

Perth & Kinross Council

Perth & Kinross Draft Mobility Strategy

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1. Perth and Kinross Mobility Strategy

1.1 Overview

Perth and Kinross Council (PKC) is developing a Mobility Strategy Action Plan which will contribute towards the Council's Corporate Plan¹ priorities and vision: *'a Perth and Kinross where everyone can live life well, free from poverty and inequality'*.

The Action Plan has been developed in line with national, regional, and local policies and strategies with particular consideration towards incorporating a 'Triple Access Planning' approach as cited in the Local Transport Strategy Draft Guidance² published by Transport Scotland.

The Action Plan will be produced in parallel with the Mobility Strategy, allowing both pieces of work to inform each other. The Action Plan will allow the Council, and working partners, to prioritise their capital investment over the next 15 years.

This draft Integrated Impact Assessment is a working document and will be updated following further consultation on the draft Mobility Strategy and Action Plan.

1.2 Transport Planning Objectives

11 Transport Planning Objectives (TPOs) underpin the outcomes and objectives of this emerging Mobility Strategy. These are outlined in **Table 1** below.

Table 1: Mobility Strategy Transport Planning Objectives

#	TPOs
1	To improve the affordability of transport options across Perth and Kinross for all.
2	To improve the ability of rural communities and protected characteristics to access jobs, education and services.
3	To reduce CO2 emissions produced by transport across Perth and Kinross, by reducing car kilometres, decarbonising motorised transport and increasing the share of everyday journeys of people and goods by sustainable and active travel modes.
4	To improve climate resilience across Perth and Kinross's transport network by reducing the number of bridge and road closures each year caused by weather events.
5	To support economic growth by improving the reliability and efficiency of Perth and Kinross's transport network.
6	To support local development that encourages and facilitates local living and sustainable access, across Perth and Kinross, by achieving an increased active travel and public transport mode split to and from new developments.
7	To improve the capacity and reliability of alternative sustainable freight and logistics modes across Perth and Kinross.
8	To improve labour market access through sustainable transport, active travel, and digital opportunities, to and from Perth and Kinross.
9	To improve road safety and perceived passenger safety for all transport network users, across Perth and Kinross.

¹ Perth & Kinross Council, Corporate Plan 2022-2027, https://www.pkc.gov.uk/media/50702/Corporate-Plan-2022-2027/pdf/Corporate_Plan_2022-27_Final.pdf?m=1671722823530

² Transport Scotland, Local Transport Strategy: Draft Guidance – Draft for stakeholder review, 2023, <https://www.transport.gov.scot/media/53067/Its-local-transport-strategy-guidance-draft-for-stakeholder-review.pdf>

10	To improve physical and mental health within Perth and Kinross through walking, wheeling, and cycling.
11	To improve air quality across Perth and Kinross's Road network by revoking both Air Quality Management Area's and reducing preventable pollutants.

PKC has developed the TPOs in line with Scottish Government's National Transport Strategy 2³ (NTS2) priorities, Tactran Regional Transport Strategy⁴ (RTS) objectives, and The Big Place Conversation – Let's Talk Transport⁵ engagement feedback conducted by PKC.

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³ Scottish Government (2020). National Transport Strategy 2. <https://www.transport.gov.scot/publication/national-transport-strategy-2/>

⁴ Tactran (2024). Regional Transport Strategy 2024-2034. <https://tactran.gov.uk/projects/regional-transport-strategy/>

⁵ Perth and Kinross Council (2023) The Big Place Conversation – Let's Talk Transport. <https://consult.pkc.gov.uk/communities/lets-talk-transport/>

2. Legislative Context

2.1 Overview

During the completion of an initial Impact and Value Assessment by PKC, it was identified that an Equalities and Fairness Impact Assessment was required. PKC has therefore undertaken an Integrated Impact Assessment which is closely aligned with the Draft Integrated Impact Assessment developed by Tactran for the Regional Transport Strategy 2023-2033.

The Integrated Impact Assessment includes a number of detailed assessments, comprising:

- Children's Rights and Wellbeing Impact Assessment (Chapter 3);
- Equalities and Fairer Scotland Duty Impact Assessment (Chapter 4); and
- Health Inequalities Impact Assessment (Chapter 5).

The Integrated Impact Assessment assesses the impacts of each TPO within the emerging Mobility Strategy and will help to demonstrate PKC's compliance with relevant legislation which it has legal duty to consider in the delivery of its strategies, policies, and projects.

2.2 Legislation Compliance

2.2.1 Equality Act 2010

Within the **Equality Act 2010**⁶ is a section dedicated to the public sector. Equality and Diversity is a key component of PKC's work. The Council is committed to delivering services which are fair and inclusive for all their citizens by ensuring that they pay due regard to eliminating discrimination, harassment, victimisation or any other prohibited conduct, advancing equality of opportunity by removing or minimising disadvantage, meeting the needs of particular groups that are different from the needs of others, encouraging participation in public life and fostering good relations.

Supplementary legislation (the **Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012**⁷) requires PKC to be proactive in meeting this general duty to address inequalities and help to contribute to Scottish Government's commitment to tackle disadvantage and discrimination, advance equality of opportunity and encourage good relations between all people.

The Equality Act 2010 explains that having due regard to advancing quality of opportunity involves:

- i. Removing or minimising disadvantages affecting people due to their protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation);
- ii. Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people; and
- iii. Encouraging people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low.

⁶ UK Government (2010). The Equality Act 2010. <https://www.legislation.gov.uk/ukpga/2010/15/contents>

⁷ UK Government (2010). The Equality Act 2010 (Specific Duties) (Scotland) Regulation 2012. <https://www.legislation.gov.uk/ssi/2012/162/contents/made>

2.2.2 Fairer Scotland Duty

The **Fairer Scotland Duty**⁸ came into force on 1 April 2018, enacting part 1 of the Equality Act 2010, in Scotland. It places a legal responsibility on public bodies in Scotland to actively consider how they can reduce inequalities of outcome caused by socio-economic disadvantage when making strategic decisions.

Generally, socio-economic disadvantages mean living on a low income compared to others in Scotland, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services. Socio-economic disadvantage can be experienced in both places and communities of interest, leading to further negative outcomes such as social exclusion. Disadvantage can also arise depending on the social class; this is more difficult to measure and requires further consideration.

PKC is expected to consider potential impacts on individuals and communities by:

- i. Actively considering what more can be done to reduce the inequalities of outcome in any major strategic decision that is made; and
- ii. Publishing a written assessment, showing how this has been done.

2.2.3 Children and Young People Act 2014

The **Children and Young People (Scotland) Act 2014**⁹ (Section 1) incorporates the United Nations Convention on the Rights of the Child (UNCRC) into national Scottish law. The UNCRC considers a child as any human being below 18 years old, unless under the law applicable to the child, majority is attained earlier. In Scotland, a minor is a person under the age of 18 in most circumstances. PKC is required to respect, protect, and fulfil the UNCRC.

The United Nations Convention on the Rights of the Child is complemented by the Getting it Right for Every Child (GIRFEC) approach to improving the wellbeing of children and young people in Scotland. Developed from the UNCRC, it defines the wellbeing of children by using eight indicators, including: safe, healthy, achieving, nurtured, active, respected, responsible, and included.

The **Child Poverty (Scotland) Act 2017**¹⁰ aims to reduce the number of children living in poverty in Scotland. A key focus is to reduce inequality and poverty within the formative years of children's lives.

2.2.4 Constitution of the World Health Organisation

PKC recognise that the strategic decisions the Council makes profoundly influences the health and wellbeing of the diverse communities across the Council area.

The **Constitution of the World Health Organisation**¹¹, approved in 1948, defines health as “a state of complete physical, mental and social wellbeing and not merely the absence of disease or infirmity”.

The definition encompasses physical, mental, and social health and wellbeing and considers the health impact on individuals and communities through a framework of the social determinants of health. These factors, such as environment, transport, housing, access to services and employment can all interact to a greater or lesser extent with an individual's lifestyle choices and genetic makeup to influence health and wellbeing.

⁸ Scottish Government (2018). Fairer Duty Scotland. <https://www.gov.scot/publications/fairer-scotland-duty-guidance-public-bodies/pages/2/>

⁹ Scottish Government (2014). Children and Young People (Scotland) Act 2014. <https://www.gov.scot/publications/children-young-people-scotland-act-2014-national-guidance-part-12/pages/3/>

¹⁰ UK Government (2017). Child Poverty (Scotland) Act 2017. <https://www.legislation.gov.uk/asp/2017/6/enacted>

¹¹ World Health Organisation (2024). Constitution of the World Health Organisation. <https://www.who.int/about/accountability/governance/constitution#:~:text=Health%20is%20a%20state%20of,belief%2C%20economic%20or%20social%20condition.>

2.3 Integrated Impact Assessment Overview

As outlined in Section 2.1 above, the Integrated Impact Assessment provides a high-level impact assessment based on a comprehensive current evidence base, comprising of:

- Childrens Rights and Wellbeing Impact Assessment (CRWIA);
- Equalities and Fairer Scotland Duty Impact Assessment (EFSDIA); and
- Health Inequalities Impact Assessment (HIIA).

These assessments are presented in order in the next Chapter (Chapter 3).

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3. Children Rights and Wellbeing Impact Assessment

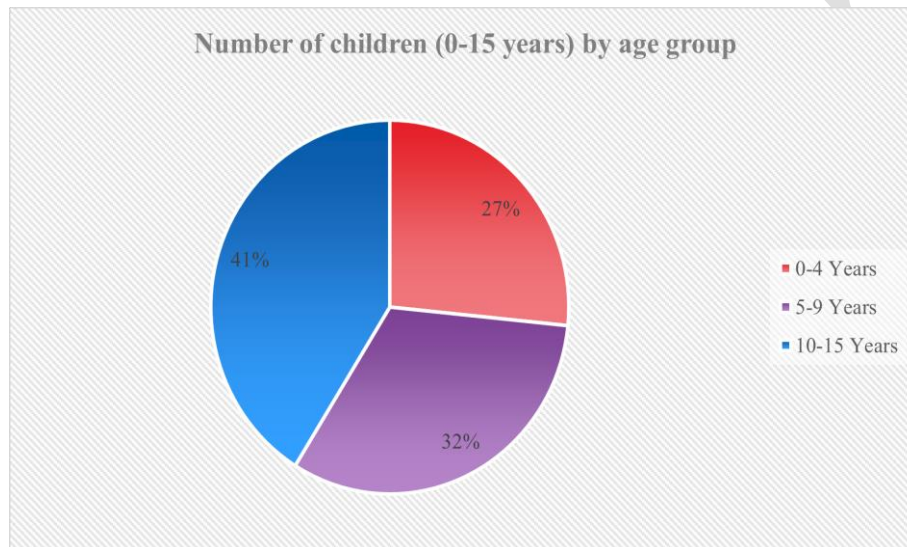
3.1 Overview

The CRWIA has been developed in line with the Children and Young People (Scotland) Act 2014 (Section 1), supplemented by the Child Poverty (Scotland) Act 2017 and guidance within the United Nations Convention on the Rights of the Child. A summary of this assessment can be found below.

3.2 Number of Children

In 2021, there were 24,218 children (0-15 years) in the Perth and Kinross area, which equates to around 16% of the total population. A more detailed breakdown is provided in **Figure 1**.

Figure 1: Number of Children (0-15) by Age Group, Perth and Kinross



Source: National Records for Scotland (2021): Population Estimates

3.3 Type of Household

22% of households in Perth and Kinross include children. Single parent families make up 3% of households in Perth and Kinross (equivalent to 21% of all households with children)¹².

Table 2: Types of Households, Perth and Kinross

Type of Household	Perth and Kinross	Scotland
Single Parents	3%	5%
Small Families	12%	12%
Large Families	6%	5%
Households with Children	21%	22%
Households without Children	79%	78%

Source: Scottish Household Survey, Annual Report 2022 – Local Authority Tables, Type of Households

Average weekly household expenditure in Scotland on transport and vehicles in 2018-20 was £75.30, representing 14.7% of total household expenditure. On average per week, £27.00 was spent on the purchase of vehicles, £28.50 on the operation of personal transport (including £19.70 on petrol, diesel, and other motor oils) and £19.70 on transport services (such as bus and train fares)¹³.

¹² Scottish Government (2022). Scottish Household Survey, Annual Report 2022 – Local Authority Tables

¹³ Transport Scotland. Scottish Transport Statistics 2021 – Transport Finance. <https://www.transport.gov.scot/media/51294/chapter-10-finance-scottish-transport-statistics-2021.pdf>

21.1% of households within Perth and Kinross have no access to a car or van.¹⁴ It is important to recognise that, even in rural communities, 1 in 4 households may not have access to a car or van. It is therefore considered that a fully integrated public transport network would support families with children and would create a more inclusive transport network.¹⁵

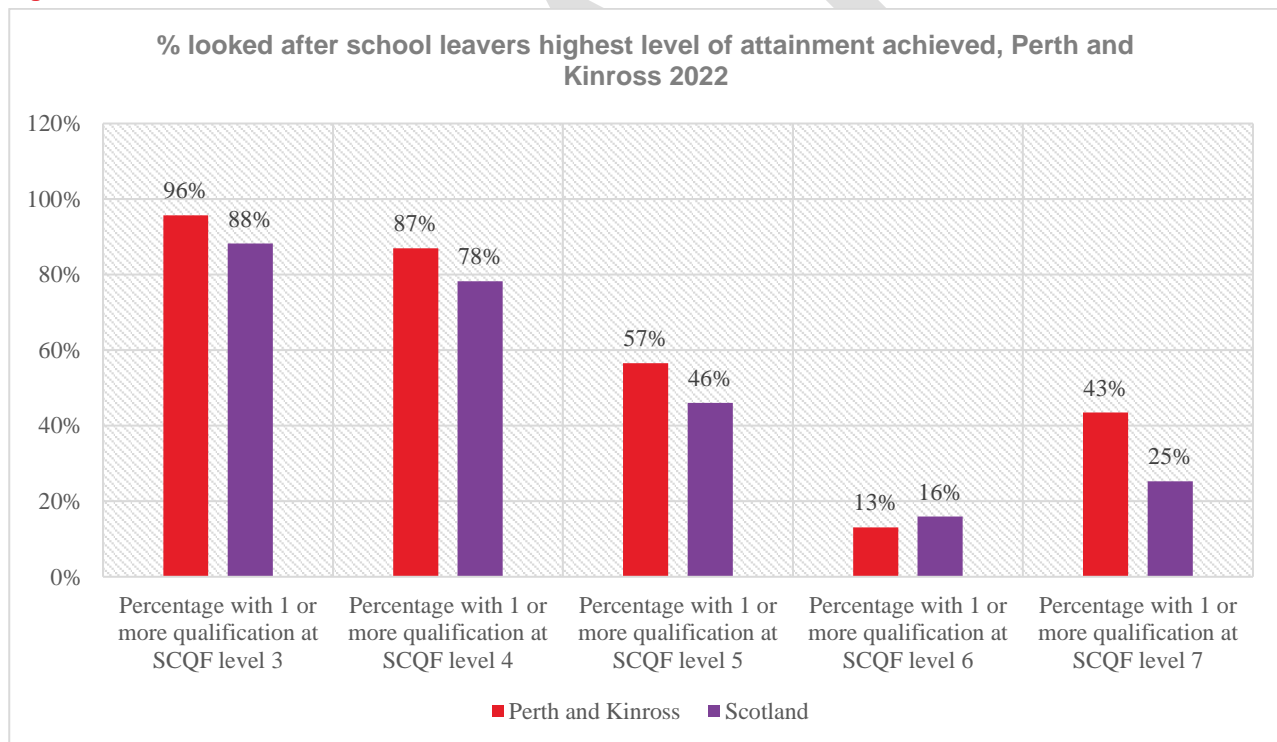
3.4 Looked After Children

Across Perth and Kinross there were 285 Looked After Children¹⁶ (LAC), which accounted for 1% of the 0-17 years population. Most of these LAC are boys and are under 5 years old. 7% of LAC across PKC are known to have a disability.¹⁷

Findings from the Scottish Government on Education Outcomes for LAC indicate that there has been an improvement in leaver attainment over the past few years. However, the outcomes for LACs are still considerably lower than those for all pupils. For example, in Scotland in 2019/20 only 38% of LAC left school with one or more SCQF at level 5 compared to 86% of all pupils. Part of the reason for this is that LAC tend to leave school at an earlier age. In 2019/20 almost three quarters (72%) of LAC school leavers were aged 16 and under (i.e., they left school at the earliest point they could) compared to just over one quarter (28%) of school leavers more generally.

Figure 2 summarises the level of attainment among LAC school levels in Perth and Kinross in 2022.

Figure 2: Levels of Attainment Achieved Across Looked After School Leavers, Perth and Kinross 2022



Source: Scottish Government 2021- Educational outcomes of looked after children 2021/22

There is a clear decrease in level of attainment based on level of Scottish Credit and Qualifications Framework (SCQF) qualifications. However, for all SCQF levels, apart from level 6, the percentage with one or more qualifications is higher for Perth and Kinross than across Scotland as a whole.

¹⁴ Census Scotland (2011). Car or Van Availability, Perth and Kinross. <https://www.scotlandscensus.gov.uk/search-the-census/#/>

¹⁵ Arup (2017). Cities Alive: Designing for Urban Childhoods. <https://www.arup.com/perspectives/publications/research/section/cities-alive-designing-for-urban-childhoods>

¹⁶ Under the Children (Scotland) Act 1995, looked after children are defined as those in the care of their local authority (Scottish Government)

¹⁷ Scottish Government (2020). Education Outcomes for Looked After Children 2019/20. <https://www.gov.scot/publications/education-outcomes-looked-children-2019-20/>

Scottish Government (2020) shows that, across Scotland as a whole, the outcomes of LAC entering positive destinations are fewer than those for all pupils. In Scotland in 2019/20, 75% of LAC entered positive destinations compared to 92% of all pupils. Figures for Perth and Kinross were at 90%.

3.5 Expected Levels of Achievement (children)

Table 3 summarises data on achievement of children against expected levels (Early Level, First Level, Second Level, Third Level or better, and Fourth Level) at four stages – P1, P4, P7 and S3 – in four areas: reading, writing, listening and talking, and numeracy.

Table 3: Children Level of Attainment against Expected Levels, Perth and Kinross and Scotland

Year group	Reading		Writing		Listening		Numeracy	
	PKC	Scotland	PKC	Scotland	PKC	Scotland	PKC	Scotland
P1	76%	82%	71%	79%	90%	87%	87%	85%
P4	74%	78%	66%	73%	91%	85%	82%	77%
P7	76%	80%	67%	74%	90%	86%	81%	76%
S3 ¹⁸	83%	91%	82%	90%	94%	91%	91%	90%
S3 ¹⁹	55%	55%	50%	52%	56%	57%	64%	59%

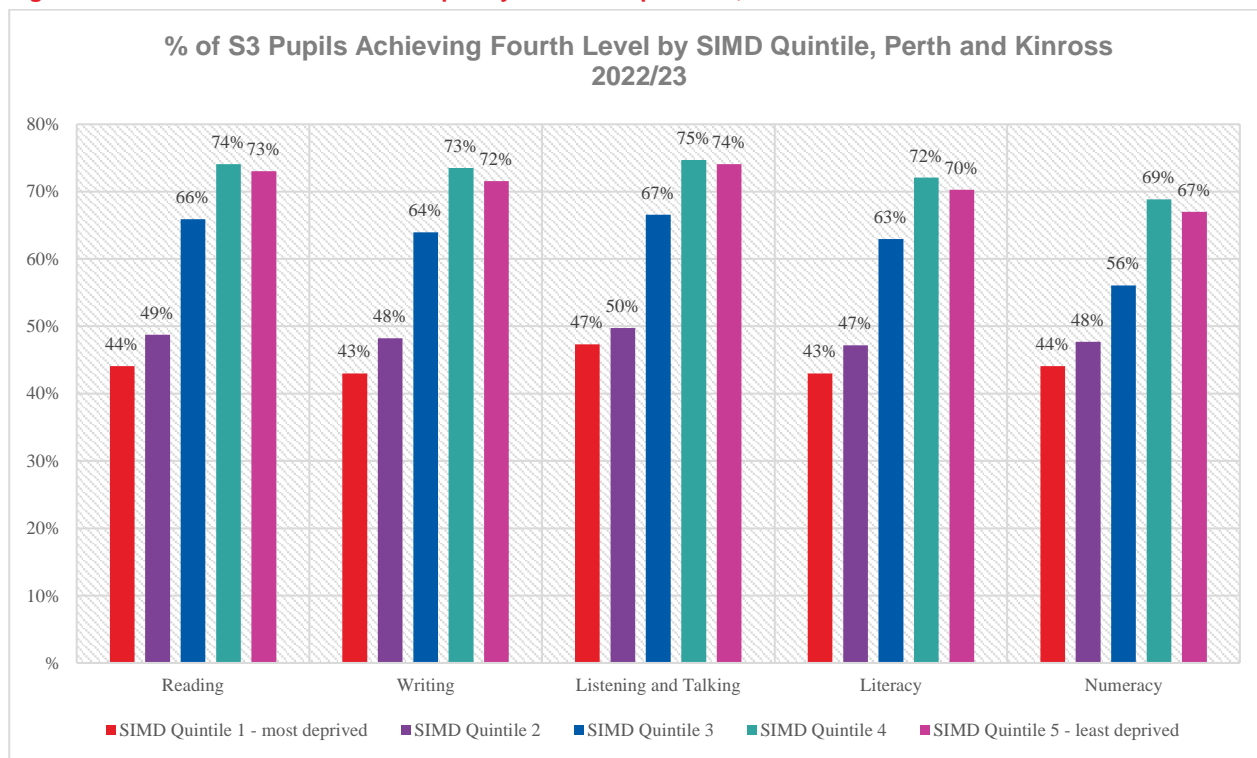
Source: Scottish Government, Achievement of Curriculum for Excellence Datasets 2018/19

In every stage of both ‘Reading’ and ‘Writing’, the proportion of pupils in Perth and Kinross achieving the expected level is lower than the equivalent proportion of Scotland as a whole. However, the proportion of pupils achieving the expected standard at every stage for the ‘Listening’ and ‘Numeracy’ areas is better than the whole of Scotland.

Achievement of expected levels varies significantly by deprivation. In Perth and Kinross, in all subject areas, a smaller proportion of those in the most deprived areas (top 20% in SIMD 2020²⁰) achieved the expected level than those in the least deprived 20%. Level of achievement of S3 pupils based on level of deprivation is summarised in **Figure 3**.

²⁰ The Scottish Index of Multiple Deprivation (SIMD) is a relative measure of deprivation across 6,976 small areas (data zones). If an area is identified as ‘deprived’, this can relate to people having a low income, but it can also mean fewer resources or opportunities. SIMD looks at the extent to which an area is deprived across seven domains: income, employment, education, health, access to services, crime and housing.
<https://simd.scot/#/simd2020/BTTTTT/9/-4.0000/55.9000/>

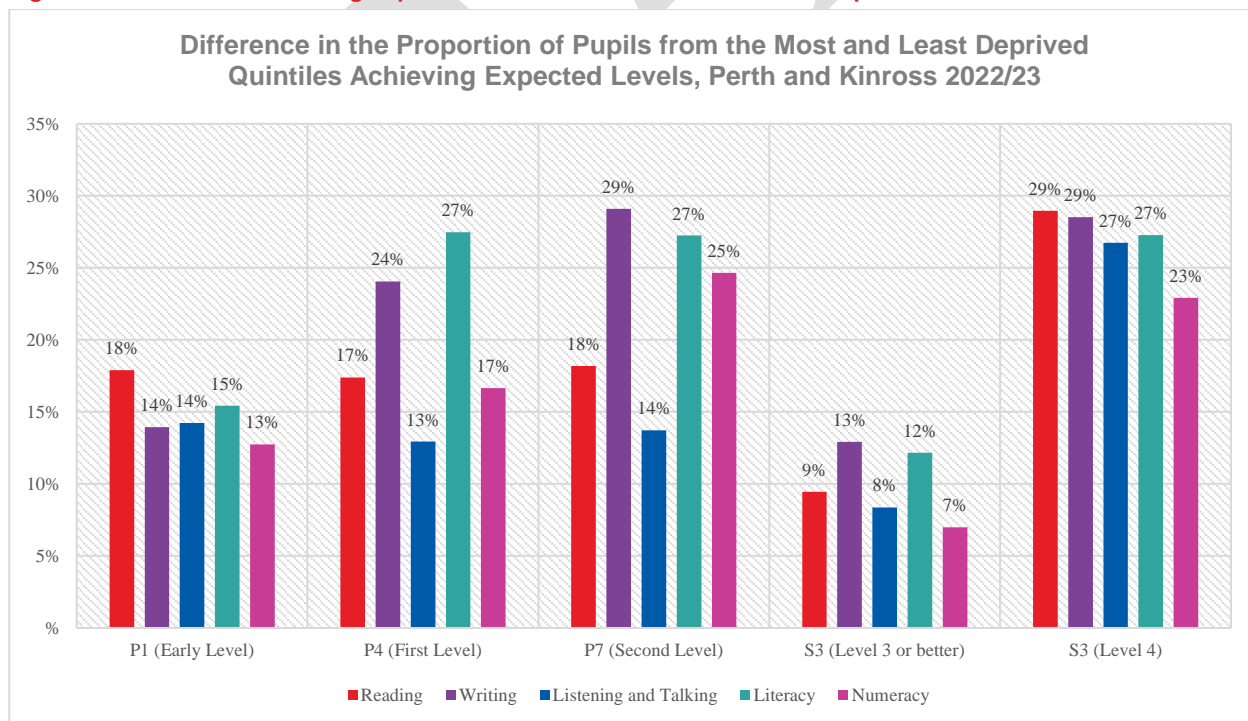
Figure 3: Level of Achievement of S3 Pupils by Level of Deprivation, Perth and Kinross



Source: Scottish Government, Achievement of Curriculum for Excellence Datasets 2022/23

The gap in attainment appears to widen, based on level of deprivation. For example, with regards to reading, SIMD quintile 1 (most deprived) has 44% of S3 pupils achieving fourth level, whereas those living in SIMD quintile 5 (least deprived) have 73% of S3 pupils achieving fourth level.

Figure 4: Difference in Achieving Expected Levels Between Most and Least Deprived Quintiles



Source: Scottish Government, Achievement of Curriculum for Excellence Datasets 2022/23

Across all subjects, there is a general trend of increased differences in achieving expected levels between pupils from the most and least deprived areas as they progress through education. For example, there is a

larger difference between most deprived and least deprived areas in S3 (23%-29%) when compared to P1 (13%-18%), where the difference is not as significant.

It is clear from the above there is a correlation between deprivation and level of attainment in Perth and Kinross. ‘Geographic Access’ is one of the factors considered to rank deprivation within the SIMD 2020, therefore it is considered that improvements to the transport system in Perth and Kinross is likely to have a positive impact on attainment across the area.

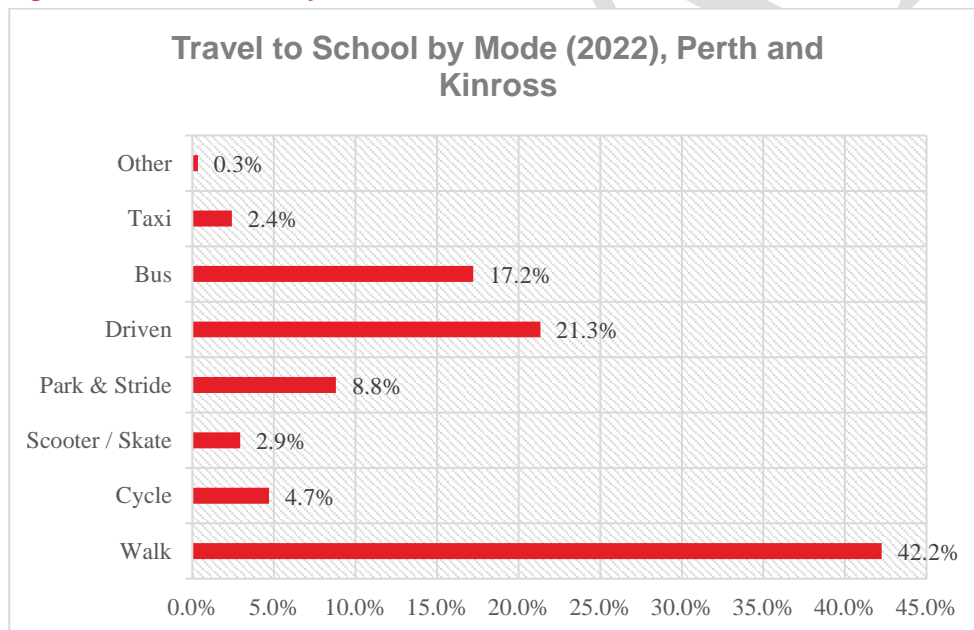
Apart from socio-economic background, the accessibility and safety of public transport available to children and young people are significantly impacting on their transport choices, and, subsequently, on their ability to access (further) education, services, and economic opportunities. This is particularly true for children and young people from low-income families and deprived socio-economic backgrounds. For example, across the UK, almost half of 16-18 year olds experience difficulty with the cost of transport to education²¹. This suggests that transport is a potential barrier to accessing education for a considerable portion of this age group.

In addition, findings from the Big Place Conversation – Let’s Talk Transport shows that around 15.1% of Perth and Kinross’s 16-25 years old population has no access to public transport to attend further education. This is considered to have a negative impact on further education attainment and people’s ability to obtain well paid jobs in Perth and Kinross.

3.6 Travel to School by Modes

Figure 5 below illustrates the results of Sustrans Hands Up Survey National Results 2022 of travel to school by mode. This survey included all school types within Perth and Kinross excluding nursery.

Figure 5: Travel to School by Mode, Perth and Kinross 2022



Source: Sustrans Hands Up Survey National Results 2022

When looking at the main mode of travel to school, walking is the most common mode of transport (42.2%). A small number of students (4.7%) cycle to school, implying there could be a lack of safe and secure cycle storage within schools, poor cycling infrastructure or lack of access to cycles or cycle training.

A notable proportion of pupils (21.3%) were driven to school. A high proportion of private vehicles raises concerns related to road safety, health and wellbeing and air quality.

²¹ Arup and Urban Transport Group (2022). Equitable Future Mobility. <https://www.arup.com/perspectives/publications/promotional-materials/section/equitable-future-mobility>

When looking at the main method of travel to school by SIMD quintiles, those in the lower two quintiles (that is, the 40% most deprived) are more likely to walk to school or travel by bus while those in the upper two quintiles (that is, the 40% least deprived) are more likely to travel by car or by school bus²².

Poor public transport services mean that children and young people living in rural areas do not have adequate access to training or (further) education, particularly if they rely on the bus networks for travel. Audit Scotland stated that students living in remote areas are likely to have journeys of well over one hour, at a median cost of £10 return.²³

The Social and Equality Impact Assessment for Scotland's National Transport Strategy 2 also outlines that the urban rural classification, and, therefore, the geographic location, also impacts significantly on the main method of travel to school. 54% of pupils in 'Large Urban Areas' are shown to walk to school, compared to 27% in 'Remote Rural Areas'. Conversely, children in 'Remote Rural Areas' are much more likely to travel by school bus.

Where transport is poor, particularly in rural areas, the opportunities for young people to become socially mobile are further restricted.²⁴ Other issues experienced by residents are often related to the lack of accessible public transport services to access essential services, including childcare provision. Owning a car is therefore seen as a solution; however, particularly for low-income families, car ownership may be pushing them into poverty due to maintenance costs and higher fuel prices.²⁵

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, and improved access to transport is a key enabler of this.²⁶

Traffic-related noise often can disproportionately affect children. Evidence suggests that such noise is correlated more broadly with lower health-related quality of life in children²⁷. Research undertaken by Arup in 2017 also outlines that children and young people are more vulnerable to the effects of poor air quality compared to the overall population. Traffic and pollution can impact children's physical and mental development which hinders a child's independent mobility. In addition to this, children from deprived neighbourhoods are four times more likely to be hit by a car than those from less deprived areas²⁸. This indicates that children and young people face heightened vulnerability to the impacts of poor air quality, with traffic and pollution potentially impacting both their physical and mental development.

In summary, enhancements to children's key journeys such as safe routes between home, school and community facilities can reduce traffic accidents and create more pleasantly active journeys. These types of interventions are also more accessible and inclusive for a range of users.

²² Scottish Government (2022). NTS2 Delivery Plan, Social and Equality Impact Assessment. <https://www.transport.gov.scot/publication/social-and-equality-impact-assessment-seqia-nts-delivery-plan/>

²³ Audit Scotland (2015). Scotland's Colleges 2015. <https://www.audit-scotland.gov.uk/publications/scotlands-colleges-2015>

²⁴ Bosworth et al (2020). Unequal Futures of Rural Mobility: Challenges for a "Smart Countryside". <https://journals.sagepub.com/doi/10.1177/0269094220968231>

²⁵ Scotland's Rural University College (2014). Research Briefing – Rural Scotland in Focus. <https://pure.sruc.ac.uk/en/publications/rural-scotland-in-focus-2014>

²⁶ The Poverty Alliance (2021). A Scotland For All of Us: Poverty Alliance 2021 Scottish Parliament election manifesto. <https://www.povertyalliance.org/wp-content/uploads/2021/03/A-Scotland-for-all-of-us-Poverty-Alliance-2021-Scottish-Parliament-election-manifesto.pdf>

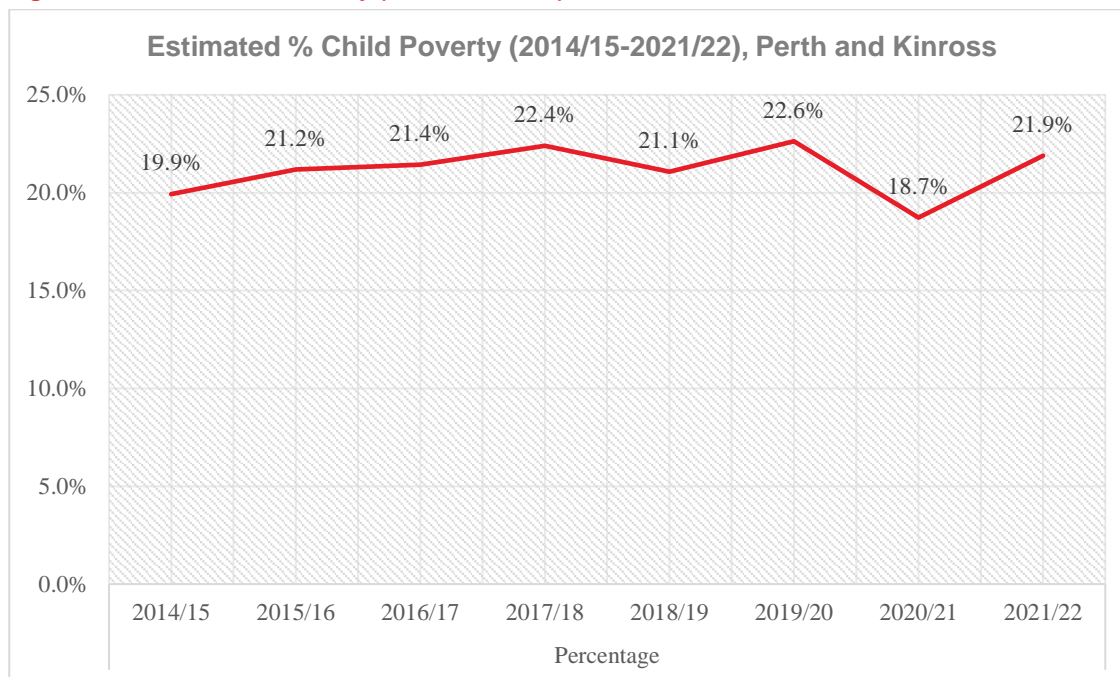
²⁷ Hjortebjerg et al (2016): Exposure to Road Traffic Noise and Behavioural Problems in 7-Year-Old Children: A Cohort Study. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4749080/>

²⁸ - World Health Organisation (2017). Road traffic injuries, fact sheet. [online]

3.7 Child Poverty

The Centre for Research in Social Policy calculates estimates of child poverty each year for the End Child Poverty Coalition²⁹. Children are considered as living in poverty if they live in households with less than 60% of median household income. This is the key measure used by the UK, Scottish Government and by the European Union (EU).

Figure 6: Estimated Child Poverty (2014/15-2021/22), Perth and Kinross



Source: End Child Poverty (2022): Child Poverty in Your Area 2014/15 – 2021/22 (Perth and Kinross)

The graph above indicates a fluctuating trend, with child poverty rates ranging from 18.7% in 2020/21 and 21.9% in 2021/22.

It is estimated that around 18% of children in Perth and Kinross are living in poverty. The percentage varies depending on electoral ward. The highest percentage across all wards is Perth City Centre (25.21%) and Perth City North (23.63%), with the lowest being Perth City South (10.41%) and Carse of Gowrie (10.67%)³⁰. This indicates a significant amount of child inequality across the city of Perth, and clear disparity between urban and rural areas throughout Perth and Kinross.

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, and improved access to transport is a key enabler of this³¹.

3.8 BMI Distribution

Accessible travel choices that encourage active living and regular physical activity is an important factor in combating child obesity as well as having beneficial impacts on mental health and wellbeing.

In 2021/22, height and weight measurements were recorded for 984 P1 children in Perth and Kinross. Of these, 73.4% of children were classified as a 'healthy weight', which is a reduction compared to 2018/19 figures (79.9%). 25.8% of children in Perth and Kinross were also classified as being at risk of being overweight and obese, which is an increase when compared to 2018/19 figures (19.5%). This highlights the

²⁹ End Child Poverty (2022): Child Poverty in Your Area 2014/15 – 2021/22 (Perth and Kinross) <http://www.endchildpoverty.org.uk/>

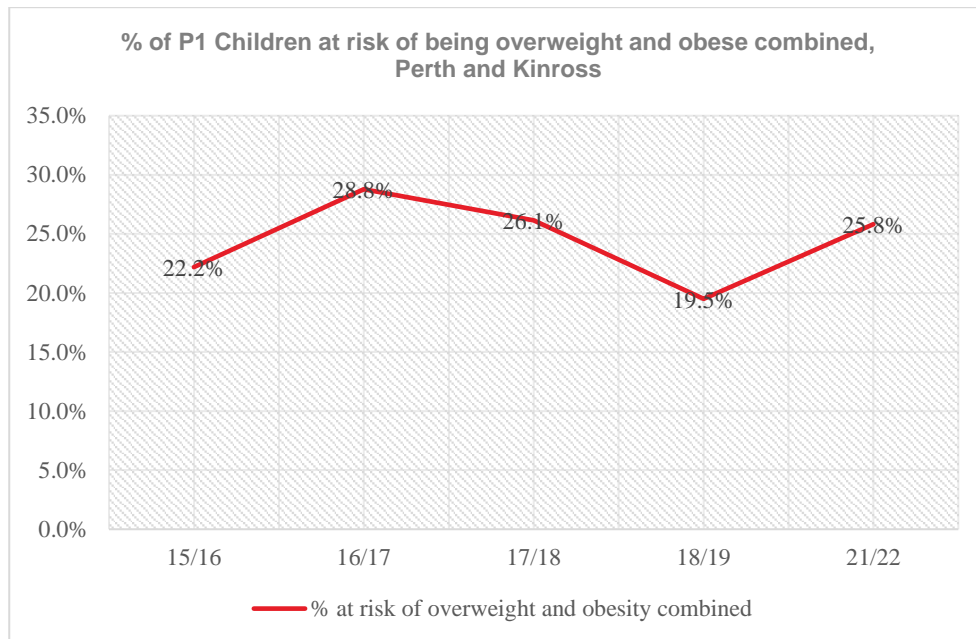
³⁰ Perth and Kinross Council (2023). Child Poverty. <https://www.pkc.gov.uk/childpoverty>

³¹ The Poverty Alliance (2021): Transport and Child Poverty- Beyond the pandemic. <https://www.povertyalliance.org/wp-content/uploads/2021/06/Transport-and-Child-Poverty-Beyond-the-Pandemic.pdf>

need for targeted interventions and public health initiatives to address potential health concerns and promote healthier habits among children and younger people.

The graph below illustrates the percentage of Primary 1 pupils at risk of being either overweight or obese across the Perth and Kinross area, based on the number of children measured within the survey.

Figure 7: % Primary 1 Pupils at Risk of Being Overweight and Obese Combined, Perth and Kinross



Source: Public Health Scotland (2022): Primary 1 Body Mass Statistics

The findings reveal a fluctuating trend in the combined percentage of individuals at risk of being overweight and obese over the years. In 2018/19 the risk was at 19.5% which was the lowest over the period which then rose back to 25.6% in 2021 and 2022. While there have been fluctuations, the underlying trend shows increasing proportions of P1 children at risk of overweight or obesity. **Note, there is no data from 2020 due to the Covid-19 pandemic.*

Every year it is estimated that nearly 600,000 children worldwide under the age of five die from diseases caused or exacerbated by the impacts of indoor and outdoor air pollution³². This is supported by Wu (2022) who concluded that children, as their lungs develop, are more vulnerable to air pollution commonly found in cities³³.

3.9 Mental Health

From September 2022 to September 2023, a total of 1,394 Child and Adolescent Mental Health (CAMHS) patients were seen across the NHS Tayside Health Board, which is around 0.3% of the NHS Tayside population. The total CAMHS patients for NHS Scotland during this period was estimated at around 22,161, which is around 0.4% of the total population.

In 2018, the Scottish Schools Adolescent Lifestyle and Substance Use Survey (SALSUS) identified a mean wellbeing score according to the Warwick-Edinburgh Mental Wellbeing Scale (WEMWBS) for pupils in Scotland. Pupils were asked to indicate how often they had thoughts and feelings relating to 14 positively worded statements concerning their mental wellbeing. Each statement has a five-item scale ranging from '1 - None of the time' to '5 - All of the time'. The lowest possible score is therefore 14 and the highest is 70.

In Perth and Kinross, the average wellbeing score among 13-year-olds was 47.85 points which was 0.22 points worse than the Scottish average and 3.27 points worse than 2013 WEMWBS score. Among

³² UNICEF (2016). The UN Convention on the Right of the Child. <https://www.unicef.org.uk/what-we-do/un-convention-child-rights/>

³³ Wu et al (2022). The respiratory impacts of air pollution in children: Global and domestic (Taiwan) situation, Biomedical Journal 2022. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC9133359/>

15-year-olds, the average wellbeing score was 45.86. This was 0.13 points better than the Scottish average but 2.80 points worse than 2013 WEMWBS score 31³⁴. The WEMWBS scores show that mental wellbeing for pupils in Perth and Kinross aged 13 and 15 years old has been declining between 2013 and 2018.

Krishnamurthy (2019)³⁵ argues the quality of outside play in urban spaces is crucial for social, physical, and cognitive development for children. While urban spaces are important, other factors that contribute to wellbeing, such as parks, play areas and access to green spaces, also need to be considered.

The COVID-19 pandemic has emphasised the importance of child-friendly urban spaces. The pandemic highlighted the need for safe outdoor areas as many children experienced significant declines in mental and physical health due to restrictions and a lack of safe spaces for play and socialisation³⁶.

3.10 Children Rights and Wellbeing Assessment of Impacts

This section assesses the impact of the PKC Mobility Strategy against UNCRC Children's Wellbeing Indicators (**Table 4**) and Children's Rights Indicators (**Table 5**).

Table 4: UNCRC Children's Wellbeing Indicators- Assessment of Impacts

Indicator	Positive	Neutral	Negative	Unknown
Safe	✓			
Healthy	✓			
Achieving	✓			
Nurtured	✓			
Active	✓			
Respected	✓			
Responsible	✓			
Included	✓			

³⁴ Scottish Government (2018). Scottish Schools Adolescent Lifestyle and Substance Use Survey (SALSUS)- Summary findings for Perth & Kinross Council. <https://www.gov.scot/collections/scottish-schools-adolescent-lifestyle-and-substance-use-survey-salsus/>

³⁵ Krishnamurthy (2019). Reclaiming spaces: child inclusive urban design. *Cities & Health*, 3(1-2), pp.1–13. <https://doi.org/10.1080/23748834.2019.1586327> .

³⁶ Liu (2020): Impacts of COVID-19 Restrictions on Young Children's Outdoor Activity: A Systematic Review. <https://pubmed.ncbi.nlm.nih.gov/36291500/>

Table 5: UNCRC Children's Rights Indicators- Assessment of Impacts

Childrens Rights Indicators	
Indicator	Relevant UNCRC Articles
UNCRC Indicators upheld by the activity, proposal, or policy	<p>The below UNCRC articles have been identified as being relevant to the emerging Mobility Strategy:</p> <p>Article 3: The best interest of the child must be a top priority in all decisions and actions that affect children.</p> <p>Article 12: Every child has the right to express their views, feelings and wishes in all matters affecting them, and to have their views considered and taken seriously. This right always applies, for example during immigration proceedings, housing decisions or for the child's day-to-day home life.</p> <p>Article 23: A child with a disability has the right to live a full and decent life with dignity and, as far as possible, independence and to play an active part in the community. Governments must do all they can to support disabled children and their families.</p> <p>Article 24: Every child has the right to the best possible health. Governments must provide a good quality health care, clean water, nutritious food, and a clean environment and education on health and wellbeing so that children can stay healthy. Richer countries must help poorer countries to achieve this.</p> <p>Article 28: Every child has the right to an education. Primary education must be free and different forms of secondary education must be available to every child. Discipline in schools must respect children/s dignity and their rights. Richer countries must help poorer countries to achieve this.</p> <p>Article 31: Every child has the right to relax, play and take part in a wide range of cultural and artistic activities.</p>

Positive Impacts
<p>Identified challenges faced by children and young people across Perth and Kinross would be addressed by the Mobility Strategy as it establishes an action plan which will contribute towards the Council's Corporate Plan vision of a Perth and Kinross where everyone can live life well, free from poverty and inequalities and contribute to delivering the priorities in the Plan including enabling our children and young people to achieve their full potential.</p> <p>The Draft Mobility Strategy has been developed in line with Local Transport Strategy Guidance³⁷ to implement a 'triple access planning' approach which looks to address future sustainable urban accessibility through the transport system (physical mobility), the land-use system (spatial proximity) and the telecommunications system (digital connectivity).</p> <p>All approaches (transport, spatial and digital) are key to enable young people's access to, and ability to benefit from, education, amenities, public services, employment, and economic opportunities.</p> <p>The Mobility Strategy will include and recommend actions to support children and young people in Perth and Kinross to travel actively more often and support children and young people to be healthy. An increase in physical activity has been proven to have several health benefits including significant benefits for hearts, bodies and minds, preventing and managing noncommunicable diseases, reducing symptoms of</p>

³⁷ Transport Scotland (2023). Local Transport Strategy: Draft Guidance. <https://www.transport.gov.scot/publication/local-transport-strategy-draft-guidance-draft-for-stakeholder-review>

depression and anxiety, enhances thinking, learning and judgement skills and overall wellbeing to name a few³⁸.

Physical activity is important for children's and young people's overall physical, psychosocial, and cognitive development³⁹. Research in recent decades has shown that engaging in physical activity improves cognitive performance and academic achievement in children and adolescents⁴⁰. Cognitive ability and academic achievement are therefore closely linked⁴¹. Additionally, research has shown that increased access to greenspaces can result in more physical activity which can help combat issues of obesity and help to lower BMI levels.⁴²

For children and young people, their social lives depend heavily on getting to places where they can meet and interact with their friends and family members. The Mobility Strategy will implement actions to improve the ability of children and young people to reach destinations within the region where they can meet with other people. Active and public transport networks need to link children and young people with where they want to go at a local level, not just along arterial routes to urban centres or long-distance leisure routes. Additionally, while journeys to school are a key focus, children also need to be able to travel independently in their wider local community.

The actions within the Mobility Strategy will propose actions that will be informed by further engagement at a local level to develop and deliver respective actions. Targeted work to implement the actions in the Mobility Strategy in the future will need to involve children and young people as well as their parents and guardians.

The Mobility Strategy will contribute to improving mental wellbeing for young people and children. Increased access to public transport can help to tackle isolation and loneliness especially for children living within rural neighbourhoods (Mental Health Foundation)⁴³. Increased access to public transport or community buses can also help children attend after school activities such as sports and Brownie/ Scout clubs, increasing their skillsets.

Negative Impacts and Mitigation

Impact Area	Details and Mitigation
The Mobility Strategy is not expected to have any negative impact on any area of rights or any group of children and young people.	N/A

Information Gaps

While consultation (The Big Place Conversation – Let's Talk Transport) has informed the development of actions and TPOs of the Mobility Strategy, there has been limited direct engagement with children and young people with lived experiences both in urban and rural communities.

³⁸ World Health Organisation (2022). Physical activity- key facts. <https://www.who.int/news-room/fact-sheets/detail/physical-activity>

³⁹ Janssen and Leblanc (2010). Systematic review of the health benefits of physical activity and fitness in school-aged children and youth. <https://ijbnpa.biomedcentral.com/articles/10.1186/1479-5868-7-40>

⁴⁰ Sibley and Etnier (2023). The relationship between physical activity and cognition in children: A meta-analysis. <https://journals.humankinetics.com/view/journals/pes/15/3/article-p243.xml>

⁴¹ Fedewa and Ahn (2011). The effects of physical activity and physical fitness on children's achievement and cognitive outcomes: A meta-analysis. Res. Q. Exerc. Sport. 2011;82:521–535. <https://pubmed.ncbi.nlm.nih.gov/21957711/>

⁴² Schalkwijk, Van Der Zwaard, Nijpels, Elders and Platt (2017). The impact of greenspace and condition of the neighbourhood on child overweight. *European Journal of Public Health*, 28(1), pp.88–94. <https://doi.org/10.1093/eurpub/ckx037>

⁴³ Mental Health Foundation (2022). Public Mental Health and Transport: the challenges and possibilities. <https://www.mentalhealth.org.uk/our-work/research/transport-and-public-mental-health>

Proposed Measures to Close Information Gaps

PKC engaged with groups representing young people in Scotland through The Big Place Conversation engagement.

Accounting for the View of Children and Young People

As above. PKC will seek out the views of children and young people on consultation of the Draft Mobility Strategy.

Promoting the Wellbeing of Children and Young People

This Mobility Strategy will help to enable access to and communities' ability to benefit from education, amenities, public services, employment, and economic opportunities. Improving the transport offer within the region is at the very core of the Mobility Strategy with consideration to spatial and digital actions to complement and enhance this.

It will, subsequently, also contribute towards improving and promoting the mental health and wellbeing of both urban and rural communities across Perth and Kinross. With children and young people being integral to communities, it is anticipated that actions developed will have a positive impact on this group. This will be developed further as PKC, alongside working partners, deliver the actions in the Mobility Strategy Action Plan.

Upholding the Rights of Children and Young People

The Mobility Strategy will implement actions to increase the opportunity for children and young people to be more active by engaging in leisure, play and recreational activities that will have a positive impact on mental health and physical health and wellbeing.

Engagement with children and young people about their needs will be integral in developing and implementing the actions in the Action Plan at a local level.

Overall Outcome

Positive. No negative impacts have been identified.

4. Equality and Fairer Scotland Duty Impact Assessment

4.1 Overview

The Equality and Fairer Scotland Duty Impact Assessment (EFSDIA) has been undertaken in line with the Fairer Scotland Duty (Part 1 of the Equality Act 2010). A summary of this assessment can be found below.

4.2 Population

In 2021, the population of Perth and Kinross was estimated at 153,810. This population is considered high when compared to neighbouring local authorities that form part of the Tactran region, such as Stirling (93,470) and Angus (116,120)⁴⁴. The Perth and Kinross area is predominantly rural with a population split of 67.8% / 32.4% Rural / Urban⁴⁵. Using the Scottish Government's 6-fold Urban Rural categorisation, a detailed population breakdown is as follows:

Table 6: Perth and Kinross % Population by Settlement Breakdown

Large Urban Areas	Other Urban Areas	Accessible Small Towns	Remote Small Towns	Accessible Rural	Remote Rural
1.2%	31.2%	11%	10.9%	35%	10.9%

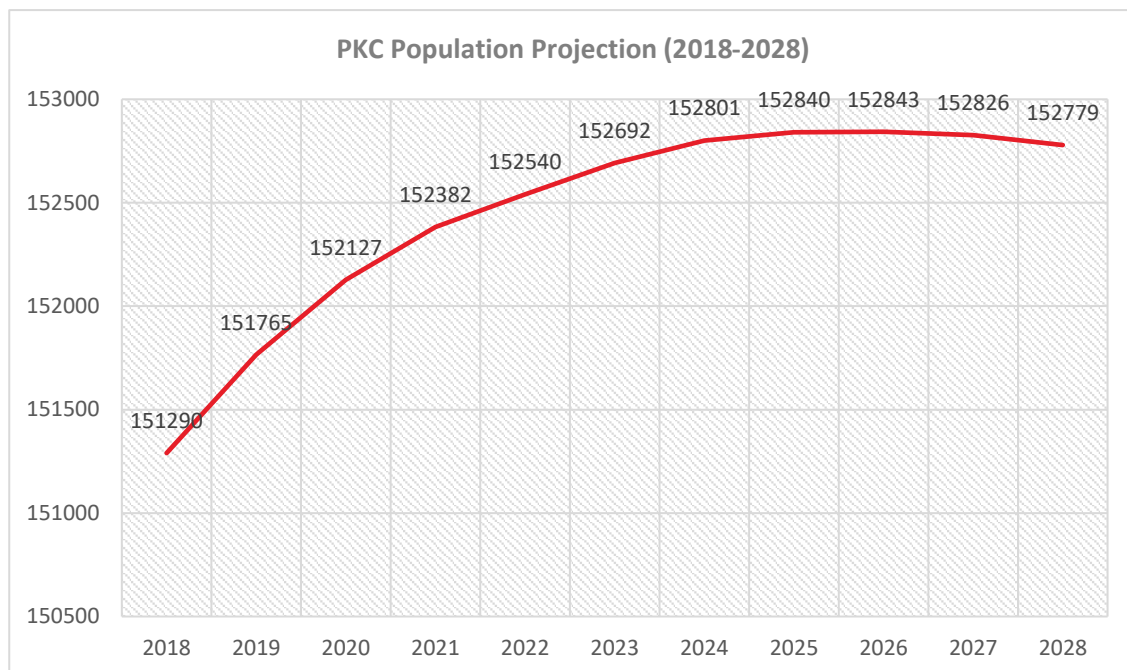
Research undertaken by the UK Government on Transport and Inequality found that the impacts of transport poverty are worst for poorer people living within rural areas. Services are further away in rural areas, while incomes are often lower, and transport costs higher. Therefore, the low rural population density makes running public transport services more challenging. Among those who experience transport disadvantage, the negative impact on subjective wellbeing may be greater for people in rural areas than for people in urban areas⁴⁶. In addition, rural and small communities experience transport disadvantage due to the lack of transport options and a low density of employment, education, recreation and other opportunities. Limited accessibility and mobility can result in decreased quality of life and wellbeing, as well as social exclusion. Therefore, the negative impact on a person's subjective wellbeing would be greater if a person lived in a rural area than it would be if you lived in an urban area.

Figure 8 summarises the population projection of Perth and Kinross from 2018 to 2028.

⁴⁴ National Records of Scotland (2021): Mid-year Population Estimates (Table 3). <https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/mid-year-population-estimates/mid-2021>

⁴⁵ Scottish Government (2020). Urban Rural Classification 2020. <https://www.gov.scot/publications/scottish-government-urban-rural-classification-2020/>

Figure 8: PKC Population Projection (2018-2028)

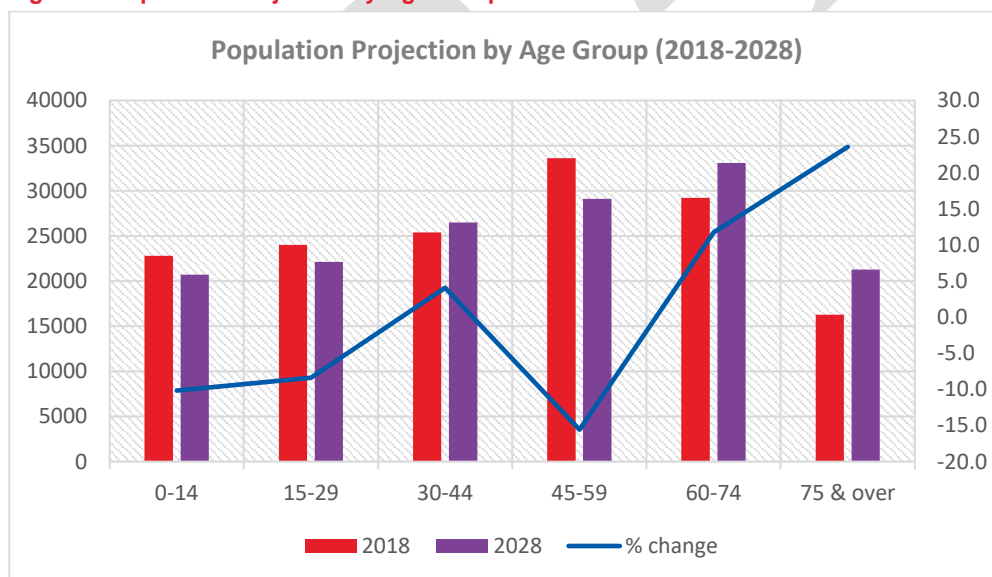


Source: National Records of Scotland (2020): Population projections for Scottish Areas (2018-based)

Across Perth and Kinross, the population is projected to increase by approximately 1% between 2018 and 2028. This is a slightly lower growth rate than predicted Scotland wide, which is approximately 2%.⁴⁷

The projected change is not consistent across all age groups, as shown in **Figure 9** below.

Figure 9: Population Projection by Age Group



National Records for Scotland (2020): Population projections for Scottish Areas, Perth and Kinross (2018-based)

Across the Perth and Kinross area, continuing the current trend of an increasingly ageing population, the 75 and over age group is projected to see the largest percentage increase (24%) and the 45-59 age group is projected to see a 16% population decrease. In summary, these results show a significant increase in the older adult population (aged 60 and over) and a reduction in the younger population (aged below 30). This is

⁴⁷ National Records of Scotland (2020): Population projections for Scottish Areas, Perth and Kinross (2018-based). <https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-projections/sub-national-population-projections/2018-based>

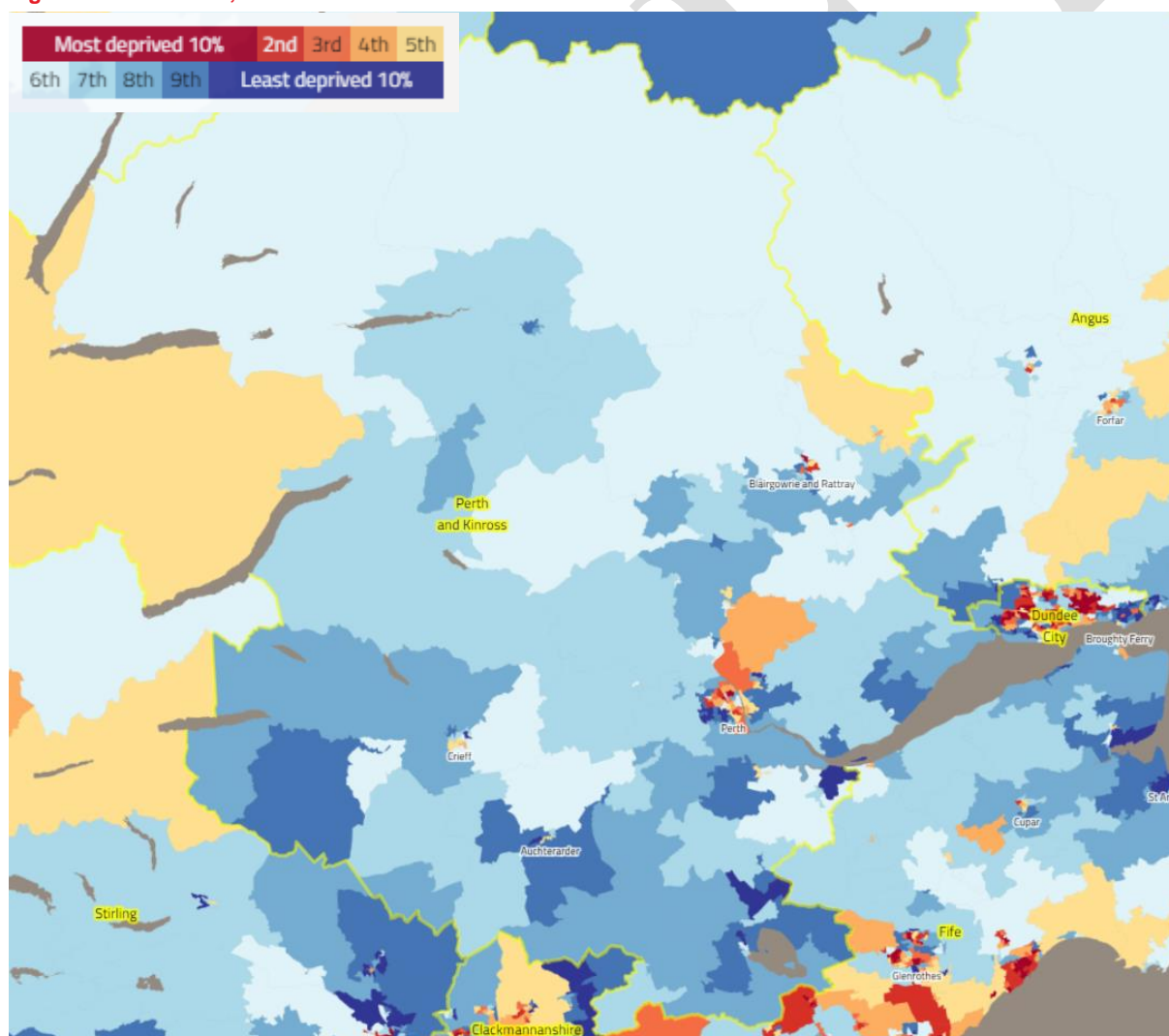
considered to have a significant impact on the way people travel around Perth and Kinross, and the type of trips undertaken by individuals across the area.

The Scottish Government's urban rural classification publication found that the Perth and Kinross area is predominantly rural with a population split of 67.8% rural / 32.4% urban. Throughout rural areas in Scotland, private car dependency is generally high due to limited transport options. Around 73% of rural populations in Scotland travel by private vehicle for all journeys as a driver or passenger. Findings from PKC's Big Place Conversation – Let's Talk Transport publication found that Perth and Kinross's population has a car kilometre average of 12,547km per person per year, which is above Scotland's national average of 6,723km per person per year. Local Action Plans also found that numerous rural households do not have access to a private car, which creates challenges for these households accessing everyday needs. This emphasises the need for alternative transport options within rural areas. Limited rural transport options contribute to forced car ownership, social isolation, and transport poverty in these locations⁴⁸.

4.2.1 Deprivation

The below map shows the Scottish Index of Multiple Deprivation (SIMD)⁴⁹ across Perth and Kinross and neighbouring local authorities.

Figure 10: SIMD 2020, Perth and Kinross



⁴⁸ Arup and Urban Transport Group (2021). Equitable Future Mobility. <https://www.arup.com/perspectives/publications/promotional-materials/section/equitable-future-mobility>

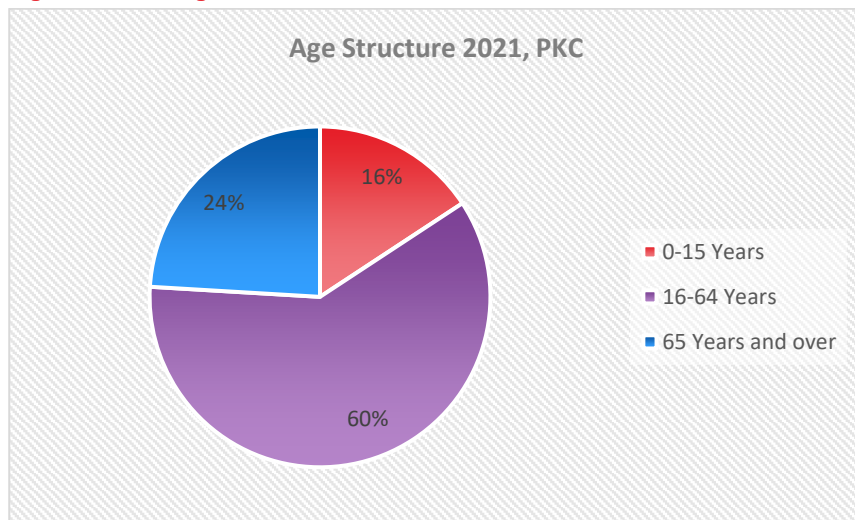
⁴⁹ Scottish Government (2020). Scottish Index of Multiple Deprivation. <https://simd.scot>

SIMD maps for Scotland and Perth and Kinross show that Perth and Kinross has two areas amongst Scotland's top 10% most deprived, Muirton and Rattray. In addition, 21% of SIMD data zones within Perth and Kinross are within the bottom 10% of geographic access, which considers travel time to key services by car or public transport.

4.3 Age

Figure 11 summarises the age structure of the Perth and Kinross population.

Figure 11: PKC Age Structure



Source: National Records of Scotland (2021): Mid-year Population Estimates (Table 1)

The largest population age group in Perth and Kinross is 16-64 years (60%) followed by 65 years and over (24%) and 0-15 years (16%). These statistics demonstrate a significant proportion of older adults residing in the PKC area.⁵⁰

This section focuses on older adults (aged 65 and over). Children and younger people (aged 16-24) are considered within the Children Rights and Wellbeing Impact Assessment – see **Section 3.2** above.

As mentioned above, Perth and Kinross is seeing a trend of an increasing ageing population, with an increase in older adults and decrease in the younger population, which is likely to have an impact on how people travel across the Perth and Kinross area. Older age groups make up a larger proportion of the population and rely more heavily on the public transport system than younger age groups. As mentioned in **Section 3.3**, a number of rural households in Perth and Kinross do not have access to a private car. Many of these are households which include older adults.⁵¹ The inadequacies of rural transport choices often provide the context in which older people's experiences of everyday travel within the area are set.

In the UK there is marked differences in transport systems, including car ownership and public transport. Across rural areas within the UK bus services are poorer and car ownership is more common⁵². Therefore, bus services may not provide a realistic and accessible mode of transport to people living in rural areas.

During a consultation undertaken by Tactran as part of the Regional Transport Strategy on the main issues, respondents spoke about the absence and inadequacies of public bus services, including difficulties getting to bus stops and boarding buses. Despite free travel being available for older people at off-peak times, public bus services were typically not considered a viable option for everyday travel. In England 65-year-olds and

⁵⁰ National Records of Scotland (2021): Mid-year Population Estimates (Table 1). <https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/mid-year-population-estimates/mid-2021>

⁵¹ PKC (2023) Big Place Conversation: Let's Talk Transport- Main Issues Report.

⁵² Graham (2016): The Experiences of Everyday Travel for Older People in Rural Areas: A Systematic Review of UK Qualitative Studies. Journal of Transport and Health. <https://www.sciencedirect.com/science/article/pii/S2214140518303827>

older are accepted for free travel on buses. However, only 32% make use of this, suggesting buses do not meet their needs⁵³.

As with travelling by bus, mobility limitations could make alternative travel modes difficult to use. Demand Responsive Transport (DRT) schemes (for example, minibuses and shared taxis) may lack wheelchair access and space to carry folded wheelchairs and mobility scooters. Lack of use is again associated with low levels of awareness of and confusion about DRT, including eligibility and how to access these services.

Technology is also deemed as a barrier for the elderly population using public transport. Across the UK only 78% of those over 55 own a mobile device. While another study undertaken by Arup and Urban Transport Group in 2017 revealed reception problems and evidenced older age groups being uncomfortable and anxious about online transactions. Therefore, whilst modernising public transport, it is essential that ticketing alternatives should continue to be made available to avoid exclusion.

Attending healthcare appointments is particularly difficult for those in rural communities within the Tactran region without access to a car. Over 25% of the Tactran population over the age of 65 without access to a private car are over 60 mins away from one of the major hospitals. This amounts to approximately 7,140 people. However, alternative travel modes – for example, hospital transport services and taxis – were often experienced as problematic. During the consultation on the main issues, responses highlighted that the Scottish Ambulance Service (SAS) is currently filling the gap caused by poor public transport options, especially in rural areas within the region, and the SAS does not have the capacity to meet this demand⁵⁴.

In terms of employment, across Scotland since 2006, the employment rate for 16 to 24 year olds has been consistently lower than the employment rate for any other age group. This is due to higher numbers of people aged 16 to 24 being in education. The employment rates for 25 to 34 year olds and 35 to 49 year olds have been fairly stable across the calendar series. The estimated employment rate for those aged 50 to 64 had increased throughout the economic recovery from the 2008 recession to 70.5% in 2019. However, the employment rate for 50 to 64 year olds had decreased over the last two years to 68.1% in 2021. There are long-standing variations in employment rate estimates across Scotland's local authorities. In 2021, the lowest employment rate estimates for 16-24 year olds were seen in three Local Authorities, one of which being Perth and Kinross at 36.2% (national average being 54%) although it is caveated with numbers being based on small sample sizes⁵⁵.

Around 15.1% of Perth and Kinross's 16-25 years old population has no access to public transport to attend further education, which is likely to have a negative impact on further education attainment, and people's ability to obtain well paid jobs in Perth and Kinross. In addition, around 40% of Perth and Kinross's working population travel over 5km to their place of work or study.⁵⁶ In the SIMD 2020, 'Geographic Access', 'Employment', 'Income' and 'Education/Skills' are all factors used to rank deprivation, and these are all considered to be interconnected. In rural areas, long distances and travel time is often required to access wider work, study and other opportunities, bringing unavoidable additional costs of transport and burden to rural communities. For those who do not have access to a private car, these opportunities are often removed altogether⁵⁷. It is therefore clear that improvements to transport choice and connectivity in rural areas are required to reduce isolation and rural inequalities. Potential solutions could include improvements to local bus services, which may consist of DRT and Community Transport services⁵⁸.

⁵³ Arup, Sustrans and Living Streets (2022). Walking for Everyone. <https://www.arup.com/perspectives/publications/promotional-materials/section/walking-for-everyone>

⁵⁴ Draft Tayside and Central Scotland Regional Transport Strategy 2023-2033

⁵⁵ Scottish Government (2022): Scotland's Labour Market: People, Places and Regions – Protected Characteristics. Statistics from the Annual Population Survey 2021. <https://www.gov.scot/publications/scotlands-labour-market-people-places-regions-protected-characteristics-statistics-annual-population-survey-2021/>

⁵⁶ PKC (2023). Big Place Conversation: Let's Talk Transport- Main Issues Report.

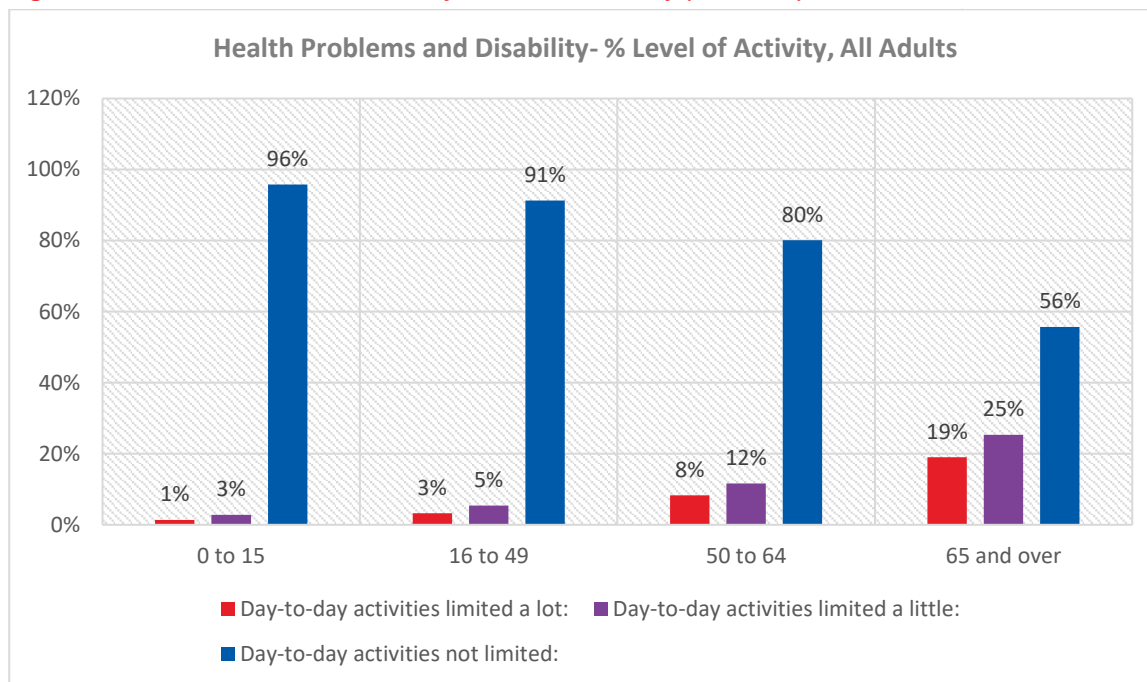
⁵⁷ Perth and Kinross Council (2017). Health Inequalities Plan 2017 – 2020. <https://perth-and-kinross.cmis.uk.com/Perth-and-Kinross/>

⁵⁸ Transport Planning Society (2022). Changing the parameters of Community Transport to deliver greater economic and social value to rural areas across the UK. <https://tps.org.uk/public/downloads/hEGgF/Jamie%20Smith%20TPS%20Bursary%20Competition.pdf>

4.4 Disability

The 2011 Census collected information on the presence of a long-term health problem or disability. People were asked if their day-to-day activities were limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months. The results for Perth and Kinross are summarised in **Figure 12** below.

Figure 12: Health Problems and Disability - % Level of Activity (All Adults)



Source: Census Scotland 2011- Level of Activity, all adults, Perth and Kinross

Figure 12 shows that in Perth and Kinross, 7.8% of all people reported a health problem or disability which limited activities ‘a lot’ and 10.3% reported a health problem or disability which limited activities ‘a little’. 21.3% of the over 65s saying their activities were limited ‘a lot’ and 25.3% saying their activities were limited ‘a little’.

The results for Perth and Kinross show that disability generally increases with age. For example, 5386 people aged 65 and over answered that their day-to-day activities are limited a lot, compared to 344 people aged 0-15, 1920 people aged 16-49 and 2550 people aged 50 to 64. Due to the longer life expectancies of women, a higher proportion of disabled people are women.⁵⁹

Labour Force Survey data revealed that disabled people were over a third less likely to be employed than non-disabled people, with an employment rate for disabled people (aged 16 to 64) of 52.2% in 2019, compared with 81.8% for non-disabled people⁶⁰. Subsequently, they are considerably less likely to commute than non-disabled residents due to lower rates of employment. This is partly due to the older age profile of disabled people within the region. The Scottish Household Survey 2020 found that disabled people (42%) were less likely to have travelled than those who were not disabled (59%) in Scotland⁶¹. The barriers to increased public transport usage faced by disabled people depend somewhat on their impairment. The National Transport Survey found that disabled people make far fewer journeys than non-disabled people with an average of just 5.84 journeys per week. This is a third of the national average of 17 trips⁶². Disabled

⁵⁹ Census Scotland (2011)- Level of Activity, all adults, Perth and Kinross. <https://www.scotlandscensus.gov.uk/search-the-census#/>

⁶⁰ Office for National Statistics (2019). Disability and employment, UK: 2019. <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/bulletins/disabilityandemploymentuk/2019>

⁶¹ Scottish Government (2020). Transport and Travel in Scotland- Results from the Scottish Household Survey 2020. <https://www.transport.gov.scot/media/50980/transport-and-travel-in-scotland-2020-results-from-the-scottish-household-survey-pdf-version.pdf>

⁶² Department for Transport (2023). National Travel Survey 2022: Introduction and main findings. <https://www.gov.uk/government/statistics/national-travel-survey-2022/national-travel-survey-2022-introduction-and-main-findings>

people or those with a long-term health condition, however, may face a number of barriers to travelling. Many of these involve the physical accessibility of public transport, though they can also include less tangible barriers such as reduced confidence in travelling independently. One barrier experienced by 51% of respondents experienced issues with priority seating and spaces such as seats being occupied or not clearly defined, or there being too few. In some cases, disabled people have reported being left waiting until another bus with free priority seats arrived, adding to journey time and uncertainty⁶³.

The Scottish Household Survey 2019 asked people who have recently used trains and buses about different aspects of their experiences. Disabled people were generally slightly less positive about their experiences 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 at night'. 58% of disabled people agreed they felt safe and secure on the bus at night compared to 73% of non-disabled people.⁶⁴

The attitudes and behaviour of staff and fellow passengers can significantly affect the journey experience for disabled people. Helpful and supportive staff contribute positively to the journey experience, although it is acknowledged that impairments can be hidden and not immediately obvious to staff and other passengers.

Also important in improving the travel experience of disabled passengers is the accessibility of information. For both pre-journey planning and journey completion, it seems that information sources are under-used. Of disabled adults aged 60+, 66% reported using the internet, compared with 81% of non-disabled adults aged 60+. The percentage of adults who do not use the internet was higher for those living in the 20% most deprived areas than for those in the 20% least deprived areas in Scotland⁶⁵.

4.5 Race

It is estimated that in Perth and Kinross 9% of the population was born outside the UK. Of those, it is estimated that 64% are from EU countries and 36% from non-EU countries. The proportion of the population that were born outside of the UK is lower than the Scotland average (10%). A summary of the population by country of birth can be found in **Table 7**.

Table 7: Population by Location of Birth, PKC and Scotland

Area		All Estimate	United Kingdom Total Estimate	Non-United Kingdom Total Estimate	European Union Total Estimate	Non-European Union Total Estimate
Scotland	No	5,394,000	4,869,000	523,000	258,000	265,000
	%	100%	90%	10%	5%	5%
Perth and Kinross	No	149,000	135,000	14,000	9,000	5,000
	%	100%	91%	9%	6%	3%

Source: Office of National Statistics- Population by Country of Birth, July 2020 to June 2021

The Census 2011 results show that the total Black and Minority Ethnic (BME) population in Scotland as being 4.1% of the total population. The percentage of the BME population in Perth and Kinross is lower than Scotland as a whole at 2.1%. Settlement of the BME population across Scotland is highest in urban areas, where employment opportunities are a significant pull factor. Whilst there is the urban area of Perth, there is

⁶³ Transport for all (2023). Are we there yet? Barriers to transport for disabled people in 2023. https://www.transportforall.org.uk/wp-content/uploads/2023/12/Are-we-there-yet_Highlights_PDF-web-compressed-more-compressed.pdf

⁶⁴ Scottish Government (2020). Transport and Travel in Scotland 2019. <https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2019-results-from-the-scottish-household-survey/>

⁶⁵ Scottish Government (2023). Scottish Household Survey 2022: Key Findings. [https://www.gov.scot/publications/scottish-household-survey-2022-key-findings/pages/6/#:~:text=Of%20disabled%20adults%20aged%2060,in%20Scotland%20\(Table%204.9\).](https://www.gov.scot/publications/scottish-household-survey-2022-key-findings/pages/6/#:~:text=Of%20disabled%20adults%20aged%2060,in%20Scotland%20(Table%204.9).)

a widespread rural population in Perth and Kinross, and the Council area as a whole which is predominantly white. **Table 8** provides a summary of the population by ethnic group in Perth and Kinross and Scotland as a whole.

Table 8: Population by Ethnic Group, PKC and Scotland

Ethnicity	PKC		Scotland	
	Number	%	Number	%
All people	146652	100.0%	5295403	100.0%
White	143676	98.0%	5084407	96.0%
Mixed or multiple ethnic groups	471	0.3%	19815	0.4%
Asian, Asian Scottish or Asian British	1852	1.3%	140678	2.7%
African	232	0.2%	29638	0.6%
Caribbean or Black	151	0.1%	6540	0.1%
Other ethnic groups	270	0.2%	14325	0.3%

Source: Census Scotland 2011- Ethnic Group by Religion, Perth and Kinross

Census 2011 findings outlined that certain ethnic minority households were likely not to have access to a car or van⁶⁶. According to the Scottish Household Survey 2019, some 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.

The COVID-19 pandemic has highlighted existing inequalities impacting BME communities and exacerbated inequalities in several areas, including transportation. Individuals from BME groups are more likely to work in occupations with a higher risk of COVID-19 exposure. People from those communities are more likely to rely on public transport to access employment than other groups. As such, they would have relied on the continued operation of bus services during past lockdown periods⁶⁷.

4.6 Religion or Belief

According to Census 2011, over a third (36.6%) of the Scottish population do not have a stated religion. 32.4% of people identified the Church of Scotland as their main belief and 15.9% identified the Roman Catholic Church. There are several other religious minorities in Scotland, with Muslim being the largest of these at 1.45%. Identified religions and beliefs in Perth and Kinross broadly align with Scotland-wide statistics, with the main differences being a higher proportion of Church of Scotland beliefs (38.49%) and those who have no stated religion (37.21%), alongside a lower percentage of Roman Catholic (8.89%) and Muslim (0.51%) beliefs⁶⁸. A summary of religions and beliefs in PKC and Scotland can be found in **Table 9**.

Table 9: Religions and Beliefs, PKC and Scotland

Religion	PKC %	Scotland %
Church of Scotland	38.49%	32.44%
Roman Catholic	8.89%	15.88%
Other Christian	7.01%	5.50%
Buddhist	0.22%	0.24%

⁶⁶ Census Scotland (2011): Car or Van Availability. <https://www.scotlandscensus.gov.uk/search-the-census#/>

⁶⁷ Public Health England (2020): Beyond the Data: Understanding the Impact of COVID-19 on BAME Communities. https://assets.publishing.service.gov.uk/media/5ee761fce90e070435f5a9dd/COVID_stakeholder_engagement_synthesis_beyond_the_data.pdf

⁶⁸ Census Scotland (2011): Ethnic Group by Religion, Perth and Kinross. <https://www.scotlandscensus.gov.uk/search-the-census#/>

Religion	PKC %	Scotland %
Hindu	0.21%	0.31%
Jewish	0.04%	0.11%
Muslim	0.51%	1.45%
Sikh	0.03%	0.17%
Other religion	0.28%	0.29%
No religion	37.21%	36.66%
Religion not stated	7.12%	6.95%

Source: Census Scotland 2011- Ethnic Group by Religion

Census Scotland 2011 results reveal that after walking, the most commonly used mode of transport by BME communities in Scotland is the bus. According to the Scottish Government (2023), there is a higher relative poverty rate for Muslims in Scotland, as Muslim adults are more likely to be living in relative poverty (63%) than adults overall in Scotland (19%)⁶⁹. This is an increase from 2016-2019 statistics, where 49% of Muslim adults were likely to live in relative poverty⁷⁰.

In 2016/17, the median hourly earnings of White British people were £11.53. Muslims had significantly lower median earnings (£9.19) than those of no religion or Christians (both £11.39). The lower earnings that Muslims obtain mean that this group may be more vulnerable to the costs of transport and subsequently face barriers related to access to employment, education, healthcare and other services as a result⁷¹. Additionally, these groups may have more concerns about experiencing discrimination, assault or harassment on the basis of religious identity whilst using public transport or public transport facilities. The Social and Equality Impact Assessment that forms part of the NTS2 Delivery Plan states that safety concerns are heightened if the public transport facilities are unstaffed or in relatively remote locations.

Taking Scotland as a whole, of adults belonging to the Church of Scotland, 16% were in relative poverty after housing costs compared to 17% of Roman Catholic adults and adults of other Christian denominations⁷².

Sustrans 2023 Walking and Cycling Index for Perth⁷³ reported that 71% of people from ethnic minority groups walk or wheel at least five days a week compared to 52% of white people.

4.7 Sex

Table 10 below summarises the gender split in Perth and Kinross, and how this compares to Scotland's gender split.

Table 10: PKC and Scotland Gender Split

Gender	Perth and Kinross		Scotland	
	Number	%	Number	%
Male	75,701	49%	2,672,562	49%
Female	78,109	51%	2,807,338	51%
Total	153,810	100%	5,479,900	100%

Source: National Records for Scotland (2021): Mid-year Population Estimates (Table 3)

⁶⁹ Scottish Government (2023). Poverty and Income Inequality in Scotland 2019-22. <https://data.gov.scot/poverty/>

⁷⁰ Scottish Government (2020). Poverty and Income Inequality in Scotland 2016-19. <https://data.gov.scot/poverty/>

⁷¹ Equality and Human Rights Commission Scotland (2018). Is Scotland Fairer? The State of Equality and Human Rights 2018. https://www.equalityhumanrights.com/sites/default/files/is_scotland_fairer_accessible.pdf

⁷² Scottish Government (2023). Poverty and Income Inequality in Scotland 2019-22. <https://data.gov.scot/poverty/>

⁷³ Sustrans. Walking and Cycling Index 2023 – Perth. <https://www.sustrans.org.uk/media/13318/walking-and-cycling-index-2023-perth.pdf>

Table 10 shows that the gender split for Perth and Kinross shows a higher female population (51%) than male population (49%) across the local authority. This reflects the gender split across Scotland, which is also 51% female and 49% male.

The key demographic differences between men and women are employment status and the presence or absence of children in the household. **Table 11** shows the employment rates for men and women in Perth and Kinross and Scotland-wide, and the subsequent gender employment gap.

Table 11: Gender Employment Rates and Employment Gaps, PKC and Scotland

<i>Location</i>	<i>Employment rate for men aged 16 to 64</i>	<i>Employment rate for women aged 16 to 64</i>	<i>Gender employment gap</i>
Scotland	75.8%	70.7%	5.1%
Perth and Kinross	82.5%	74.3%	8.2%

Source: Census Scotland 2022 Interim Findings

The table above shows that in Perth and Kinross, there is a lower female employment rate (74.3%) than male employment rate (82.5%). Whilst the employment rate for men and women is higher than the Scotland average, the gender employment gap in Perth and Kinross (8.2%) is higher than Scotland (5.1%).

Across Scotland, economic inactivity rates are higher for women (16 to 64 years) at 26.8% compared with 20.6% for men. Overall women account for around three in five (57.7%) of economically inactive people. The inactivity rate for men and women in Scotland has risen since 2019, by 1.7% and 0.9% respectively. The increase in the inactivity rate for men between 2019 and 2021 was statistically significant, and the reasons for inactivity differ by gender. Looking after family and/or the home accounted for 22.6% of inactive women in 2021, whereas, only 7.9% of inactive men state this as their reason for inactivity. One in three (33.5%) inactive men stated their reason for inactivity as long-term sick. Whereas 26.8% of inactive women stated this as their reason for inactivity. In 2021, long-term sick was the main reason for being inactive for both men and women⁷⁴.

Single parents were found to experience difficulties in relation to travel. In Scotland, research from the Scottish Household Survey (2020) found that around 61% of lone parents are reliant on driving to work, and 18% of children living in a lone parent household are reliant on being driven to school. This is despite around 48% of single parents being found to have no access to a private car. Households with single parents were also found to have less access to bicycles than larger households.

Women tend to complete more trips per weekday than men. These journeys are often shorter and have multiple purposes, which is known as trip-chaining. The trips made by women tend to be undertaken using different transport modes compared to men. In 2019, 77% of men held a full driving licence compared to 66% of women. Subsequently, 35% of women drive at least once a week compared to 45% of men and are, therefore, more likely to be a car passenger (52% compared to 40% of men). Women are also more likely to use the bus. 64% of women take the bus at least once a week compared to 57% of men. 54% of journeys completed entirely on foot are made by women. Women are also less likely to travel for the purposes of work compared to men⁷⁵. Instead, a higher number of trips are made for personal business, shopping, accompanying children and for care purposes. Women are more likely than men to travel with buggies and/or shopping, which can also impact travel mode choice. Furthermore, a recent study found that 84% of

⁷⁴ Scottish Government (2022): Scotland's Labour Market: People, Places and Regions – Protected Characteristics. Statistics from the Annual Population Survey 2021. <https://www.gov.scot/publications/scotlands-labour-market-people-places-regions-protected-characteristics-statistics-annual-population-survey-2021/>

⁷⁵ Scottish Government (2020): Transport and Travel in Scotland 2019. <https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2019-results-from-the-scottish-household-survey/>

women in families take on the majority of childcare duties, and 30% of women provide care to another adult. Therefore, caring duties undertaken by women impacts on their travel patterns⁷⁶.

Data revealed from August 2021, reveals that one in two women felt unsafe walking alone after dark in a quiet street near their home, compared to one in seven men. One in two women felt unsafe walking alone after dark in a busy public place, compared to one in five men⁷⁷. To discourage people feeling unsafe it is vital that areas, including greenspaces, are well-lit, so that everyone has equal access to these spaces. Lighting not only impacts physical safety but also influences psychological wellbeing. A well-lit environment promotes feelings of security for pedestrians and traffic. It helps individuals feel more at ease in their surroundings, decreasing anxiety that could contribute to accidents, or crime⁷⁸.

Sustrans 2023 Walking and Cycling Index for Perth⁷⁹ reported that overall in Perth, the number of people walking and wheeling regularly (at least five days a week) has decreased since 2021. In 2023, 52% of women regularly walk or wheel at least five days a week compared to 53% of men. Looking at the number of the population that cycle once a week is quite different with only 9% of women compared to 23% of men.

4.8 Pregnancy / Maternity

The number of births registered in 2020 for Perth and Kinross and the respective births rates are shown below in **Table 12**.

Table 12: 2021 Birth Numbers and Rate, PKC and Scotland

	Number	<i>Below national average²</i>
Scotland	47,786	8.7
Perth and Kinross	1,194	7.9

Source: National Records of Scotland (2021)- Vital Events

Research undertaken by Arup and Transport Infrastructure Ireland in 2020 identified a range of constraints to transport use, and the report concludes that women currently reliant on the private car and are influenced heavily by safety concerns.

Exposure to air pollution has been identified as a particular issue in relation to the health of unborn children⁸⁰. The research indicates that air pollution linked to transport is related to poor pregnancy outcomes leading to children being more susceptible to disease later in life.

In addition, research shows that a lack of physical activity such as walking or cycling can be an essential factor in the occurrence of depressive disorders of women in the post-natal period⁸¹.

⁷⁶ Arup and Transport Infrastructure Ireland (2020). Travelling in a Woman's Shoes. <https://www.arup.com/perspectives/publications/research/section/travelling-in-a-womans-shoes>.

⁷⁷ UN Women (2021). End Violence Against Women Campaign. <https://www.unwomen.org/en/what-we-do/ending-violence-against-women/unite>

⁷⁸ Welsh (2008). Effects of Improved Street Lighting on Crime <https://doi.org/10.4073/csr.2008.13>

⁷⁹ Sustrans. Walking and Cycling Index 2023 – Peth. <https://www.sustrans.org.uk/media/13318/walking-and-cycling-index-2023-perth.pdf>

⁸⁰ Smith et al (2017). Impact of London's Road Traffic Air and Noise Pollution on Birthweight. British Medical Journal. <https://bmj.com/content/bmj/359/bmj.j5299.full.pdf>

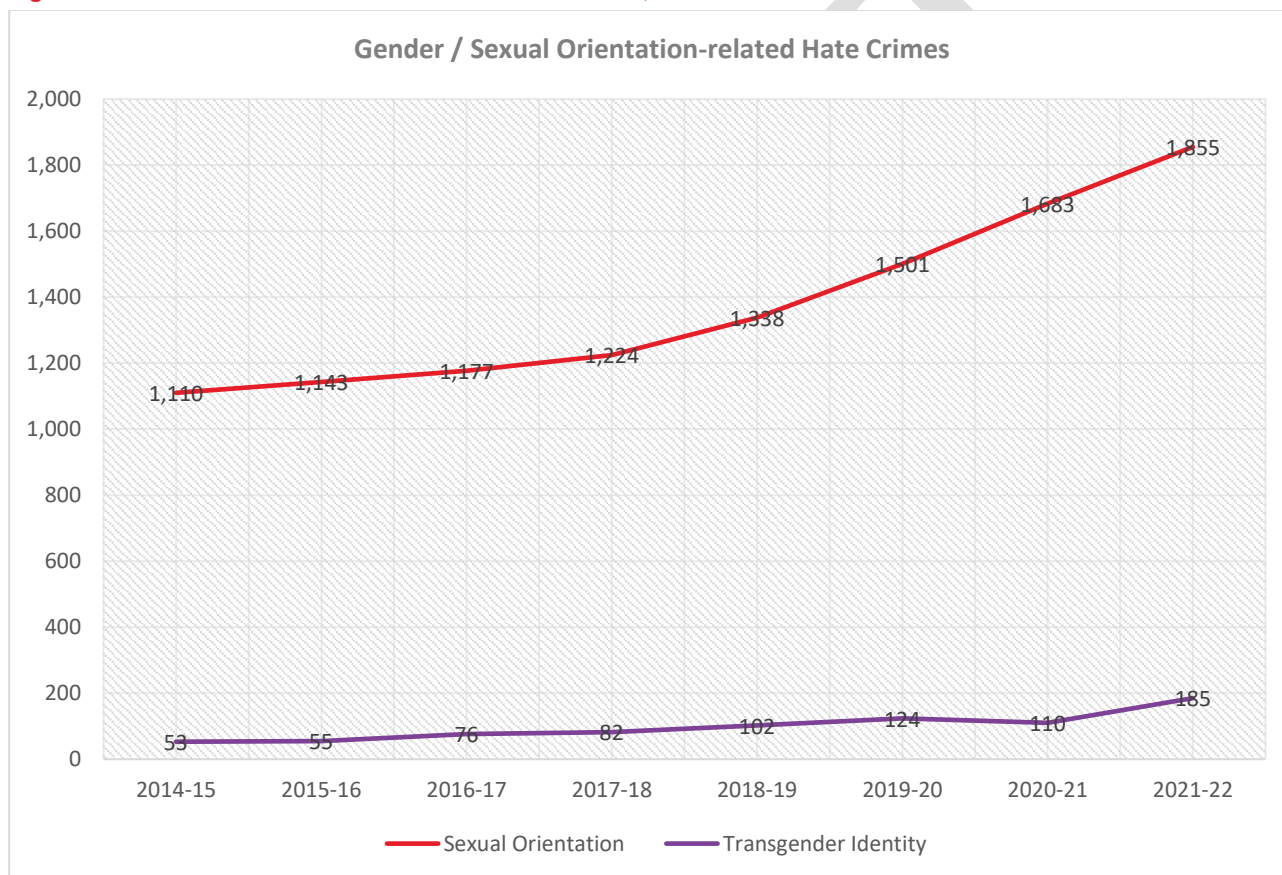
⁸¹ Kołomańska-Bogucka and Mazur-Biały (2019). Physical Activity and the Occurrence of Postnatal Depression. <https://pubmed.ncbi.nlm.nih.gov/31480778/>

4.9 Sexual Orientation / Gender Reassignment

Data on gender reassignment figures is currently not available at a local authority level. However, 1.6% of Scottish residents aged 16 or over identified themselves as lesbian, gay or bisexual in 2015⁸². Based on most recent population estimates for Perth and Kinross, this equates to approximately 2,100 residents.

Between 2014/15 and 2021/22 there was a 249% increase in transgender hate crime in Scotland recorded by Police Scotland, increasing from 53 to 185. There was also a 67% rise in sexual orientation-related hate crimes, with 1,855 incidents recorded in 2022 compared to 1,110 in 2014/15⁸³. The increase in hate crimes is summarised in **Figure 13** below.

Figure 13: Gender / Sexual Orientation-related Hate Crimes, Scotland



Source: Scottish Government (2022) A Study into the Characteristics of Police Recorded Hate Crime in Scotland

A survey undertaken by the UK Government Equalities Office confirmed that transgender respondents most feared for their safety on the streets and using public transport⁸⁴. Research by Stonewall Scotland (2017) confirmed this, with almost 50% of transgender people in Scotland having experienced a transphobic hate crime or incident in the years previous to 2017, and three in ten LGBTQIA+ people (26%) confirmed that they avoid specific streets because they do not feel safe⁸⁵. Cases of negative experiences faced by gender

⁸² Scottish Government (2017). Sexual Orientation in Scotland 2017: Summary of Evidence Base. <https://www.gov.scot/publications/sexual-orientation-scotland-2017-summary-evidence-base/>

⁸³ Scottish Government (2021). Characteristics of Police Recorded Hate Crime in Scotland. <https://www.gov.scot/publications/updated-study-characteristics-police-recorded-hate-crime-scotland/>

⁸⁴ Government Equalities Office (Updated 2019). National LGBT Survey www.gov.uk/government/uploads/system/uploads/attachment_data/file/85499/transgender-survey.pdf

⁸⁵ Stonewall Scotland (2017): LGBT in Scotland – Hate Crime and Discrimination. <https://www.stonewallscotland.org.uk/resources/lgbt-scotland-hate-crime-2017>

minority groups in the United States of America was also found in academic literature, with many facing harassment, discrimination and violence when attempting to use public transit⁸⁶.

Sustrans 2023 Walking and Cycling Index for Perth⁸⁷ reported that only 8% of LGBTQ+ people cycle at least once a week compared to 16% of non-LGBTQ+ people.

4.10 Marriage and Civil Partnership

From a review of baseline data, policy and evidence provided by PKC related to the Big Place Conversation, no relevant and up-to-date information has been found on specific relationships between transport impacts and marriage and civil partnership.

Resources are not available to commission research in this area. However, PKC will continue to review the available literature for forthcoming publications in this area.

4.11 Equality and Fairer Scotland Duty Impact Assessment of Impacts

The tables in this sub-section of the report provide an assessment of the potential equality impacts of the Mobility Strategy's Transport Planning Objectives (**Table 1**). The assessments draw on the above evidence presented for each protected characteristics, alongside some additional evidence, where deemed appropriate.

4.11.1 TPO1 - To improve the affordability of transport options across Perth and Kinross for all

Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	✓			
Age (Old)	✓			
Disability	✓			
Race	✓			
Religion Belief	✓			
Sex	✓			
Pregnancy Maternity	✓			
Sexual Orientation	✓			
Gender Reassignment	✓			
Marriage / Civil Partnership	✓			

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income	✓			
Low Wealth	✓			
Material Deprivation	✓			
Area Deprivation	✓			
Socio-Economic Background	✓			

Positive Impacts
Evidence gathered indicates that improving the affordability of transport options for all across Perth and Kinross is considered to impact all protected characteristic and socio-economic groups positively.

⁸⁶ Lubitow, Abelson, and Carpenter (2020). Transforming mobility justice: Gendered harassment and violence on transit. Journal of Transport Geography. Volume 82, January 2020. <https://www.sciencedirect.com/science/article/abs/pii/S0966692319302960>

⁸⁷ Sustrans. Walking and Cycling Index 2023 – Peth. <https://www.sustrans.org.uk/media/13318/walking-and-cycling-index-2023-perth.pdf>

Young people are considered to impact positively from improved transport affordability. For example, evidence in Section 3.5 outlined that, across the UK, almost half of 16-18 year olds experience difficulty with the cost of transport to education. In addition, young people do not have access to a disposable income, therefore more affordable transport options are anticipated to benefit young people significantly and provide other benefits such as increased independence.

Older adults will also be impacted positively by this TPO. Perth and Kinross is seeing a trend of an increasing ageing population, with older age groups making up a larger proportion of the population and relying heavily on the public transport system. Many older adults also do not have access to a private car. In addition, whilst adults over 60 years old have access to a free bus pass, known as a National Entitlement Card, they still must pay for rail travel unless the local authority provides a discount. Therefore, these factors combined indicate that greater transport affordability will significantly benefit the older population.

The disabled population is considered to be positively impacted by more affordable transport in a similar manner to older adults. Evidence gathered shows that a large proportion of the disabled population do not have access to a private car. Also, whilst they have access to a National Entitlement Card, they still must pay for rail travel unless the local authority provides a discount⁸⁸.

Ethnic minority groups are considered to be positively impacted by this TPO. Census 2011 findings outlined that certain ethnic minority households were likely not to have access to a car or van. According to the Scottish Household Survey 2019, some ethnic minority groups are more likely to travel to work by walking or public transport. COVID-19 has also highlighted existing inequalities impacting BME communities and exacerbated inequalities in several areas, including transportation. People from those communities are more likely to rely on public transport to access employment than other groups. Therefore, it is considered that greater transport affordability will have a positive impact.

In relation to religion or belief, Census 2011 results revealed that after walking, the most commonly used mode of transport by BME communities in Scotland is the bus. According to the Scottish Government (2023), there is a higher relative poverty rate for Muslims in Scotland, as Muslim adults are more likely to be living in relative poverty than adults overall in Scotland. In 2016/17, Muslims had significantly lower median earnings than those of no religion or Christians. The lower earnings that Muslims obtain mean that this group may be more vulnerable to the costs of transport and subsequently face barriers related to access to employment, education, healthcare and other services as a result. Therefore, improving affordability is considered to positively impact this group.

Findings in relation to gender showed that in Perth and Kinross, there is a lower female employment rate than male employment rate. In addition, across Scotland economic inactivity rates are higher for women (16 to 64 years) compared with men. Research from the Scottish Household Survey (2020) found that there is a high reliance on lone parents driving to work despite around 48% of single parents being found to have no access to a private car. Women are also more likely to use the bus than men. These factors combined indicated that this TPO will positively impact women and reduce gender inequalities in relation to transport in Perth and Kinross.

For other protected characteristic groups such as pregnancy / maternity, sexual orientation / gender reassignment and marriage and civil partnership, there was no clear relationship found between transport affordability and these groups. However, it is considered that improving the affordability of transport options will impact these groups positively.

Furthermore, all socio-economic groups identified above, such as low income, high deprivation and socio-economic background will clearly benefit from increased affordability, particularly through reducing the financial burden of transport costs.

⁸⁸ Transport Scotland (2024). Concessionary Travel- 60+ or Disabled. <https://www.transport.gov.scot/concessionary-travel/60plus-or-disabled-free-bus-travel/>

Negative Impacts and Mitigation	
Impact Area	Details and Mitigation
This TPO is considered to have no negative impacts on any protected characteristic and socio-economic group, as transport affordability will positively impact all groups across Perth and Kinross.	N/A

Information Gaps
N/A

Proposed Measures to Close Information Gaps
N/A

Accounting for the Views of Protected Groups
Engagement undertaken as part of the Big Place Conversation, which was undertaken to inform the Perth and Kinross Mobility Strategy and Local Development Plan, alongside engagement to inform Local and Community Action Plans across Perth and Kinross, has been utilised to inform this assessment. This ensures that the needs and barriers of protected characteristic and socio-economic groups have been considered, and that the Mobility Strategy delivers change in a fair and equitable way. Issues such as the affordability of transport options formed part of this exercise.

Advancing Equality of Opportunity
<p>Work delivered to improve transport affordability for all by PKC will result in considerable positive impacts for all protected characteristic and socio-economic groups.</p> <p>If potentially negative issues are identified in further engagement / consultation, it is considered that these would be well mitigated through taking on board suggestions when implementing. PKC will consider the specific needs identified and how to incorporate mitigating measures and opportunities to maximise equality.</p>

Fostering Relations
<p>Engagement and discussions held during Big Place Conversation and development of local community action plans meant that initial relations were built up, meaning any future discussion in relation to the implementation of any of the identified actions to improve transport affordability can build on those relationships.</p> <p>By implementing actions to improve affordability of transport options within Perth and Kinross, PKC will be increasing people's transport choices and their access to employment opportunities and services, and facilitate people's need for access on a daily basis. For many, affordability actions will alleviate people from transport poverty and reduce the burden of transport costs.</p>

Overall Outcome
Positive impact. No negative impacts have been identified from this TPO from an equality perspective.

4.11.2 TPO2 - To improve the ability of rural communities and protected characteristics to access jobs, education and services

Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	✓			
Age (Old)	✓			
Disability	✓			
Race	✓			
Religion Belief	✓			
Sex	✓			
Pregnancy Maternity	✓			
Sexual Orientation	✓			
Gender Reassignment	✓			
Marriage / Civil Partnership	✓			

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income	✓			
Low Wealth	✓			
Material Deprivation	✓			
Area Deprivation	✓			
Socio-Economic Background	✓			

Positive Impacts
<p>Improving access to jobs, education and services for rural communities and protected characteristics is considered to have a positive impact on all protected characteristic and socio-economic groups.</p> <p>The evidence outlined above shows that, currently rural and small communities experience transport disadvantage due to the lack of transport options and a low density of employment, education, recreation and other opportunities. Limited accessibility and mobility can result in decreased quality of life and wellbeing, as well as social exclusion. The impacts of transport poverty are also considered to be worse for poorer people living within rural areas. Evidence gathered also outlines that, even in rural communities, 1 in 4 households may not have access to a car or van. Public transport services have larger distances to cover in rural areas, while incomes are often lower, transport costs are higher, and there is a higher population density, which makes operating public transport services and facilities more difficult.</p> <p>Young people across Perth and Kinross are considered to benefit significantly from this TPO. Evidence gathered shows that the accessibility of public transport available to children and young people are significantly impacting on their transport choices, and, subsequently, on their ability to access (further) education, services, and economic opportunities. It is estimated that around 15.1% of Perth and Kinross's 16-25 years old population has no access to public transport to attend further education. This is considered to have a negative impact on further education attainment, and people's ability to obtain well paid jobs in Perth and Kinross. Audit Scotland (2015) stated that students living in remote areas are likely to have journeys of well over one hour, at a median cost of £10 return. Furthermore, where transport is poor, particularly in rural areas, the opportunities for young people to become socially mobile are further restricted.</p> <p>Evidence also found that the rural population of Perth and Kinross is primarily an ageing population, therefore the older age group are highly likely to benefit from this TPO. An increasing ageing population is likely to have an impact on how people travel across the Perth and Kinross area. Older age groups make up a larger proportion of the population and rely more heavily on the public transport system than younger age groups. As mentioned in Section 4.2, a number of rural households in Perth and Kinross do not have access to a private car, and many of these are households which include older adults. Rural areas also have</p>

a low 'geographic access' rank, which indicates that improving access from rural areas will also significantly benefit deprived areas across Perth and Kinross and a large proportion of the older population.

Evidence gathered found a clear correlation between impacts on the older demographic and disability groups, with many older adults classified as disabled. In addition, The Scottish Household Survey 2020 found that disabled people are less inclined to travel than non-disabled in Scotland. The barriers to increased public transport use faced by disabled people depend somewhat on their impairment. Disabled people, or those with a long-term health condition, face a number of barriers to travelling, many of which involve the physical accessibility of public transport such as poor infrastructure (access route, station environment and fleet) design, lack of priority seating, and less tangible barriers such as reduced confidence in travelling independently. Also important in improving the travel experience of disabled passengers is accessibility of information. Of disabled adults aged 60+, 66% reported using the internet, compared with 81% of non-disabled adults aged 60+. The percentage of adults who do not use the internet was higher for those living in the 20% most deprived areas than for those in the 20% least deprived areas in Scotland. Therefore, it is considered that improved transport accessibility from a transport, spatial and digital perspective will significantly benefit disability groups and their ability to use the transport network.

In relation to race, Census 2011 findings outlined that certain ethnic minority households were likely not to have access to a car or van. According to the Scottish Household Survey 2019, some 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. Therefore, it is considered that this group will benefit significantly from increased accessibility of the whole transport network in Perth and Kinross.

This TPO is also considered to benefit women and non-binary people in Perth and Kinross. Women generally have different travel arrangements than men. For example, women tend to complete more trips per weekday than men, and their journeys are often shorter and have multiple purposes. The trips made by women tend to be undertaken using different transport modes compared to men. Women are also more likely to undertake a higher number of trips for personal business, shopping, accompanying children and for care purposes. Women are more likely than men to travel with buggies and/or shopping, which can also impact travel mode choice. Therefore, these factors combined indicated that increased accessibility of the whole transport network will significantly benefit women and non-binary people by ensuring better alignment with their travel patterns.

It is also considered that the LGBTQIA+ community will be positively impacted by this TPO. However, when considering actions to improve transport accessibility for protected characteristic groups such as the LGBTQIA+ community, there are a number of potential negative differential impacts to consider. Members of the LGBTQIA+ community in Scotland are more likely to be subject to hate crimes and harassment on public transport and subsequently feel unsafe within stations and on public transport, which impacts their transport choices⁸⁹. Further research also identifies that members of the LGBTQIA+ community are not necessarily physically excluded from public transport opportunities, rather, they pay hidden costs to travel safely⁹⁰. Members of the LGBTQIA+ community perceive the bus as the least safe option, largely because bus drivers would reportedly often not intervene in cases of harassment or violence. LGBTQIA+ people, subsequently, tend to use more expensive travel alternatives, such as taxis, or take less direct routes to avoid public transport facilities they perceive to be unsafe⁹¹. PKC should therefore work closely with transport operators to raise awareness – among operators and members of the public – about the challenges that members of the LGBTQIA+ community face around inequalities and exclusions. For other protected characteristic groups such as religion or belief, pregnancy / maternity, and marriage and civil partnership, there was no clear relationship found between transport accessibility and these

⁸⁹ Stonewall Scotland (2017). LGBT in Scotland – Hate Crime and Discrimination
https://www.stonewallscotland.org.uk/system/files/lgbt_in_scotland_hate_crime_-_web_use.pdf

⁹⁰ Weintrob et al. (2021). Queer Mobilities: Critical LGBTQ perspectives of public transport spaces. Mobilities.
<https://www.tandfonline.com/doi/abs/10.1080/17450101.2021.1958249>

⁹¹ Lough Dennell et al. (2018): Life in Scotland for LGBT Young People. Edinburgh: LGBT Youth Scotland.
<https://www.lgbtyouth.org.uk/media/1354/life-in-scotland-for-lgbt-young-people.pdf>

groups. However, it is considered that improving the accessibility of transport options for all protected characteristic groups and rural communities will impact these groups positively.

Furthermore, it is considered that all socio-economic groups identified above, such as low income, high deprivation and socio-economic background will clearly benefit from better transport accessibility, with clear positives around increased access to education and employment opportunities which will directly benefit all of these groups across Perth and Kinross.

Negative Impacts and Mitigation

Impact Area	Details and Mitigation
This TPO is considered to have no negative impacts on any protected characteristic and socio-economic group, as improving access from rural areas and for all protected characteristic group will positively impact all groups across Perth and Kinross.	N/A

Information Gaps

N/A

Proposed Measures to Close Information Gaps

N/A

Accounting for the Views of Protected Groups

Engagement undertaken as part of the Big Place Conversation, alongside engagement to inform Local and Community Action Plans across Perth and Kinross, has been utilised to inform this assessment. This ensures that the needs and barriers of protected characteristic and socio-economic groups have been considered, and that the Mobility Strategy delivers change in a fair and equitable way. Issues such as transport accessibility from rural areas and access for protected characteristic groups formed part of this exercise.

Advancing Equality of Opportunity

Work delivered to improve access from rural areas and protected characteristics by PKC will result in considerable positive impacts for all protected characteristic and socio-economic groups.

If potentially negative issues are identified in further engagement / consultation, it is considered that these would be well mitigated through taking on board suggestions when implementing. PKC will consider the specific needs identified and how to incorporate mitigating measures and opportunities to maximise equality.

Fostering Relations

Engagement and discussions held during Big Place Conversation and development of local community action plans meant that initial relations were built up, meaning any future discussion in relation to the implementation of any of the identified actions to improve access to public transport can build on those relationships.

By implementing actions to ensure improved access for rural communities and protected characteristic groups throughout Perth and Kinross, PKC will be increasing access to employment opportunities, education and services across the whole of Perth and Kinross. This will also support community cohesion across Perth and Kinross by increasing opportunities for communities and neighbourhoods to meet and interact on a daily basis.

Overall Outcome

Positive. No negative impacts have been identified from this TPO from an equality perspective.

- 4.11.3 TPO3 - To reduce CO₂ emissions produced by transport across Perth and Kinross, by reducing car kilometres, decarbonising motorised transport and increasing the share of everyday journeys of people and goods by sustainable and active travel modes

Protected Groups

Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	✓			
Age (Old)	✓		✓	
Disability	✓		✓	
Race	✓		✓	
Religion Belief	✓			
Sex	✓			
Pregnancy Maternity	✓		✓	
Sexual Orientation	✓			
Gender Reassignment	✓			
Marriage / Civil Partnership	✓			

Socio-Economic Groups

Indicator	Positive	Neutral	Negative	Unknown
Low Income	✓			
Low wealth	✓			
Material Deprivation	✓			
Area Deprivation	✓			
Socio-Economic Background	✓			

Positive Impacts

Reducing transport-related emissions and increasing the share of active and sustainable travel journeys across Perth and Kinross is anticipated to bring largely positive impacts to all protected characteristic and socio-economic groups, by reducing the impacts of transport-related air pollution and encouraging a shift towards more sustainable and equitable transport options such as walking, cycling and public transport. Groups particularly vulnerable to adverse effects of transport-related air pollution include children, pregnant women and the elderly.

Sustrans 2023 Walking and Cycling Index for Perth⁹² reported that people walking and wheeling more instead of driving improves air quality, saving annually 3,900kg of NO_x, 543kg of particulates and 1,500 tonnes of greenhouse gas emissions. Similarly, cycling more instead of driving improves air quality, saving annually 1,200kg of NO_x, 186kg of particulates and 649 tonnes of greenhouse gas emissions.

Young people are considered to positively impact from this TPO. Evidence gathered in Section 3 shows that children and young people are more vulnerable to the impacts of poor air quality compared to the overall population. Traffic and pollution can affect children's physical and mental development and hinders a child's independent mobility. Traffic-related noise can also disproportionately affect children. Evidence suggests that such noise is correlated more broadly with lower health-related quality of life in children.

Older people are also more vulnerable to air pollution partly because they are a group with high levels of long-term conditions occurring at the same time, such as high blood pressure, diabetes and heart disease. Older people, compared to young people, have an increased risk of hospitalisation when there are high levels of particulate matter in the air. Particulate matter is also associated with a higher risk of stroke in

⁹² Sustrans. Walking and Cycling Index 2023 – Perth. <https://www.sustrans.org.uk/media/13318/walking-and-cycling-index-2023-perth.pdf>

older people. Exposure to air pollution is also associated with accelerated cognitive decline in older people. These factors combined indicate that older adults will significantly benefit from this TPO by reducing their exposure to air pollution and encouraging more active lifestyles. Evidence gathered throughout Section 4 also indicates that many of the older population are considered to be disabled, therefore similar impacts identified above are considered to apply to the disability group.

This TPO will also positively impact ethnic minorities and minority religion / belief groups. Evidence gathered shows that settlement of the BME population across Scotland is highest in urban areas, which indicates that BME communities are exposed more to transport-related emissions, therefore reducing transport emissions through decarbonisation and increasing the share of active travel will significantly benefit these groups.

Transport decarbonisation is also considered to positively impact woman, in particular pregnant woman. Exposure to transport-related air pollution during foetal development and early childhood can have long-term impacts on health in childhood and beyond. Air pollution exposure may also increase risks for maternal health, and has been linked to increased risk of pre-eclampsia, a serious cardiovascular condition of pregnancy.⁹³

Sustrans 2023 Walking and Cycling Index for Perth⁹⁴ reported that every day, walking, wheeling and cycling in Perth takes up to 13,000 cars off the road. Each year in Perth these three modes combined save 2,100 tonnes of greenhouse gas emissions.

Negative Impacts and Mitigation

Impact Area	Details and Mitigation
<p>Whilst the vast majority of impacts of this TPO on protected characteristic and socio-economic groups are positive, there are a few select issues associated with transport decarbonisation initiatives that may bring negative impacts.</p> <p>One measure to decarbonise transport is the roll-out of Electric Vehicles (EVs). Whilst the EV market is growing globally, the majority of consumers are higher-income middle-aged, male, well-educated, affluent, and live in urban areas with households containing two or more cars and the ability to charge at home⁹⁵. Those in the lowest two income brackets made up just 4% of EV owners from 2015 to 2017⁹⁶. This indicates that the EV market is currently ineffective for lower income groups within society and significant roll-out could exacerbate inequalities.</p> <p>There is potential for negative impacts for disability groups resulting from on-street EV charging points, as trailing cables may create a trip hazard and a barrier to people with a wheelchair. Areas of</p>	<p>Initiatives must be considered by PKC to ensure fair access to EVs for protected characteristic and socio-economic groups, ensuring that EVs are also accessible to people with lower incomes.</p> <p>Innovative design solutions such as on-street charge points siting flush within the footway, with no permanent raised street furniture at the footway edge will address issues identified. New innovative systems will need to be designed with input from Disability Rights UK to improve safety for all street users in providing a charging solution to deliver vital on-street charging to help Perth and Kinross to reach Net Zero, whilst keeping the public realm clear of street clutter.</p>

⁹³ Mandakh et al (2020): Maternal Exposure to Ambient Air Pollution and Risk of Preeclampsia: A Population-Based Cohort Study in Scania, Sweden <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7084298/#:~:text=For%20instance%2C%20exposure%20to%20ambient,such%20as%20preeclampsia%20%5B7%5D>

⁹⁴ Sustrans. Walking and Cycling Index 2023 – Peth. <https://www.sustrans.org.uk/media/13318/walking-and-cycling-index-2023-perth.pdf>

⁹⁵ Brook Lyndhurst Ltd (2015). Uptake of Ultra Low Emission Vehicles in the UK, A Rapid Evidence Assessment for the Department for Transport. London: Department For Transport. <https://assets.publishing.service.gov.uk/media/5a81532b40f0b62305b8e575/uptake-of-ulev-uk.pdf>

⁹⁶ Zapmap (2024). EV Market Stats 2024. <https://www.zap-map.com/ev-stats/ev-market>

Negative Impacts and Mitigation

restricted widths and uneven road surfaces can contribute to exacerbating issues experienced by people with a wheelchair and mobility scooter as, even with installation of such features as cable protectors, surfaces will be uneven, potentially resulting in unsafe practices such as manoeuvring around these potential obstacles into traffic flow areas.

In addition, it has been identified that there is potential for negative impact regarding safety for people with a pram/pushchair as, even with installation of such features as cable protectors, surfaces will be uneven, potentially resulting in unsafe practices such as manoeuvring around these potential obstacles into traffic flow areas. These issues also relate to those who are pregnant and who may experience less mobility as a result of pregnancy as well as those with prams.

Information Gaps

PKC considers the information held to be sufficient. However, further consultation will be undertaken for specific schemes which may highlight additional issues and/or needs. In this case, PKC will give due consideration to address these and to mitigate against adverse impacts.

Proposed Measures to Close Information Gaps

N/A

Accounting for the Views of Protected Groups

Engagement and discussions held during Big Place Conversation and development of local community action plans meant that initial relations were built up, meaning any future discussions in relation to reducing transport emissions, car kilometres and improving share of active and sustainable travel journeys can build on those relationships.

By implementing actions to reduce CO₂ emissions and car kilometres and improving active and sustainable travel mode share throughout Perth and Kinross, PKC will be improving air quality and delivering a more diverse, inclusive transport system for Perth and Kinross.

Advancing Equality of Opportunity

There is strong evidence that people from poor and disadvantaged communities, ethnic minorities, children, disabled people and older adults are more exposed to air pollution. There is also strong evidence that greater exposure to air pollution is correlated with a greater risk of long-term health conditions. Poor health is linked to time off work, increased costs to health services and reduced productivity and can contribute to lower income. Improving air quality will therefore help to level up inequalities within the Perth and Kinross area.

If potentially negative issues are identified in further engagement / consultation, it is considered that these would be well mitigated through taking on board suggestions when implementing. PKC will consider the specific needs identified and how to incorporate mitigating measures and opportunities to maximise equality.

Fostering Relations
Engagement and discussions held during the Big Place Conversation and community action plans meant initial relations were built up, meaning any future discussion in relation to the implementation of any of the identified actions to decarbonise transport and reduce car kilometres can build on those.
By improving ambient air quality, the Mobility Strategy will support community cohesion across Perth and Kinross by increasing opportunities for intergenerational activities. This will help to increase the wellbeing of communities and neighbourhoods without worrying about the concentration of air pollutants.

Overall Outcome
Mostly positive. Potential negative impacts from an equality perspective can be mitigated.

4.11.4 TPO4 - To improve climate resilience across Perth and Kinross's transport network by reducing the number of bridge and road closures each year caused by weather events

Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)		✓		
Age (Old)		✓		
Disability		✓		
Race		✓		
Religion Belief		✓		
Sex		✓		
Pregnancy Maternity		✓		
Sexual Orientation		✓		
Gender Reassignment		✓		
Marriage / Civil Partnership		✓		

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income		✓		
Low wealth		✓		
Material Deprivation		✓		
Area Deprivation		✓		
Socio-Economic Background		✓		

Positive Impacts
The Mobility Strategy will seek to ensure that transport in Perth and Kinross is resilient to the impacts of severe weather and climate change, so that services can respond effectively to extreme weather events while continuing to operate safely, reliably and with a good level of passenger comfort.
Limited impacts on protected characteristics have been identified, although there will be localised accessibility improvements during disruptive events that will impact all Perth and Kinross residents.

Negative Impacts and Mitigation	
Impact Area	Details and Mitigation
N/A	N/A

Information Gaps
More local authority-specific research and evidence is needed to inform a cost-effective long-term plan and programme of measures to adapt existing, and design and build new, transport infrastructure to make it resilient to severe weather conditions and the effects of climate change.

PKC will work with transport and other infrastructure providers in Perth and Kinross to undertake a dedicated programme of research to understand and prioritise the risk of severe weather and climate change adversely affecting the operation of the region's transport network and to minimise any such impacts on the most vulnerable user groups.

Accounting for the Views of Protected Groups

PKC obtained a representative sample of Perth and Kinross population through the Big Place Conversation and engagement that formed part of the development of the community action plans. This identified the needs and barriers of hard-to-reach communities to ensure the portfolio of Mobility Strategy actions delivers change in a fair and equitable way.

Advancing Equality of Opportunity

Climate change is already having a detrimental effect on the transport network in Perth and Kinross. The closure of large sections of the local and regional rail and road networks due to flooding and high winds highlighted the potential disruption that can be caused.

As well as a general warming of the climate, severe weather events such as heatwaves, droughts and heavy rainfall are predicted to increase in frequency and intensity. Improving the resilience of the transport network within Perth and Kinross to the anticipated impacts of climate change, will maintain economic activity and access to key services during disruptive events.

The Mobility Strategy will ensure equitable access during severe weather events, so that services can respond effectively to extreme weather events while continuing to operate safely, reliably and with a good level of passenger comfort.

Fostering Relations

Engagement and discussions held during the Big Place Conversation and community action plans meant initial relations were built up, meaning any future discussion in relation to transport network resilience can build on those.

Improving transport network resilience to climate impacts is considered to positively impact the whole Perth and Kinross population, by maintaining passenger safety and comfort and access to everyday services and facilities.

Overall Outcome

Neutral. No negative impacts have been identified.

4.11.5 TPO5 - To support economic growth by improving the reliability and efficiency of Perth and Kinross's transport network

Protected Groups

Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	✓			
Age (Old)	✓			
Disability	✓			
Race	✓			
Religion Belief	✓			
Sex	✓			
Pregnancy Maternity	✓			
Sexual Orientation		✓		
Gender Reassignment		✓		
Marriage / Civil Partnership		✓		

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income	✓			
Low wealth	✓			
Material Deprivation	✓			
Area Deprivation	✓			
Socio-Economic Background	✓			

Positive Impacts

Increased reliability and efficiency of the transport network in Perth and Kinross is considered to have a positive or neutral impact on all protected characteristic and socioeconomic groups, as a more efficient and reliable transport network which supports economic growth will benefit all Perth and Kinross residents.

Apart from socio-economic background, the accessibility of public transport and active travel available to children and young people are significantly impacting on their transport choices, and, subsequently, on their ability to access (further) education, services, and economic opportunities. This is particularly true for children and young people from low-income families and deprived socio-economic backgrounds. Due to their lack of access to a private car, young people's independence and ability to access education, further education and employment opportunities is mostly reliant on the reliability and efficiency of their local transport network. It is therefore considered that they will benefit significantly from this TPO.

Evidence gathered found that older age groups make up a larger proportion of the population and rely more heavily on the public transport system than younger age groups. As mentioned in Section 4.2, a number of rural households in Perth and Kinross do not have access to a private car, and many of these are households which include older adults. During a consultation undertaken by Tactran as part of the Regional Transport Strategy on the main issues, respondents spoke about the absence and inadequacies of public bus services, including difficulties getting to bus stops and boarding buses. Furthermore, attending healthcare appointments is particularly difficult for those in rural communities within the Tactran region without access to a car. It is therefore considered that improved reliability and efficiency of the transport network will significantly benefit the older population in PKC by improving their access to key services and facilities and their overall social inclusion.

Similar to older adults, disability groups are more reliant on the public transport network for independence as many do not have access to a private car. Currently, disabled people or those with a long-term health condition may face a number of barriers to travelling. Many of these involve the physical accessibility of public transport, though they can also include less tangible barriers such as reduced confidence in travelling independently due to lack of service reliability. One barrier experienced by 51% of respondents was issues with priority seating and spaces such as seats being occupied or not clearly defined, or there being too few. In some cases, disabled people have reported being left waiting until another bus with free priority seats arrived, adding to journey time and uncertainty. Also important in improving the travel experience of disabled passengers is accessibility of information. Of disabled adults aged 60+, 66% reported using the internet, compared with 81% of non-disabled adults aged 60+. The percentage of adults who do not use the internet was higher for those living in the 20% most deprived areas than for those in the 20% least deprived areas in Scotland.

Ethnic minorities are also considered to benefit from this TPO. Settlement of the BME population across Scotland is highest in urban areas, which suggests that this group is more likely to be reliant on public transport. According to the Scottish Household Survey 2019, some ethnic minority groups are more likely to travel to work by walking or public transport. Census 2011 findings also outlined that certain ethnic minority households were likely not to have access to a car or van. In addition, according to the Scottish Government study on poverty and inequality in Scotland in 2023, Muslims in Scotland are also more likely to be living in 'relative poverty'. These factors combined indicate that improved reliability and efficiency of the transport network in Perth and Kinross will improve connectivity and access to key facilities and services, alongside education and employment opportunities, for this group.

Women and non-binary people are also considered to benefit positively from more reliability and efficiency of the transport network. Women tend to complete more trips per weekday than men, which are often shorter and have multiple purposes. The trips made by women also tend to be undertaken using different transport modes compared to men. Women are also more likely to use the bus than men. Women are also less likely to travel for the purposes of work compared to men. Instead, a higher number of trips are made for personal business, shopping, accompanying children and for care purposes.

There is no evidence related to sexual orientation, gender reassignment and marriage / civil partnership groups, therefore the impact of this TPO on these groups is considered to be neutral.

In terms of socio-economic groups, the impact is considered to be positive. Individuals with low income and living in areas of deprivation are considered to be more reliant on the public transport network for connectivity and access to key services and facilities, alongside education and employment opportunities. Therefore, increased transport reliability and efficiency will directly benefit this group by increasing their accessibility and connectivity across Perth and Kinross.

Negative Impacts and Mitigation

Impact Area	Details and Mitigation
N/A	N/A

Information Gaps

PKC considers the information held to be sufficient. However, further consultation will be undertaken for specific schemes which may highlight additional issues and/or needs. In this case, PKC will give due consideration to address these and to mitigate against adverse impacts.

Proposed Measures to Close Information Gaps

N/A

Accounting for the Views of Protected Groups

PKC obtained a representative sample of Perth and Kinross population through the Big Place Conversation and engagement that formed part of the development of the community action plans. This identified the needs and barriers of hard-to-reach communities to ensure the portfolio of Mobility Strategy actions deliver change in a fair and equitable way.

Advancing Equality of Opportunity

Improving transport reliability and efficiency to support economic growth is considered to deliver mostly positive impacts for protected characteristic and socio-economic groups. Benefits of this TPO include improved access for individuals to key facilities, services, education and job opportunities. This TPO is also anticipated to reduce reliance on the private car, which will benefit many groups who rely on private car travel due to poor public transport reliability and efficiency.

If potentially negative issues are identified in further engagement / consultation, it is considered that these would be well mitigated through taking on board suggestions when implementing. PKC will consider the specific needs identified and how to incorporate mitigating measures and opportunities to maximise equality.

Fostering Relations

Engagement and discussions held during the Big Place Conversation and community action plans meant initial relations were built up, meaning any future discussion in relation to transport network resilience can build on those.

Fostering Relations

Improving the reliability and efficiency of the transport network to support economic growth across Perth and Kinross will positively impact the whole Perth and Kinross population, by improving access and reducing propensity to use the private car.

Overall Outcome

Positive. No negative impacts have been identified.

4.11.6 TPO6 - To support local development that encourages and facilitates local living and sustainable access, across Perth and Kinross, by achieving an increased active travel and public transport mode split to and from new developments

Protected Groups

Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	✓			
Age (Old)	✓			
Disability	✓			
Race	✓			
Religion Belief	✓			
Sex	✓			
Pregnancy Maternity	✓			
Sexual Orientation	✓			
Gender Reassignment	✓			
Marriage / Civil Partnership		✓		

Socio-Economic Groups

Indicator	Positive	Neutral	Negative	Unknown
Low Income	✓			
Low wealth	✓			
Material Deprivation	✓			
Area Deprivation	✓			
Socio-Economic Background		✓		

Positive Impacts

The Mobility Strategy will deliver actions to shape the type of growth in Perth and Kinross around walking, wheeling and cycling for local trips and cycling and public transport for longer journeys, which will help people to live active and healthy lives. Applying these transport principles will mean that a greater proportion of people will live in locations that are well connected to employment and other opportunities by walking, cycling or using public transport. This TPO will subsequently bring positive differential impacts for all protected characteristics. Particularly positive impacts will be realised by addressing social inequalities caused by poverty, health and gender.

Evidence gathered regarding young people indicates that young people are reliant on connectivity by walking, cycling and public transport, alongside the proximity of local everyday services and amenities, for their independence and overall inclusion within society. It is also considered that more emphasis on local living and sustainable access will reduce the burden of transport costs on families which has a direct impact on children's quality of life. Children and young people are also more vulnerable to the impacts of poor air quality compared to the overall population, therefore increased active travel and public transport mode share will reduce private car trips, therefore positively impacting air quality.

Older adults and disabled people will also positively benefit from this TPO. Due to the proportion of mobility impairment across these groups, and reliance on public transport, more local living and sustainable access will bring clear benefits for these groups such as ease of access of key services and amenities. The move towards more community-based services will significantly benefit these groups from

a health and wellbeing and social inclusion perspective. The NHS is increasingly trying to provide healthcare services close to where people live, subsequently reducing the need to travel to hospitals. For example, hubs, or other local centres that bring together traditional healthcare services and voluntary groups, nurseries and libraries, can be co-located in high streets and other sites that already have good public transport links.⁹⁷

Ethnic minorities and religious groups are also considered to benefit significantly from this TPO, as more local living and sustainable access will improve their proximity and access to key everyday services and facilities important to them, such as places of worship.

Women and non-binary people are also considered to significantly benefit from more local living and sustainable access. As mentioned previously, women tend to complete more trips per weekday than men, which are often shorter and have multiple purposes. For example, women are more likely to undertake trips are made for personal business, shopping, accompanying children and for care purposes. Therefore, the provision of these types of services and facilities locally through a 20-minute neighbourhood approach or similar is considered to benefit women significantly. In addition, pregnant women and new mothers are also considered to benefit from this TPO due to the increased convenience of having local facilities.

Whilst there is no specific evidence outlined, it is considered that more local living, sustainable access and a greater share of active travel and public transport mode share will benefit sexual orientation / gender reassignment individuals due to the provision of more community-based facilities that they will benefit from.

It is also considered that individuals with a low income and living in areas of deprivation will also be positively impacted by this TPO. This is due to the affordability of active travel and public transport over the private car. In addition, emphasis on local living and sustainable access is likely to increase the SIMD rank in multiple deprived areas across Perth and Kinross.

Negative Impacts and Mitigation

Impact Area	Details and Mitigation
N/A	N/A

Information Gaps

PKC considers the information held to be sufficient. However, further consultation will be undertaken for specific schemes which may highlight additional issues and/or needs. In this case, PKC will give due consideration to address these and to mitigate against adverse impacts.

Proposed Measures to Close Information Gaps

N/A

Accounting for the Views of Protected Groups

PKC obtained a representative sample of Perth and Kinross population through the Big Place Conversation and engagement that formed part of the development of the community action plans. This identified the needs and barriers of hard-to-reach communities to ensure the portfolio of Mobility Strategy actions delivers change in a fair and equitable way.

⁹⁷ M Wood and S Finlayson: Health on the High Street. NHS Confederation, Dec. 2020. <https://www.nhsconfed.org/resources/2020/12/health-on-the-high-street>

Advancing Equality of Opportunity

Improving local living, sustainable access and mode share by active travel and public transport is considered to deliver mostly positive impacts for protected characteristic and socio-economic groups. Benefits of this TPO include improved access and increased proximity for individuals to key local facilities and services. This TPO is also anticipated to reduce reliance on the private car due to the emphasis on local living and sustainable access.

If potentially negative issues are identified in further engagement / consultation, it is considered that these would be well mitigated through taking on board suggestions when implementing. PKC will consider the specific needs identified and how to incorporate mitigating measures and opportunities to maximise equality.

Fostering Relations

Engagement and discussions held during the Big Place Conversation and community action plans meant initial relations were built up, meaning any future discussion in relation to transport network resilience can build on those.

Improving local living and sustainable access in Perth and Kinross is considered to positively impact the whole Perth and Kinross population, by ensuring access and proximity to everyday services and facilities.

Overall Outcome

Positive. No negative impacts identified.

4.11.7 TPO7 - To improve the capacity and reliability of alternative sustainable freight and logistics modes across Perth and Kinross

Protected Groups

Indicator	Positive	Neutral	Negative	Unknown
Age (Young)		✓		
Age (Old)		✓		
Disability		✓		
Race		✓		
Religion Belief		✓		
Sex		✓		
Pregnancy Maternity		✓		
Sexual Orientation		✓		
Gender Reassignment		✓		
Marriage / Civil Partnership		✓		

Socio-Economic Groups

Indicator	Positive	Neutral	Negative	Unknown
Low Income		✓		
Low wealth		✓		
Material Deprivation		✓		
Area Deprivation		✓		
Socio-Economic Background		✓		

Positive Impacts

Improving the capacity and reliability of alternative sustainable freight and logistics modes across Perth and Kinross is considered to have neutral impacts on all protected characteristics and socio-economic groups. This is due to evidence gathered showing no clear link between sustainable freight and logistics and each protected characteristic group. It is considered however that a move towards more sustainable

freight and logistics will positively impact the functionality and sustainability of Perth and Kinross at a strategic level.

Negative Impacts and Mitigation

Impact Area	Details and Mitigation
N/A	N/A

Information Gaps

N/A

Proposed Measures to Close Information Gaps

N/A

Accounting for the Views of Protected Groups

PKC obtained a representative sample of Perth and Kinross population through the Big Place Conversation and engagement that formed part of the development of the community action plans. This identified the needs and barriers of hard-to-reach communities to ensure the portfolio of Mobility Strategy actions delivers change in a fair and equitable way.

Advancing Equality of Opportunity

The impacts of this TPO are considered to be neutral.
If potentially negative issues are identified in further engagement / consultation, it is considered that these would be well mitigated through taking on board suggestions when implementing. PKC will consider the specific needs identified and how to incorporate mitigating measures and opportunities to maximise equality.

Fostering Relations

Engagement and discussions held during the Big Place Conversation and community action plans meant initial relations were built up, meaning any future discussion in relation to sustainable freight and logistics can build on those.

Overall Outcome

Neutral. No negative impacts have been identified.

4.11.8 TPO8 - To improve labour market access through sustainable transport, active travel, and digital opportunities, to and from Perth and Kinross

Protected Groups

Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	✓			
Age (Old)	✓	✓		
Disability	✓	✓		
Race	✓			
Religion Belief	✓			
Sex	✓			
Pregnancy Maternity	✓	✓		
Sexual Orientation	✓			
Gender Reassignment	✓			
Marriage / Civil Partnership	✓			

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income	✓			
Low wealth	✓			
Material Deprivation	✓			
Area Deprivation	✓			
Socio-Economic Background	✓			

Positive Impacts

TPO 8 will have positive impacts on most protected characteristic and socio-economic groups. This is because improving labour market access through sustainable, active transport and digital opportunities will lead to a more resilient, inclusive and prosperous labour market by improving individuals' transport access across Perth and Kinross.

This TPO is considered to positively impact young people. It is estimated that around 15.1% of Perth and Kinross's 16-25 years old population has no access to public transport to attend further education. This is considered to have a negative impact on further education attainment, and people's ability to obtain well paid jobs in Perth and Kinross. The employment rate for 16 to 24 year olds has also been consistently lower than the employment rate for any other age group. Therefore, it is considered access to the labour market will bring significant amounts of opportunities to young people approaching adulthood.

In terms of the older age group and disability groups, employment rates across these groups are significantly lower due to factors such as early retirement and not being able to work. For example, the employment rate for 50 to 64 year olds had decreased over the last two years to 68.1% in 2021. The employment rate for disabled people (aged 16 to 64) was 52.2% in 2019, compared with 81.8% for non-disabled people. Therefore, the impacts of improved labour market access on this group are considered to be neutral.

This TPO is considered to have a positive impact on race and religion / belief groups. Evidence gathered shows that the COVID-19 pandemic has highlighted existing inequalities impacting BME communities, as people from those communities are more likely to rely on public transport to access employment than other groups. In addition, Muslims may be more vulnerable to the costs of transport and subsequently face barriers related to access to employment. Therefore, improved labour market access via active travel, sustainable transport and digital opportunities is likely to increase the employability of people within these groups due to improved access.

Evidence gathered specific to Perth and Kinross also shows that there is a lower employment rate among women compared to men. Women are also more likely to undertake trips using different transport modes compared to men. Therefore, improving active travel, public transport and digital access to the labour market is considered to significantly benefit women and non-binary people by increasing their access to opportunities.

Whilst there is no specific evidence outlined related to sexual orientation / gender reassignment and marriage and civil partnership groups, it is considered that better access to the labour market by active travel, sustainable transport and digital infrastructure will have a positive impact on these groups by opening up their access to opportunities across Perth and Kinross.

It is also considered that individuals with a low income and living in areas of deprivation will also be positively impacted by this TPO. This is due to the affordability of active travel and public transport over the private car. 'Geographic Access' is also one of the factors considered to rank deprivation within the SIMD 2020. Therefore, the access this TPO would provide to a wide range of opportunities across Perth and Kinross will benefit these groups the most.

Negative Impacts and Mitigation	
Impact Area	Details and Mitigation
N/A	N/A

Information Gaps
N/A

Proposed Measures to Close Information Gaps
N/A

Accounting for the Views of Protected Groups
PKC obtained a representative sample of Perth and Kinross population through the Big Place Conversation and engagement that formed part of the development of the community action plans. This identified the needs and barriers of hard-to-reach communities to ensure the portfolio of Mobility Strategy actions delivers change in a fair and equitable way.

Advancing Equality of Opportunity
Improving labour market access by active travel, public transport and digital opportunities is considered to deliver mostly positive impacts for protected characteristic and socio-economic groups. Benefits of this TPO include improved sustainable access to a wide range of opportunities across Perth and Kinross.
If potentially negative issues are identified in further engagement / consultation, it is considered that these would be well mitigated through taking on board suggestions when implementing. PKC will consider the specific needs identified and how to incorporate mitigating measures and opportunities to maximise equality.

Fostering Relations
Engagement and discussions held during the Big Place Conversation and community action plans meant initial relations were built up, meaning any future discussion in relation to access to the labour market can build on those.

Overall Outcome
Positive. No negative impacts identified.

4.11.9 TPO9 - To improve road safety and perceived passenger safety for all transport network users, across Perth and Kinross

Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	✓			
Age (Old)	✓			
Disability	✓			
Race	✓			
Religion Belief	✓			
Sex	✓			
Pregnancy Maternity	✓			
Sexual Orientation	✓			
Gender Reassignment	✓			
Marriage / Civil Partnership	✓			

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income	✓			
Low wealth	✓			
Material Deprivation	✓			
Area Deprivation	✓			
Socio-Economic Background	✓			

Positive Impacts

Improving road safety and perceived passenger safety for all transport network users will positively impact all protected characteristics and socio-economic groups.

Young drivers, particularly young men under the age of 24 years, form high proportions of fatal casualties across all SIMD quantiles, are more likely to be involved in a collision⁹⁸. The Mobility Strategy will continue to deliver targeted campaigns and will provide framework to deliver road safety schemes, particularly on the rural road network. This will positively impact the health of this vulnerable road user group through a reduction in the number of collisions and, the collisions severity.

With an ageing population within the region, older drivers and public transport users are a vulnerable road user group that are more susceptible to safety and perceived safety issues on the transport network. Clarke et al (2009) outlines that older drivers and passenger fatalities are more concentrated in the least deprived SIMD quantiles. Therefore, it is considered that older people would benefit significantly from improved road safety and passenger safety.

Research has found that in the UK children from ethnic minorities are up to twice as likely as average to be involved in road accidents while walking or playing⁹⁹. Subsequently, road safety measures could particularly benefit this group. Children from the most deprived backgrounds are five times more likely to be injured on the roads compared with children from the most affluent backgrounds¹⁰⁰. Despite lower car ownership, deprived areas often have roads which carry large volumes of through traffic which can lead to an increased risk of injury from road traffic collisions. Therefore, this TPO is considered to benefit young people and increase road and passenger safety for all users, especially those living within levels of high deprivation according to SIMD data.

LGBTQIA+ individuals are more likely than heterosexual individuals to have encountered inappropriate sexual behaviour or hate crime while using public transport, including within bus or train stations.¹⁰¹ This can impact and lessen a person's mobility. Therefore, this TPO is considered to support this group through the provision of improved road and passenger safety.

Almost all women reported that they 'very often' or 'always' felt unsafe when using public transport, especially after dark¹⁰². This relates to issues of unwanted attention, antisocial behaviour, harassment, verbal abuse and being followed. All of these issues can impact on a person's mobility and confidence to travel sustainably or actively. It is considered that this TPO will enhance safety for this protected group and enable women to make more use of public transport.

⁹⁸ Clarke, Ward, Truman and Bartle (2009). A poor way to die: social deprivation and road traffic fatalities, Nottingham University. https://www.researchgate.net/publication/237308014_A_poor_way_to_die_social_deprivation_and_road_traffic_fatalities

⁹⁹ Thomson and Tolmie (2001). Road Accident involvement of children from ethnic minorities 2001. <https://strathprints.strath.ac.uk/1748/>

¹⁰⁰ O'Toole (2018): Deprivation and Road Traffic Injury Across Childhood

¹⁰¹ Scottish Government (2022). NTS2 Delivery Plan, Social and Equality Impact Assessment. <https://www.transport.gov.scot/publication/social-and-equality-impact-assessment-seqia-nts-delivery-plan/>

¹⁰² Transport Scotland (2022) Women's and girls' views and experiences of personal safety when using public transport. <https://www.transport.gov.scot/media/52985/womens-and-girls-views-and-experiences-of-personal-safety-when-using-public-transport-summary-report-march-2023.pdf>

Pregnant women and those with young children are less mobile and more vulnerable, a perception of road danger can, subsequently, negatively impact their mobility and injury severity in case of a on road collision. By reducing road danger, this TPO will positively impact this group. Emerging evidence indicates that commuting may lead to stress and poorer wellbeing during pregnancy due to feelings of unsafety increase¹⁰³.

Improving road safety and passenger safety will have a positive impact to those with a disability. The number of trips taken by a person with a disability is a lot less (1/3) than those travelling without a disability. By improving safety, this can encourage more people to travel on public transport and improve a person's independent mobility and giving them equal opportunities to reach key destinations.

Racial discrimination, harassment or abuse can create an unsafe environment to travel for ethnic minority groups who are more likely to be subject to hate crimes. Therefore, this TPO will have a positive impact on this protected characteristic.

Negative Impacts and Mitigation

Impact Area	Details and Mitigation
This TPO is considered to have no negative impacts on any protected characteristic and socio-economic group, as improving road safety and perceived passenger safety for all transport network users will be deemed as positive as this can encourage all user groups to safely travel more sustainability and actively more frequently.	N/A

Information Gaps

N/A

Proposed Measures to Close Information Gaps

N/A

Accounting for the Views of Protected Groups

Engagement with members of the public was undertaken to identify the needs and barriers of hard-to-reach community members through the Big Place Conversation – Let’s Talk Transport research. This ensures the portfolio of the Mobility Strategy has been informed by the IIA process to ensure all equality groups are included.

Advancing Equality of Opportunity

The work delivered by the Mobility Strategy to improve road and passenger safety for all modes is likely to result in considerable impacts for equality groups, such as improvements to road safety and personal safety, which will release positive impacts for equality groups as they tend to be under-represented in terms of accidents and their fear of crime.

Fostering Relations

By implementing actions to improve road safety and public transport user safety within the region, PKC are increasing people’s access to employment and educational opportunities and services, as well as facilities people need to access daily, such as health care.

¹⁰³ O’Toole, S.E.(2022): Pregnancy and Commuting on Public Transport.

Overall Outcome
Positive. No negative impacts have been identified.

4.11.10 TPO10 - To improve physical and mental health within Perth and Kinross through walking, wheeling, and cycling

Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	✓			
Age (Old)	✓			
Disability	✓			
Race	✓			
Religion Belief	✓			
Sex	✓			
Pregnancy Maternity	✓			
Sexual Orientation	✓			
Gender Reassignment	✓			
Marriage / Civil Partnership	✓			

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income	✓			
Low wealth	✓			
Material Deprivation	✓			
Area Deprivation	✓			
Socio-Economic Background	✓			

Positive Impacts
<p>Improved physical and mental health through walking, wheeling and cycling is considered to have a significantly positive impact on all protected characteristic and socio-economic groups in Perth and Kinross. Walking, wheeling and cycling are considered to be the most inclusive modes of transport that deliver a wide range of physical and mental health benefits, including but not limited to lower death rates and lower risk of obesity, heart problems and depression¹⁰⁴.</p> <p>Sustrans 2023 Walking and Cycling Index for Perth¹⁰⁵ reported that in Perth, the physical activity benefit of walking prevents 33 early deaths annually which is valued at £121 million. Walking also prevents 134 serious long-term health conditions each year including hip fracture, dementia, depression, coronary heart disease and other conditions. Similarly, cycling prevents 35 serious long-term health conditions each year which is valued at £12.6 million.</p> <p>Accessible travel choices that encourage active living and regular physical activity is an important factor in combating child obesity as well as having beneficial impacts on mental health and wellbeing. Evidence gathered shows that, from a sample of 984 P1 children in Perth and Kinross for a study undertaken in 2021/22, 25.8% of children were classified as being at risk of being overweight and obese. The findings also reveal a fluctuating trend in the combined percentage of individuals at risk of being overweight and obese over the years. While there have been fluctuations, the underlying trend is of increasing proportions of P1 children at risk of overweight or obesity. In addition, a total of 1,394 Child and Adolescent Mental Health (CAMHS) patients were seen across the NHS Tayside Health Board, which is around 2% of the NHS Tayside young people (ages 0-15) population. There is subsequently a clear need to address physical</p>

¹⁰⁴ Sustrans (2017) The Role of Active Travel in Improving Health. <https://www.sustrans.org.uk/media/4471/4471.pdf>

¹⁰⁵ Sustrans. Walking and Cycling Index 2023 – Perth. <https://www.sustrans.org.uk/media/13318/walking-and-cycling-index-2023-perth.pdf>

and mental health issues among young people across Perth and Kinross, and it is considered that walking, wheeling and cycling will deliver positive impacts for young people. Physical activity promotes healthy development by improving bone and muscle strength, motor control and healthy weight. It can also increase attention and improve behaviour and attitudes. Having the freedom to walk, wheel and cycle more creates opportunities for physical activity and children with higher independent mobility are typically more physically active¹⁰⁶.

Older adults are considered to significantly benefit from this TPO. Census Scotland 2011 Level of Activity data for Perth and Kinross showed that adults who experience physical activity limitations increases with age. However, 56% of the over 65 population have no limitations in terms of their day-to-date activity levels, which indicates that a large percentage of this population group would benefit significantly from increased activity levels through walking, wheeling and cycling. Evidence from Sustrans (2017) shows that increased levels of walking, wheeling and cycling reduces risk of specific issues faced by older people such as falls and hip fractures.

Disability groups will also significantly benefit from this TPO. Arup, Sustrans and Living Streets (2022) found that physical inactivity is more common among disabled people and people with a long-term health condition. Disabled people also travel less and for different purposes. The type and nature of an individual's disability is also linked to their travel behaviour, for example visual impairment related to someone driving less and using public transport more. Disabled people may be less likely to consider replacing short car journeys with walking. This underlines the importance of creating inclusive built environments, as incorporating physical activity into daily life through walking, wheeling and cycling is an effective way of helping to maintain good physical and mental health.

Race and religion or belief groups are also considered to significantly benefit from increased walking, wheeling and cycling. According to the Scottish Household Survey 2019, some ethnic minority groups are more likely to travel to work by walking or public transport but are also the highest amongst those that never cycle for either work or leisure purposes. People from ethnic minority groups tend to travel shorter distances and take fewer trips than white people. In addition, the Sustrans Bike Life survey 2019 found that more people from ethnic minority groups want to start cycling than any other group¹⁰⁷. There is also a recognition across multiple religions that physical activity is important to maintaining a healthy lifestyle. These factors combined indicate that encouraging an increase in walking, wheeling and cycling will bring significant physical and mental health benefits for these groups.

Women and non-binary people will benefit from increased walking, wheeling and cycling. Arup and Sustrans (2020) found that women's journeys are generally shorter than men. As mentioned previously, women are more likely to undertake multi-purpose trips which require an element of active travel. However, women were also found to cycle less than men. Women are also more likely to undertake encumbered trips, including trips with children, and travel with buggies. Therefore, delivery of this TPO is considered to bring a wide range of benefits for women and non-binary people in terms of aligning with their travel needs.

In terms of sexual orientation / gender reassignment groups, increased walking, wheeling and cycling for physical and mental health is considered to bring significant benefits to this group. According to Arup, Sustrans and Living Streets (2022), there is limited evidence on physical activity within LGBTQIA+ groups, however one survey in England found that LGBTQIA+ people were less likely than the general population to meet the overall recommended guidelines for physical activity.

Whilst there is no specific evidence related to the marriage and civil partnership group in relation to increasing walking, wheeling and cycling levels, the impact of this TPO is considered to be positive.

¹⁰⁶ Arup, Sustrans and Living Streets (2022). Walking for everyone. <https://www.arup.com/perspectives/publications/promotional-materials/section/walking-for-everyone>

¹⁰⁷ Arup and Sustrans (2020). Cycling for Everyone: A guide for inclusive cycling in cities and towns. <https://www.arup.com/perspectives/publications/research/section/cycling-for-everyone-a-guide-for-inclusive-cycling-in-cities-and-towns>

Negative Impacts and Mitigation	
Impact Area	Details and Mitigation
This TPO is considered to have no negative impact on protected characters. As improving physical and mental health through walking, wheeling and cycling this will enhance their overall wellbeing and promote a healthier and more active lifestyle.	N/A

Information Gaps
N/A

Proposed Measures to Close Information Gaps
N/A

Accounting for the Views of Protected Groups
Engagement with members of the public has been undertaken to identify the needs and barriers of hard-to-reach community members within the Big Place Conversation – Let’s Talk Transport report. Ensuring the portfolio of the Mobility Strategy has been informed by the IIA process to ensure all equality groups are included.

Advancing Equality of Opportunity
Improving physical and mental health through increased walking, wheeling and cycling will bring significantly positive impacts for protected characteristic and socio-economic groups. Benefits of this TPO include a wide range of health and wellbeing benefits at an individual level and across Perth and Kinross.
If potentially negative issues are identified in further engagement / consultation, it is considered that these would be well mitigated through taking on board suggestions when implementing. PKC will consider the specific needs identified and how to incorporate mitigating measures and opportunities to maximise equality.

Fostering Relations
Engagement and discussions held during the Big Place Conversation and community action plans meant initial relations were built up, meaning any future discussion in relation to access to increased walking, wheeling and cycling can build on those.

Overall Outcome
Positive. No negative impacts have been identified.

4.11.11 TPO11 - To improve air quality across Perth and Kinross’s Road network by revoking both Air Quality Management Areas and reducing preventable pollutants

Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	✓			
Age (Old)	✓			
Disability	✓		✓	
Race	✓			
Religion Belief	✓			
Sex	✓			
Pregnancy Maternity			✓	
Sexual Orientation	✓			

Gender Reassignment	✓			
Marriage / Civil Partnership	✓			

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income	✓			
Low wealth	✓			
Material Deprivation	✓			
Area Deprivation	✓			
Socio-Economic Background	✓			

Positive Impacts
<p>Improving air quality across Perth and Kinross's road network is anticipated to bring largely positive impacts to all protected characteristic and socio-economic groups, by reducing the impacts of transport-related air pollution. Groups particularly vulnerable to adverse effects of transport-related air pollution include children, pregnant women, and the elderly.</p> <p>Young people are considered to positively impact from this TPO. Evidence gathered in Section 3 shows that children and young people are more vulnerable to the impacts of poor air quality compared to the overall population. Traffic and pollution can affect children's physical and mental development and hinders a child's independent mobility. Traffic-related noise can also disproportionately affect children. Evidence suggests that such noise is correlated more broadly with lower health-related quality of life in children.</p> <p>Older people are also more vulnerable to air pollution partly because they are a group with high levels of long-term conditions occurring at the same time, such as high blood pressure, diabetes, and heart disease. Older people, compared to young people, have an increased risk of hospitalisation when there are high levels of particulate matter in the air. Particulate matter is also associated with a higher risk of stroke in older people. Exposure to air pollution is also associated with accelerated cognitive decline in older people. These factors combined indicate that older adults will significantly benefit from this TPO by reducing their exposure to air pollution. Evidence gathered throughout Section 4 also indicates that many of the older population are considered to be disabled, therefore similar impacts identified above are considered to apply to the disability population.</p> <p>This TPO will also positively impact ethnic minorities and minority religion / belief groups. Evidence gathered shows that settlement of the BME population across Scotland is highest in urban areas, which indicates that BME communities are exposed more to transport-related emissions, therefore improving air quality around the local road network will significantly benefit these groups.</p> <p>Reducing road-based air pollution is also considered to positively impact woman, in particular pregnant woman. Exposure to transport-related air pollution during foetal development and early childhood can have long-term impacts on health in childhood and beyond. Air pollution exposure may also increase risks for maternal health, and has been linked to increased risk of pre-eclampsia, a serious cardiovascular condition of pregnancy.</p>

Negative Impacts and Mitigation	
Impact Area	Details and Mitigation
N/A	N/A

Information Gaps
<p>PKC considers the information held to be sufficient. However, further consultation will be undertaken for specific schemes which may highlight additional issues and/or needs. In this case, PKC will give due consideration to address these and to mitigate against adverse impacts.</p>

Proposed Measures to Close Information Gaps
N/A

Accounting for the Views of Protected Groups
<p>Engagement and discussions held during Big Place Conversation and development of local community action plans meant that initial relations were built up, meaning any future discussions in relation to reducing transport emissions, car kilometres and improving share of active and sustainable travel journeys can build on those relationships.</p> <p>By implementing actions to reduce CO₂ emissions and car kilometres and improving active and sustainable travel mode share throughout Perth and Kinross, PKC will be improving air quality and delivering a more diverse, inclusive transport system for Perth and Kinross.</p>

Advancing Equality of Opportunity
<p>There is strong evidence that people from poor and disadvantaged communities, ethnic minorities, children, disabled people and older adults are more exposed to air pollution. There is also strong evidence that greater exposure to air pollution is correlated with a greater risk of long-term conditions. Poor health is linked to time off work and reduced productivity and can contribute to lower income. Improving air quality will therefore help to level up inequalities within the Perth and Kinross area.</p> <p>If potentially negative issues are identified in further engagement / consultation, it is considered that these would be well mitigated through taking on board suggestions when implementing. PKC will consider the specific needs identified and how to incorporate mitigating measures and opportunities to maximise equality.</p>

Fostering Relations
<p>Engagement and discussions held during the Big Place Conversation and community action plans meant initial relations were built up, meaning any future discussion in relation to improving air quality adjacent to the Perth and Kinross road network can build on those.</p>

Overall Outcome
Mostly positive. Negative impacts can be mitigated.

5. Health Inequalities Impact Assessment

5.1 Overview

A Health Inequalities Impact Assessment (HIIA) has been undertaken. The main aim of HIIA is to strengthen the contribution of policies and plans to reduce health inequalities by improving equity of access to the intervention, ensuring non-discriminatory practice, and acting on the social determinants of health¹⁰⁸. A summary of this assessment can be found in the table below.

¹⁰⁸ Health Inequalities Impact Assessment – Answers to frequently asked questions. NHS Health Scotland (2014). [chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.healthscotland.scot/media/1117/health-inequalities-impact-assessment-answers-to-frequently-asked-questions-nov14.pdf](https://www.healthscotland.scot/media/1117/health-inequalities-impact-assessment-answers-to-frequently-asked-questions-nov14.pdf)

Protected Groups

Indicator	Impacts	Recommendations to enhance or mitigate the impacts
Age (Young)	<ul style="list-style-type: none"> • Social exclusion due to lack of access to public transport / active travel networks. • Proportion of children achieving expected levels of reading and writing is lower than Scotland average. • Deprivation contributes to poor levels of attainment in school pupils. • Child poverty. • Affordability of public transport. • Increasing numbers of children overweight and obese. • Below national average child wellbeing. • Those holding a driving licence are more likely to drive without any realistic alternatives. • Young people Not in Education, Employment or Training (NEET) are a local priority. 	<ul style="list-style-type: none"> • Improved active travel opportunities between schools and colleges, connecting residential areas and access to employment sites for young people. • Opportunities to travel more actively more often – promote healthier habits among children and younger people. • Encouraging more active travel by children and young people may put them at risk of higher rates of injury. Road safety education schemes, safe design of routes and access to bike safety equipment are key to preventing this impact. • Investment is required for improving the number and frequency of public transport services within the region. • Increased community transport options. Needs to address the misconception that community transport is only for older people. Younger people could be encouraged to use them. • Increased connectivity to green and blue infrastructure and outside play – positive impacts on cognitive development and wellbeing.
Age (Old)	<ul style="list-style-type: none"> • The population in the Council area is an ageing one. • The rural nature of the Council area contributes to social isolation. • More reliant on public transport. • Affordability of public transport has been addressed through free bus passes for over 60s, however availability remains an issue. 	<ul style="list-style-type: none"> • Increased community transport options. • Significant investment is required for improving the sustainable transport alternatives. • Promotion of existing initiatives, such as car sharing schemes, demand responsive transport

	<ul style="list-style-type: none"> • Concessionary travel does not include rail journeys or taxi discounts. • Cheapest fares only accessed by those more tech-savvy. • Overall decline in bus patronage – especially over the past years – resulting in services being withdrawn or at risk, meaning that public transport needs are not met locally. • Local bus services are commercially operated, leaving limited scope to adapt services. • Constraints budgets. Local authorities likely to be cutting bus subsidies further. • Such gaps in the network result in transport-related social exclusion, meaning that people cannot fully participate in society in the way they would like. • Limited access to healthcare services. • Increased safety fears / perception of safety. • Issues with lack of priority seating. • Issues with accessibility to and from public transport stations / hubs. • Poor accessibility of travel information. 	<p>initiatives, community run buses etc.</p> <ul style="list-style-type: none"> • Increased community transport options. • Review payment options for community transport options. • Improvements to the number and frequency of bus services within the Council area. • Improve accessibility to public transport stops and stations. • Improve legibility of travel information both digitally (online) and non-digitally (easily accessible info at stops and stations). • Integrate public transport. • Improve accessibility of buses and trains. • Improve audio/visual announcements on public transport. • Improve connectivity of bus services with amenities and services, particularly healthcare.
Disability	<ul style="list-style-type: none"> • People with disabilities tend to rely more heavily on public transport options, such as buses, trains and taxis, than non-disabled people, making public transport essential to the lives of people with disabilities. • Some bus and rail stations are not fully accessible by disabled people. • Affordability of public transport. • Increased safety fears. • Issues with lack of priority seating. • Issues with accessibility to and from public transport stations / stops. 	<ul style="list-style-type: none"> • Improved audio announcements on public transport for all abilities. • Support to people should also be in terms of hearing and sight impairments, not just physical disabilities. Plans and timetables to be made available in large print and Braille. • Bus drivers and train conductors to be trained on sensory issues. • Digital solutions to support people. • Improve accessibility of buses and trains.

		<ul style="list-style-type: none"> • Improve accessibility to public transport stops and stations. • Increased community transport options. • Promotion of existing initiatives, such as car sharing schemes, demand responsive transport initiatives, community run buses etc.
Race / Ethnicity	<ul style="list-style-type: none"> • Need to provide relevant travel information in different languages. • Driving on the left may be an issue for seasonal workers and tourists. • Gypsies / Travellers: sites may not be easily accessible by (public) transport. Lack of understanding of transport needs for this ethnic group. • Increased safety fears. 	<ul style="list-style-type: none"> • Translations of policies and information materials, such as timetables and maps showing the surrounding area should be made available. • Gap in understanding the transport and access needs of ethnic groups. Need to engage with the respective Liaison Officers at the Council.
Religion Belief	<ul style="list-style-type: none"> • After walking, the most commonly used mode of transport by BME communities in Scotland is by bus¹⁰⁹. • Some religions and beliefs have lower median earnings than those of no religion or Christians. More vulnerable to the costs of transport. • Safety concerns. 	<ul style="list-style-type: none"> • Consultation with respective groups to understand travel needs within different religious community groups. • Increase awareness of staff and to consider specialist training. • Increase staff presence at public transport stations.
Sex	<ul style="list-style-type: none"> • There is a gender inequality with perception of safety on public transport, with there being a wider societal issue of safety with any minatory group. • Underlying bias in transport planning and transport policy towards male car users, resulting into women proportionally being injured more in accidents, with cars still being designed and engineered around men. • Men die on the roads mainly as car drivers and motorcyclists, while 	<ul style="list-style-type: none"> • Gender-differentiated campaigns could be used to target specific groups, like men who speed or people who drink and drive. • Research¹¹⁰ suggests that if – hypothetically - road users drove like women, road mortality rates across the EU, for example, would be about 20 percent lower than the average. Yet, despite these statistics, policies and interventions fail to factor in gender differences. • Gap in understanding of the needs of the LGBTQIA+ population.

¹⁰⁹ Census Scotland (2011)

¹¹⁰ BURLACU AND CARVAJAL (2021): Who is safer on the road, men or women? <https://blogs.worldbank.org/transport/who-safer-road-men-or-women>

	<p>women are killed mainly as pedestrians and car passengers.</p> <ul style="list-style-type: none"> • Women tend to make more stops when using a car, and they rely on public transport more than men do. • Women tend to complete more trips per weekday than men. • Women are more likely than other gender groups to use multiple modes of transport. • Women are more likely than men to travel with buggies and/or shopping, which can also impact travel mode choice. • Women are also more likely to use the bus. • Lack of inequalities awareness and respective training with (public) transport staff. • One in two women felt unsafe walking alone after dark in a quiet street near their home, compared to one in seven men. 	<p>Need to engage with the respective groups.</p> <ul style="list-style-type: none"> • Increase staff presence at public transport stations.
Pregnancy Maternity	<ul style="list-style-type: none"> • Increased safety fears and lack of confidence in using public transport. • High levels of stress whilst commuting due to lack of priority seating. • Costs. Little or no concessions for such group. • 'Breastfeeding Welcome' scheme not common within the Council area. • Inadequate changing facilities. 	<ul style="list-style-type: none"> • Integrate public transport journeys to improve access to healthcare. • Increase awareness of public transport staff – consider training.
Sexual Orientation / gender reassignment	<ul style="list-style-type: none"> • As above under 'Sex' • Issues of people feeling unsafe whilst using public transport. 	<ul style="list-style-type: none"> • Gap in understanding the needs of LGBTQIA+ population. Need to engage with the respective groups. • Increase awareness of staff and consider training. • Increase in CCTV and staff in transport stations and on public transport services.
Marriage Civil Partnership	<ul style="list-style-type: none"> • Bias towards those who are not married or part of a family group. Discount schemes, such as Railcards, are usually given to 	<ul style="list-style-type: none"> • Need to address this disproportion in fares.

	groups rather than singles. Single travellers usually pay the full price.	<ul style="list-style-type: none"> Gap in understanding of this characteristic. Need to engage further with respective groups.
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5.2 Health Inequalities Assessment of Impacts

The following tables provide an assessment of the equality impacts, accompanied by recommendations to mitigate these effects. These assessments are informed by the evidence presented earlier for the specified protected characteristics.

Other Groups Facing Health Inequalities		
Indicator	Impacts	Recommendations to enhance or mitigate the impacts
Looked after and accommodated children and young people	<ul style="list-style-type: none"> Affordability has been addressed as a result of the under 22 free bus passes. However, availability of public transport remains an issue. Lack of facilities to store bikes in safely, particularly in temporary and/or social housing. In Scotland, the outcomes of looked after children entering positive destinations are worse than those for all pupils. 	<ul style="list-style-type: none"> Investment is required for improving the number and frequency of public transport services within the Council area, especially in more rural areas to improve their connectivity with urban areas and services and amenities such as education and employment. Increased community transport options. Needs to address the misconception that community transport is only for older people. Younger people could be encouraged to use them. More widely promote the Social Housing Partnership Fund¹¹¹. The fund supports social housing providers such as housing associations and looks to improve walking, wheeling and cycling facilities for the benefit of residents and helps to overcome issues around isolation, health inequalities and transport poverty.
At risk families, such as young mothers, people experiencing domestic abuse, children at risk of statutory measures	<ul style="list-style-type: none"> Affordability of public transport. Little or no concessions for this group. As well as physical harm, controlling behaviour is a common and devastating 	<ul style="list-style-type: none"> Concessionary travel Increased awareness and training for transport staff Specialist support for victims of domestic abuse

¹¹¹ <https://www.cycling.scot/what-we-do/cycling-friendly/social-housing-fund>

	<p>hallmark of abusive relationships, with abusers seeking to take charge of their partner's everyday lives. This kind of controlling behaviour can make it difficult, and sometimes dangerous, for a victim to seek help.</p>	<p>available on their daily journeys to work, college or school¹¹².</p>
Lone Parents	<ul style="list-style-type: none"> • Difficulty in relation to travel, as majority of lone parents are reliant on driving to work via private vehicle. In Scotland, research from the Scottish Household Survey (2020) found that around 61% of lone parents are reliant on driving to work, and 18% of children living in a lone parent household are reliant on being driven to school. This is despite around 48% of single parents being found to have no access to a private car. • Affordability of public transport. 48% of lone parents do not have access to a car and therefore rely on public transport. Little or no concessions for this group. • Households with single parents have less access to bicycles than larger households. 	<ul style="list-style-type: none"> • Provide access to free and / or concessionary transport. • Provide active travel connections to key services such as employment and education. • Promotion of existing initiatives, such as car sharing schemes, demand responsive transport initiatives, community run buses etc.
Carers: paid/unpaid, family members	<ul style="list-style-type: none"> • Potential lack of transport links between communities and neighbourhoods. • Poor intra-communal transport links can impact the work of carers, especially if they work part-time. 	<ul style="list-style-type: none"> • Provide access to free and / or concessionary transport.
Homeless people or those who experience homelessness: people on the street; those staying temporarily with	<ul style="list-style-type: none"> • Distinctive rural areas within the Council area. • Temporary housing might mean people tend to have 	<ul style="list-style-type: none"> • Identify addresses that homeless people could use. • Seek to better understand the impact of travel costs

¹¹² Cp. TRANSPORT FOR LONDON'S pilot to enable abuse victims to seek help on TfL network (2018).

friends/family; those staying in hostels and B&Bs.	<p>less belongings, let alone a bike.</p> <ul style="list-style-type: none"> • Some travel discount schemes require an address, thus preventing homeless people to access concessionary discounts. • Affordability of (public) transport. 	<p>and available public transport routes to this group.</p> <ul style="list-style-type: none"> • Free refurbished bikes. • Better promote existing support and initiatives. • Recommendations to address transport poverty available in the 'Transport and Poverty' report¹¹³.
Those involved in the criminal justice system: offenders in prison and on probation, ex-offenders	<ul style="list-style-type: none"> • Gap in understanding needs and respective issues. Requires further consultation with relevant groups. 	<ul style="list-style-type: none"> • Gap in understanding needs and respective issues. Requires further consultation with relevant groups.
People with addictions and substance misuse problems	<ul style="list-style-type: none"> • Costs. Affordability of (public) transport and / or purchasing a bike etc • Lack of public transport home might be a driver in the amount of alcohol-related harm local communities face. 	<ul style="list-style-type: none"> • Investment is required for improving the number and frequency of public transport services within the Council area. • Extension of the Free Bus Travel Scheme (Under 22s) to include people with addiction issues who are in receipt of treatment. Many of those people have chaotic lifestyles. Something that would help them would be the stability of not having to worry about their transport needs.
People who have low incomes	<ul style="list-style-type: none"> • The cost of getting to interviews or work, particularly in the first few weeks of employment. • Affordability of (public) transport and / or purchasing a bike etc. • Lack of awareness of concessionary discount schemes. Lack of concessionary discount schemes. 	<ul style="list-style-type: none"> • Focus on active travel which is a low-cost travel option – noted however the cost of obtaining a bike and bike equipment for taking advantage of new opportunities for active travel. This could act as a barrier. Develop a bike reclamation and refurbishment scheme, which could offer low-cost bikes to those on low incomes. • Investigate potential for a loyalty card scheme for bus

¹¹³ 137 Available at <https://povertyinequality.scot/wp-content/uploads/2019/06/Transport-and-Poverty-inScotland-Report-of-the-Poverty-and-Inequality-Commission.pdf>

		<p>use where a record of purchased fares gets you a free fare rather than having to purchase multi-journey tickets in advance.</p> <ul style="list-style-type: none"> • Better promote existing support and initiatives.
People who have poor literacy / numeracy	<ul style="list-style-type: none"> • As with 'Race/Ethnicity' above. • Need to provide relevant travel information in different languages. 	<ul style="list-style-type: none"> • Present travel information in text in an accessible, easy to understand format. Easy Read versions. • Increase use of pictorial information. • Review existing and new resources for their ease of use with different groups.
People living in deprived areas	<ul style="list-style-type: none"> • As above under 'People who have low income'. • Affordability of public transport and / or purchasing a bike. • Lack of awareness of concessionary discount schemes. • Additional costs to the NHS for providing access to healthcare and / or ambulances being used for primary care problems¹¹⁴. Ambulance use for non-urgent conditions was more likely to be used by people from more deprived backgrounds. 	<ul style="list-style-type: none"> • As above under 'People who have low incomes' • Ensure that public transport is accessible to people in areas of high deprivation. • Enhance safety measures through CCTV to encourage more people to travel sustainability.
People living in remote, rural areas	<ul style="list-style-type: none"> • As above. • Limited access via public transport to services and amenities including healthcare, employment, education. • Transport-related social exclusion. • Lack of voluntary bus drivers for community 	<ul style="list-style-type: none"> • Investment is required for sustainable transport alternatives. • Promotion of existing initiatives, such as car sharing schemes, demand responsive transport initiatives, community run buses etc. • Increased community transport options, like

¹¹⁴ Cp. BOOKER MJ, SHAW ARG, PURDY S (2015): Why do patients with 'primary care sensitive' problems access ambulance services? A systematic mapping review of the literature. In: BMJ Open 2015;5:e007726. doi: 10.1136/bmjopen-2015-007726

	buses. Such gaps may relate to social exclusion.	community buses. Especially to encourage young people to use them. <ul style="list-style-type: none">• Build social capital for those living isolated in communities.
People in other groups who face health inequalities	No further issues relating to other marginalised groups have been identified.	

Information Gaps

PKC considers the information held to be sufficient. However, further consultation will be undertaken for specific schemes which may highlight additional issues and/or needs. In this case, PKC will give due consideration to address these and to mitigate against adverse impacts.

Proposed Measures to Close Information Gaps

N/A

Accounting for the Views of Protected Groups

Engagement and discussions held during the Big Place Conversation and community action plans meant initial relations were built up. The engagement work has been commissioned to identify the needs and barriers of hard-to-reach communities to ensure the portfolio of the MS actions delivers change in a fair and equitable way.

Overall Outcome

This HIIA has considered the potential impacts arising from the Perth and Kinross Council Mobility Strategy. These potential impacts have been summarised above. As a result of this HIIA, Perth and Kinross can conclude that the Mobility Strategy needs to mitigate and enhance potential impacts.