical and mental health benefits. Scotland's Road Safety Framework also contains two dedicated strategic actions on Health and Active & Sustainable Travel with the aim of improving physical and mental health.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

Scotland's Road Safety Framework contains the dedicated strategic action of Active & Sustainable Travel to ensure road safety remains a key focus in these types of initiatives. As pedestrian casualty rates are higher in deprived areas, actions to reduce accidents relating to active travel will benefit those living in these areas.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

As with access to healthcare above, improved road safety may indirectly lead to improvements in accessing services and facilities more generally, including access to

open spaces and sports facilities, through providing more people with confidence to walk or cycle.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

If this action were successful in improving road safety and meeting those ambitious targets set in Scotland's Road Safety Framework, then a greater number of people may be encouraged to take up walking and cycling for some journeys, instead of travelling via motorised transport. This could have the indirect benefit of reducing air pollution, which would benefit those groups particularly vulnerable to transport emissions, including children, older people and disabled people.

Provisional HIA screening score – Major Positive Effect

HW-3: Implement measures that will improve perceived and actual security of Scotland's transport system

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

This policy does not directly improve access to healthcare. However, improving the security of the transport system and speeding up recovery time of incidents or events on the transport network could help limit disruption to journeys and help maintain access to healthcare.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Improving the security of the transport system and speeding up recovery time of incidents or events on the transport network could help limit disruption to journeys and help maintain access to healthcare and other essential services.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

More information is needed with regards to the type of measures and types of incidents covered within these actions in order to determine whether there would be a reduction in car dependencies through, e.g. a safer public transport network.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

More information is needed with regards to the type of measures and types of incidents covered within these actions in order to determine whether safer pedestrian and cycle access links are addressed through this strategic policy.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

More information is needed with regards to the type of measures and types of incidents covered within these actions in order to determine whether improvements in the perceived and actual security of Scotland's transport system would indirectly lead to improvements in the accessibility of open spaces and sports facilities.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

More information is needed with regards to the type of measures and types of incidents covered within these actions in order to determine whether there would be a reduction in, e.g. car dependencies or traffic congestion, and therefore a reduction in associated traffic emissions.

Provisional HIIA screening score – Neutral/Negligible Effect

HW-4: Reduce the negative impacts which transport has on the safety, health and wellbeing of people

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

No impacts have been specifically identified from this strategic policy that will directly impact access to healthcare. However, action **HW-4D** should help to maintain access to healthcare facilities located within proposed Low Emission Zones (LEZs) for Blue Badge holders.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

Evidence has highlighted that children, young people, some disabled people, older people and those living in deprived areas are more likely to suffer the adverse impacts of poor air quality. Therefore the implementation of LEZs should have a positive long term impact on access to clean air for these vulnerable groups.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

This action could indirectly reduce car dependency to an extent through the implementation of LEZs which in turn could encourage the use of alternative modes of transport.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

The policy does not directly promote the provision of pedestrian and cycle access links.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

No impacts have been specifically identified from this strategic policy that will directly impact access to open spaces and sports facilities.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

This policy is about introducing low emission zones in in Aberdeen, Dundee, Edinburgh and Glasgow from 2022. The Glasgow Low Emission Zone has applied to buses since 2018. LEZs set an environmental limit on certain road spaces, restricting access for the most polluting vehicles to improve air quality. This improves air quality by reducing concentrations of the pollutants Nitrogen Oxide (NOx) and Particulate Matter (PM) which are especially harmful to human health. As such it is likely to have a positive impact on health and can help to reduce health inequalities if measures such as LEZs are located in areas with existing poor air quality or deprived areas.

Provisional HIIA screening score – Major Positive Effect

HW-5: Embed the implications for transport in spatial planning and land use decision-making

Will this strategic policy improve access to healthcare, in particular for those with protected characteristics and demographic groups facing structural inequalities?

An 'infrastructure-first' approach to development (**HW-5A**) as set out in National Planning Framework 4 (NPF4) will focus on inclusive sustainable transport in areas of change. This will benefit those who are less likely to have access to a car, such as young people, older people, women, people from certain ethnic groups and low-income households.

The proposed update to Designing Streets (**HW-5D**) is to take better account of those with physical or mental impairments which will impact positively on these groups.

The above could all lead to improved access to healthcare for these protected characteristics and demographic groups, however the strategic policy is focussed on new development or areas undergoing regeneration and so is less likely to benefit existing streets and deprived communities.

Will this strategic policy impact on people's human rights, especially relating to health such as access to clean air, access to safe, accessible transport?

This strategic policy will lead to wider transport needs, including active travel and the existing transport network, being a key consideration in any new development. Street design for new development will also take accessibility for disabled people into consideration. This will have a positive impact on people's human rights, including clean air through a reduction in car dependency and health benefits from increased physical activity.

Will this strategic policy reduce car dependencies and provide opportunities to improve physical and mental health, in particular through active travel and increased access to public transport?

Through a focus on inclusive sustainable transport and inclusive street design, there is an aim to reduce car dependency through this strategic policy and provide more opportunity to improve physical and mental health.

Will this strategic policy promote the provision of safe pedestrian and cycle access links, in particular for those facing socio-economic disadvantage? If yes, how?

There will be a requirement to provide safe pedestrian and cycle access for new development and link with wider walking and cycling networks (**HW-5A**). Lightly trafficked streets would also lead to safer pedestrian and cycling environments (**HW-5D**). This includes new development in deprived areas; however, may not lead to improvements in existing areas.

Will this strategic policy improve accessibility to open spaces and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage? If yes, in what ways?

Inclusive sustainable transport provision and an improved environment for active travel, with better links to the existing transport network, should indirectly improve accessibility to open spaces and sports facilities.

Will this strategic policy reduce exposure to air pollution, particularly for the most vulnerable? If yes, how?

Sustainable transport provision and lightly trafficked streets can provide more opportunity for active travel which, if accompanied by a reduction in motorised transport, will provide health benefits through reduced traffic emissions. This will benefit children, young people, older people, women, ethnic minority groups and disabled people in particular. It would also benefit deprived areas, particularly those who experience high levels of traffic related emissions but where car ownership rates are low. However, there is also the potential for displacement of traffic. This could impact on deprived areas neighbouring low trafficked developments which have focused on sustainable transport.

Provisional HIIA screening score – Major Positive Effect

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