



Travel Renfrewshire 2035

Renfrewshire Council Local Transport Strategy 2025-2035

Integrated Impact Assessment (IIA)

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1. Introduction

1.1. Purpose

AECOM has been commissioned by Renfrewshire Council ('the Council') to provide an Integrated Impact Assessment (IIA) of the Renfrewshire Local Transport Strategy (LTS). The IIA will combine an Equality Impact Assessment (EqIA), Child Rights and Wellbeing Impact Assessment (CRWIA), Fairer Scotland Duty Impact Assessment (FSDA) and Health Inequalities Impact Assessment (HIIA).

An IIA is a systematic assessment of the effects of plans, policies or proposals on groups with protected characteristics as defined by the Equality Act 2010, including children and young people, as well as socio-economically disadvantaged groups. The purpose of this IIA is to consider how the Renfrewshire LTS contributes to the realisation of equality effects on the local community and visitors to the area affected by the strategy.

This IIA will combine the four impact assessments to support the Council to fulfil its equality duties in relation to the Public Sector Equality Duty (PSED), Fairer Scotland Duty and UN Conventions on the Rights of the Child Act. As a public sector organisation, the Council has a duty under the Equality Act 2010 and the associated PSED to have due regard to the need to prevent unlawful discrimination (direct and indirect) and to advance equality of opportunity and foster good relations between those with a protected characteristic and all others in the implementation of the Local Transport Strategy (LTS). Protected characteristics are defined under the Equality Act 2010 as age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation and marriage/civil partnership. An EqIA is often used by public sector organisations to demonstrate how this duty has been discharged. EqIAs are undertaken to help meet the PSED and to make sure disadvantaged groups are not further disadvantaged by Council policy and strategy (see [Renfrewshire Council website](#)).

The Council also has a duty under the United Nations Conventions on the Rights of the Child (Scotland) Act (2024) to complete a CRWIA to ensure that the LTS actions are compatible with the rights set out in the UN Convention on the Rights of the Child.

In addition, under the Fairer Scotland Duty, there is a legal responsibility for the Council to consider how they can reduce inequalities of outcome caused by socio-economic disadvantage which is demonstrated by the completion of the FSDA.

A HIA is not explicitly required by law, however the PSED mandates that public bodies assess the impacts of proposed policies which often includes health inequalities. Therefore, it is good practice to include an HIA.

This IIA provides consideration of potential direct and indirect impacts (both adverse and beneficial) associated with the LTS actions. The approach draws on evidence from secondary data sources as well as feedback from consultation and engagement processes and information from design and assessment work undertaken for the project.

1.2. Context

The [previous Renfrewshire LTS](#) was published in 2007 and later refreshed in February 2017. Since then, there have been significant updates to the policy context, including the publication of the second [National Transport Strategy](#) in 2020 and the publication of the Strathclyde Partnership for Transport's (STP) updated [Regional Transport Strategy](#) in 2024. Both documents reflect a shift in policy at the national level, in particular to address climate change. In 2019, the Scottish Government declared a Climate Emergency, and as such, there is an expectation that any interventions or measures take cognisance of the potential impact on tackling climate change.

The new LTS will set the future direction of transport and travel within Renfrewshire across a ten-year period up to 2035. It will develop a Vision, Priorities and Objectives and will set out an Action Plan in which to achieve these.

In line with the recently published [Local Transport Strategy Guidance](#) from Transport Scotland, in developing an LTS, local authorities may wish to refer to the principles of Scottish Transport Appraisal Guidance (STAG). The development of the LTS follows STAG principles, which includes: transport related problems and opportunities identification informed by a review of transport and socio-economic data to set the wider context and provide background information on the study area; an extensive round of stakeholder engagement and public consultation to further inform problems and opportunities, as well as to identify potential options; development of a Vision, Priorities and Objectives; and ultimately development of an Action Plan. Following STAG principles helps to make sure that a robust process has been followed and that meaningful actions which address the needs of the area are identified.

1.3. Renfrewshire Local Transport Strategy

The most recent Renfrewshire LTS was refreshed in 2017 and set out a vision to help improve people's health and travel to their destination within a set timetable using all modes, including walking, cycling, public transport or car for essential trips. It also set out an aim to allow businesses to operate effectively and efficiently, creating prosperity and job opportunities; attract visitors to enjoy the tourism and leisure facilities and to achieve this without compromising the future environment.

The previous LTS set out five key objectives to be delivered through actions within the strategy:

- Regenerate the local economy wherever possible;
- Extend opportunities for all by:
 - Combating poverty and promoting equality including supporting behaviour change;
 - Encouraging healthier lifestyles;
 - Encouraging a choice of transport options;
 - Improving access for all, including the mobility impaired.
- Ensure a healthy and sustainable environment;
- Improve community safety and security, both real and perceived and increase connectivity between settlement and services;
- Encourage integration of services and an integrated approach by public bodies whilst achieving best value.

This IIA assesses the Renfrewshire Council LTS which covers the period 2025 to 2035.

Chapter 3 'Summary of LTS' provides further detail on the LTS objectives and actions.

1.4. Report Structure

Following on from this introduction section, the remainder of the report is structured as follows:

- **Chapter 2: Policy and Legislation Review** – providing context through review of relevant policy and legislation associated with equalities and transport;
- **Chapter 3: Summary of LTS** – an overview of the LTS, including Vision, Priorities, Objectives and Actions being considered;

- **Chapter 4: Evidence Review**– using secondary data sources such as Census 2022 data to form a population baseline and wider literature to consider the key evidence and issues related to protected characteristic groups and transport;
- **Chapter 5: Key Issues and Evidence** – an overview of the key issues and evidence around children and young people (CRWIA), other protected characteristic groups (EqIA), socio-economic disadvantaged groups (FSDA) and health (HIIA).
- **Chapter 6: Consultation** – a summary of consultation undertaken to date and feedback received by the Council;
- **Chapter 7: Assessment of Impacts** – an appraisal of impacts and equality effects of the LTS Actions using the evidence gathered.
- **Chapter 8: Conclusions and Recommendations** - conclusion of equality impacts and the Council’s due regard to the PSED. This section also contains continued actions recommended for enhancing positive equality impacts and minimising potential negative impacts based on available evidence to date.

2. Legislation and Policy Review

2.1. Legislation

2.1.1. Equality Act 2010 and the Public Sector Equality Duty (PSED)

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

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

Section 149 of the Act sets out the PSED. Those subject to the PSED must, in the exercise of their functions, have due regard to the need to:

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

The three aims of the duty apply to all protected characteristics provided for in section 149(7). Although marriage and civil partnership is a protected characteristic under the Equality Act, it is not covered by the PSED and is therefore not considered as part of this appraisal. The Equality Act 2010 explains that having due regard to the second aim involves:

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

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

2.1.2. Fairer Scotland Duty (2010)

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

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

[‘The Fairer Scotland Duty - Guidance for Public Bodies’](#) identifies a need to consider both ‘communities of place’ and ‘communities of interest’ in terms of people who share an experience and are particularly impacted by socio-economic disadvantage.

2.1.3. Children and Young People (Scotland) Act (2014)

In Section 1 of the [Children and Young People \(Scotland\) Act \(2014\)](#), Scottish Ministers have committed to keep under consideration whether there are any steps they could take which would further effect in Scotland the United Nations Convention on the Rights of the Child (UNCRC) requirements. Completion of the CRWIA feeds into this consideration and review process. The ‘wellbeing of children and young people’ is defined at section 96(2) of the 2014 Act. The general principles of the Act (as identified by UNICEF 2019) are:

- Non-discrimination;
- Best interest of the child;
- Right to survival and life development; and
- Right to be heard.

The UNCRC considers a child as any human being below 18 years old, unless majority is attained earlier under the law applicable to the child. As per the UN General Assembly on the [Convention on the Rights of the Child](#), in Scotland, a minor is a person under the age of 18 in most circumstances.

Part 9 of the Children and Young People (Scotland) Act on corporate parenting is relevant to certain public bodies, including Renfrewshire Council. Through corporate parenting, duties were introduced for the relevant public bodies to support certain children and young people. The responsibilities of every corporate parent are:

- a. to be alert to matters which, or which might, adversely affect the wellbeing of children and young people to whom this Part applies;
- b. to assess the needs of those children and young people for services and support it provides;
- c. to promote the interests of those children and young people;

- d. to seek to provide those children and young people with opportunities to participate in activities designed to promote their wellbeing;
- e. to take such action as it considers appropriate to help those children and young people:
 - i. to access opportunities, it provides in pursuance of paragraph (d); and
 - ii. to make use of services, and access support, which it provides; and
- f. to take such other action as it considers appropriate for the purposes of improving the way in which it exercises its functions in relation to those children and young people.

2.1.4. United Nations Convention on the Rights of the Child (Scotland) Act (2024)

The [United Nations Convention on the Rights of the Child \(Scotland\) Act \(2024\)](#) Act builds upon the Children and Young People Act by incorporating the rights and obligations established by the UN Convention on the Rights of the Child (UNCRC) into Scots law. This ensures that public authorities act in a way which is compatible with the rights set out in UNCRC.

The Act also mandates the creation of a Children's Rights Scheme to outline how the Government will give effect to the rights and obligations under the UNCRC and provides for judicial remedies for children and their representatives to bring proceedings in court if public authorities fail to comply with the requirements under the UNCRC.

The Act also requires public authorities to conduct a child rights and wellbeing impact assessment to report their compliance with the UNCRC. It also includes provisions for guidance to be issued on its implementation.

2.2. National Policy

There is a range of national policy which is relevant to the development of the Renfrewshire LTS, which is summarised within the LTS document. This section outlines policies which contain provisions directly relevant to the IIA.

The Main Issues report provides further details of wider national policy.

2.2.1. Best start, Bright Futures: Tackling Child Poverty Delivery Plan 2022 to 2026 (2022)

[Best Start, Bright Futures](#) was published by Scottish Government in 2022, outlining the strategy to tackle child poverty in Scotland. The role of transport is underlined throughout the document, pointing towards the importance of affordability, and providing connections to essential services, employment centres and schools. For example, the document outlined that a community bus fund is planned, aimed at improving public transport availability, as well as expanding the concessionary fares offer to deliver free bus travel for all children and young people under the age of 22 (the latter has since been implemented). The Delivery Plan notes that a review of Demand Responsive Transport options will be undertaken to establish how they can help low-income families.

2.2.2. The National Walking Strategy Action Plan (2016-2026)

The [National Walking Strategy](#) was one of the first of its kind to be introduced across the world. The Strategy has been included in this section due to the potential mental wellbeing and physical health impacts for protected characteristic groups. It outlines a vision for Scotland ‘where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking’. The document sits within a wider strategy context of the National Performance Framework, with walking a key component on aiding the delivery of outcomes within the framework.

The aims of the strategy are: to create a culture of walking where everyone walks more often as part of everyday travel and for recreation and wellbeing, and secondly, to achieve better quality walking environments with attractive, well designed and managed built and natural spaces and places for everyone. In order for everyone to be able to walk and enjoy local walking environments, they must be accessible for all.

2.2.3. Local Transport Strategy Guidance (2024)

In 2024 Transport Scotland published their [guidance for Local Transport Strategies](#). The guidance aims to support local authorities in creating transport strategies for their area. The Guidance refers to a target to reduce car kilometres by 20% by 2030 against a 2019 baseline (this target is in the process of being reviewed as of April 2025, pending receipt of

advice from experts at the Climate Change Committee, expected in Spring 2025), with reduction of overall car use seen as essential to meeting Scotland's statutory emission targets. Reducing the dominance of private cars also aims to address existing inequalities, as those on low incomes, women, people with a disability, and people of non-white Scottish or British ethnicities are less likely to have access to or use a car, while negative effects of car use – air and noise pollution, road danger, community severance and congestion - fall disproportionately on those groups.

2.3. Regional and Local Policy

Regional and local policy relevant to the IIA is set out below. The Main Issues Report sets out further details of wider regional and local policy.

2.3.1. The Regional Transport Strategy for the West of Scotland (2023)

In July 2023, Strathclyde Partnership for Transport (SPT) published its [Regional Transport Strategy](#) (RTS) covering the period 2023 to 2038. The RTS sets a vision for the West of Scotland to be “an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all.”

The Strategy supports and follows the principles of the Sustainable Travel Hierarchy and aims to tackle key issues in the region: active living, access for all, quality of public transport, transport emissions, and regional connectivity. The RTS outlines policies in order to achieve the following objectives:

- To improve accessibility, affordability, availability and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs;
- To reduce carbon emissions and other harmful pollutants from transport in the region;
- To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys;
- To make public transport a desirable and convenient travel choice for everyone; and

- To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passenger and freight.
- In addition, the RTS establishes targets that are aligned with the national climate change targets, setting out the transformational change in behaviours that are required to achieve the Strategy's vision:
- By 2030, car kilometres in the region will be reduced by at least 20%;
- By 2030, transport emissions will be reduced by at least 53% from the 2019 baseline; and
- By 2030, at least 45% of all journeys will be made by means other than private car as the main mode.

2.3.2. Renfrewshire's Local Development Plan (2021)

The [Local Development Plan](#) spatial strategy focuses on placemaking and development within existing built-up areas and key redevelopment sites, aiming to facilitate sustainable development and a low carbon economy providing high quality new development in the right locations.

The policies and proposals outlined within the plan aim to provide a balance between the need to protect and enhance the environment in Renfrewshire as well as promoting development activity, new investment and sustainable and inclusive economic growth.

The key areas of relevance in the current LDP for the IIA include the focus on inclusive growth, green infrastructure and positive contribution to safe environments, sustainable transport and urban development.

Renfrewshire Council is in the process of preparing an updated Local Development Plan (LDP3), which will set out the long term vision for the area up to 2037 and beyond. This will reflect updated policies, including those captured in National Planning Framework 4. The aim is to deliver a place-based, people-centred and delivery focused plan for Renfrewshire which will set out an ambitious vision for the areas places, and the LDP will sit alongside and be influenced by community-led Local Place Plans and a Regional Spatial Strategy (RSS) for the Glasgow city region. The LDP will also support connections to new developments.

2.3.3. Renfrewshire Community Plan (2017-2027)

The [Community Plan](#) outlines the vision for a community that aims to have people ‘working together to make Renfrewshire a fairer, more inclusive place where all our people, communities and businesses thrive’.

The four key themes to help achieve this aim are acknowledged by the Plan and are highlighted below:

- **Thriving:** Maximising economic growth, which is inclusive and sustainable
- **Well:** Supporting the wellness and resilience of our citizens and communities
- **Fair:** Addressing the inequalities which limit life chances
- **Safe:** Protecting vulnerable people, and working together to manage the risk of harm

3. Summary of Local Transport Strategy

The Renfrewshire LTS has been developed following identification of problems and opportunities and identification of potential options, which in part were informed by public and stakeholder consultation. This chapter summarises the Vision, Priorities, Objectives and actions of the LTS.

3.1. Vision

The Vision Statement for the Renfrewshire LTS is as follows:

‘Renfrewshire to be an attractive place to live, work and visit, with walking, wheeling and cycling and public transport opportunities that are inclusive, affordable, integrated and safe to use; and a transport system which supports net zero targets, inclusive economic growth and the health and wellbeing of all’.

The Vision Statement has been informed by the wider policy context in particular the National Transport Strategy 2 and the Regional Transport Strategy, both of which place a strong emphasis on addressing the climate emergency and in supporting sustainable economic growth, the health and wellbeing of the local population and equality, safety and security for all. It was also developed with consideration for the Council’s Plan for Net Zero which commits to maximise sustainable transport opportunities and delivering inclusive, affordable transport systems.

3.2. Priorities

The Vision Statement is supported by a set of priorities informed by the same factors as the Vision Statement:

- Equality and Accessibility
- Net Zero Emissions
- Inclusive Economic Growth
- Safety and Security
- Resilience and Maintenance

3.3. Local Transport Strategy Objectives

The objectives take cognisance of SMART principles so they can be monitored and evaluated against future years (Specific, Measurable, Achievable, Relevant, Time-bound). The objectives also balance the need to be both aspirational whilst realistic and attainable.

The objectives are as follows:

- TPO1: Support fair and equitable access to sustainable modes of transport in Renfrewshire, that is integrated and easy to use for all
- TPO2: Support the continued reduction in harmful transport emissions across Renfrewshire
- TPO3: Increase the proportion of trips undertaken by walking, wheeling and cycling and public transport for everyday journeys
- TPO4: Improve transport connections within Renfrewshire and to neighbouring local authorities to support inclusive economic growth
- TPO5: Improve the safety of Renfrewshire's transport network through meeting Scottish Government casualty reduction targets
- TPO6: Provide a secure, resilient and well-maintained transport network that meets the needs of users

3.4. Local Transport Strategy Actions

Following the development of the Vision, Priorities and Objectives, options were generated and a short list of options developed. An appraisal was undertaken of the short-list, scoring each option against the objectives, STAG criteria and deliverability criteria in qualitative terms. Options retained following the appraisal form the Action Plans.

The full list of actions is available in **Appendix A**. The actions forming the LTS have been grouped into eight themes as set out below. It is noted that many of the actions will require working with partners to allow delivery and are subject to funding availability.

Table 3-1: Overview of LTS Themes

LTS theme	Description
Active Travel	The actions included within this theme focus on active travel, including: extending cycle networks, improving safety across active travel infrastructure (including lighting), access to hire bikes, secure cycle parking and public charging stations for e-bikes, improving signage and wayfinding, improving maintenance of the active travel network, exploring mobility hubs as part of wider measures and cycle training.
Behaviour Change	The actions included within this theme focus on Behaviour Change initiatives, including: initiatives within schools and with employers to encourage mode shift, Bikeability training 1 and 2 to primary school children, adult cycle training, travel plans for employers (including Renfrewshire Council) and increased support for applying for concessionary travel cards.
Public Transport and Shared Mobility	The actions under Public Transport and Shared Mobility include integrated ticketing to support affordability of public transport and working with partners to improve frequency and reliability of bus services. There is also a focus on improving physical accessibility of stops, stations and transportation. In addition, actions include improved links to Glasgow Airport, AMIDS and other strategic locations, bus priority measures, bus stop improvements, consideration of the potential for mobility hubs and support to establish local bus franchising. This theme also considers community transport and demand responsive transport, particularly for rural areas.
Road safety	Actions on road safety include reducing speed limits and introducing traffic calming measures, particularly around urban residential areas and schools. Actions also include targeted measures to reduce casualties and to improve road safety by partnering with Police Scotland.
Parking	This theme includes actions to examine the need for expansion of park and ride / mobility hub sites where there are capacity issues and provide provision where there currently is none. There are also actions to support private sector expansion of publicly available electric vehicle charging network, to increase the number of disabled parking spaces in proximity

	to trip attractors, implementation of pavement parking exemptions and to investigate the potential for a workplace parking license.
Road Network and Freight	Road Network and Freight actions include actions to progress with construction of targeted new road links and to explore the feasibility of targeted road improvements, to undertake an assessment of the road safety and environmental effects of HGV routeing through Renfrewshire's urban road network and to encourage developers to consider rail as an alternative to road for moving freight.
Environment	Environment actions include a continuation of monitoring air quality in the Council area, expanding decarbonisation of the Council's vehicle fleet and implementing climate change adaptation and resilience measures.
Digital Technology	Digital Technology actions include those related to supporting an integrated journey planning app, provision of Real Time Passenger Information at targeted bus stops, undertaking a study to expand the Urban Traffic Control network and measures to support the fibre network.

4. Evidence Review

4.1. Introduction

A baseline profile of the population living in Renfrewshire is necessary to enable an assessment of the potential impacts the LTS may have on groups with protected characteristics as well as those experiencing socio-economic disadvantage.

This chapter outlines the social and equalities baseline relevant to the LTS. This includes analysis of data and datasets from the National Records of Scotland (NRS) including mid-year population estimates as well as the results of Scottish Surveys Core Questions (SSCQ), Scottish Index of Multiple Deprivation and Census 2001, 2011 and 2022 data where appropriate. The most recently available data is presented at two geographical levels: Renfrewshire and Scotland.

4.2. Population Baseline

4.2.1. Population

According to the 2022 Scottish Census, the population of Renfrewshire is 183,874. Between 2001 and 2022, the population has grown by 6.4% which is slightly lower than the national figure (+7.4% growth).

The population projection between 2018 and 2028, predicts overall population growth of 2.5%, compared to a projection of 1.8% for Scotland as a whole ([National Records for Scotland](#)).

In 2022, Renfrewshire had the 9th highest population out of all 32 council areas in Scotland and by 2028 Renfrewshire is predicted to have the 10th highest population.

Table 4-1: Population for Renfrewshire and Scotland ([2001 Census](#), [2011 Census](#), [2022 Census](#))

Year	Renfrewshire	Scotland
2001	172,867	5,062,011
2011	174,908	5,295,403
2022	183,874	5,436,600
Percentage Change (2001-2022)	+6.4%	+7.4%

The data zone within Renfrewshire with the largest population increase was Rural North and Langbank, where there was a 138% increase in population between 2017 and 2021 (likely owing to Dargavel development in Bishopton being built in this period). This is the biggest population increase of any data zone in Renfrewshire during this period.

Paisley North 01 data zone also recorded a large population growth in this period (70%) while Paisley Ferguslie data zones 06 and 07 recorded the biggest decrease in population between 2017 and 2021 of -13% and -14% respectively.

4.2.2. Urban / Rural Geography

The Scottish Government's Urban Rural classifications provide a consistent way of distinguishing urban, rural, accessible and remote areas across Scotland in six categories based on population and accessibility. Based on this, 84% of Renfrewshire's population live in an urban area ('Large Urban Area' or 'Other Urban area'), including Paisley, Johnstone and Renfrew. 'Accessible small towns' such as Bridge of Weir comprise 9% of the population; and 'Accessible rural areas' such as Lochwinnoch comprise 8% of the population.

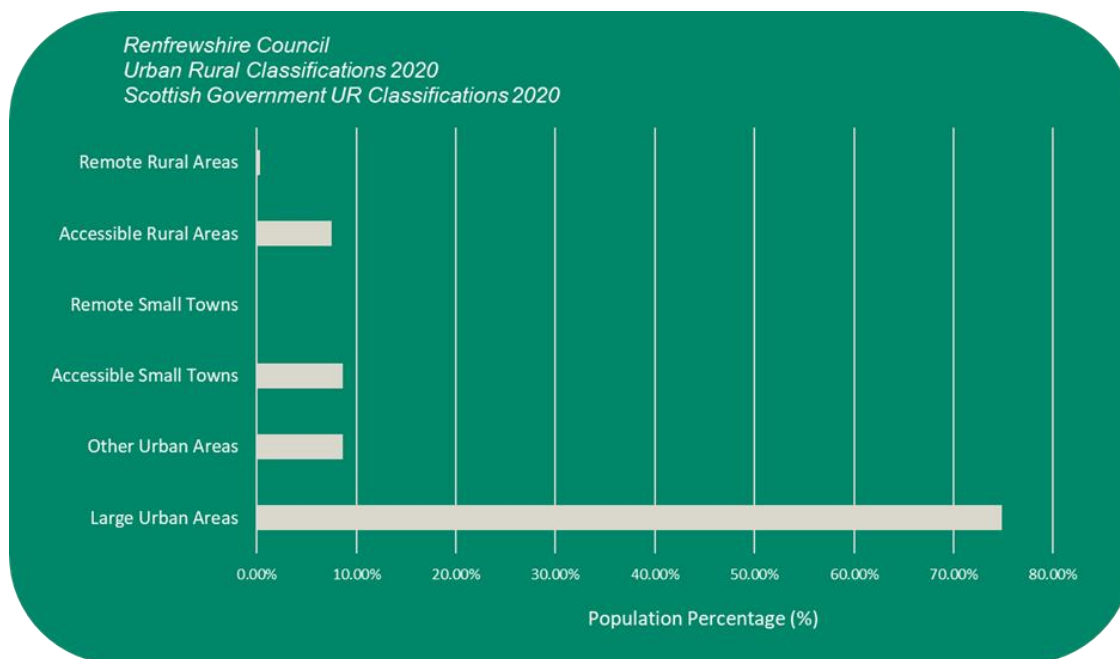


Figure 4-1: Renfrewshire population urban rural classifications ([Scottish Government 2020](#))

4.3. Protected Characteristic Groups

4.3.1. Age

The age breakdown for 2011 and 2022 is similar across both geographies, as shown in table 4-2 below. In 2022, 16.1% of the Renfrewshire population were aged between 0-15 compared to 16.4% in Scotland, while 19.5% of the Renfrewshire population were over the age of 65 compared to 20% nationally.

Renfrewshire and Scotland have an ageing population with those over the age of 65 forming a larger proportion of the population in 2022 compared to 2011.

Table 4-2: Age breakdown (%) by geographical area ([2011 Census](#) and [2022 Census](#))

Age range (years)	2011		2022	
	Renfrewshire (%)	Scotland (%)	Renfrewshire (%)	Scotland (%)
0-15	17.6	17.3	16.1	16.4
16-64	65.5	65.9	64.4	63.6
65 and over	16.9	16.8	19.5	20.0

4.3.2. Sex

There is a slightly higher proportion of females across both geographies (51.7% female in Renfrewshire compared to 51.1% in Scotland).

Table 4-3: Sex breakdown (%) by geographical areas ([2022 Census](#))

Sex	Renfrewshire (%)	Scotland (%)
Female	51.7	51.4
Male	48.3	48.6

4.3.3. Disability

Table 4-4 shows that in Renfrewshire, 24.7% of the population have a disability or long-term health condition that limits daily activities. This compares to 24.1% in Scotland as a whole. Of these, 11.7% of the Renfrewshire population have a disability or health conditions that limits daily activities ‘a lot’, which is slightly higher than the national figure (10.8%).

Table 4-4: Disability or long-term health condition breakdown (%) by geographical area ([2022 Census](#))

Disability	Renfrewshire (%)	Scotland (%)
Day-to-day activities limited a lot	11.7	10.8
Day-to-day activities limited a little	13.0	13.3
Day-to-day activities not limited	75.2	75.9

4.3.4. Race

The largest ethnic group in Renfrewshire is White Scottish, forming 85.6% of the population (compared with 77.7% in Scotland as a whole). The largest minority ethnic group is ‘African Other’ forming 1.1% of the population which is similar to the figure for Scotland (1%). Overall, a slightly smaller proportion of the Renfrewshire population represent non-White groups (5.5%) compared to Scotland as a whole (6.1%).

Table 4-5: Ethnic group breakdown (%) by geographical area ([2022 Census](#))

Ethnic group		Renfrewshire (%)	Scotland (%)
White	Scottish	85.6	77.7
	Other British	4.8	9.4
	Irish	1.0	1.0
	Gypsy or Traveller	<0.1	0.1
	Polish	1.3	1.7
	Other	1.8	3.0
Mixed or Multiple Ethnic Groups	Mixed or Multiple Ethnic Groups	0.9	1.7
Asian, Asian Scottish or Asian British	Indian, Indian Scottish/British	0.9	1.0
	Pakistani, Pakistani Scottish/British	0.9	1.3
	Bangladeshi, Bangladeshi Scottish/British	<0.0	0.1
	Chinese, Chinese Scottish/British	0.4	0.9
	Other Asian	0.4	0.6
African	African, African Scottish/British	0.1	0.1
	Other African	1.1	1.0
Caribbean or Black	Caribbean, Caribbean Scottish/British	<0.1	<0.1

Ethnic group		Renfrewshire (%)	Scotland (%)
	Black, Black Scottish/British	<0.1	<0.1
Other Ethnic Groups	Arab, Arab Scottish/British	0.3	0.4
	Other	0.3	0.5

4.3.5. Religion or Belief

The largest religious group in Renfrewshire is Church of Scotland, forming 20.8% of the population, followed by Roman Catholic, forming 19.1% of the population. Nationally, 20.4% of the population report Church of Scotland as their religion whilst 13.3% report Roman Catholic.

The largest minority religious group is Muslim, comprising 1.4% of the Renfrewshire population. This is lower than the figure for Scotland as a whole (2.2%). The second largest religious group is Sikh, representing 0.5% of the Renfrewshire population, which is slightly higher than the national figure (0.2%).

Table 4-6: Religion breakdown (%) across geographical areas ([2022 Census](#))

Religion	Renfrewshire (%)	Scotland (%)
Church of Scotland	20.8	20.4
Roman Catholic	19.1	13.3
Other Christian	4.1	5.1
Buddhist	0.2	0.3
Hindu	0.3	0.6
Jewish	<0.1	0.1
Muslim	1.4	2.2

Religion	Renfrewshire (%)	Scotland (%)
Sikh	0.5	0.2
Pagan	0.3	0.4
Other religion	0.2	0.2
No religion	47.2	51.1
Religion not stated	5.9	6.2

4.3.6. Sexual Orientation

As shown in the table below, the proportion of the population who identify as gay or lesbian, bisexual or another sexual orientation is similar across both geographies (3.7% in Renfrewshire and 4.1% nationally).

Table 4-7 Sexual orientation breakdown (%) across geographies (2022 [Census](#))

Sexual orientation	Renfrewshire (%)	Scotland (%)
Heterosexual/Straight	88.8	87.8
Gay or Lesbian	1.8	1.8
Bisexual	1.5	1.8
Other Sexual Orientation	0.4	0.5
Not answered	7.5	8.2

4.3.7. Gender Reassignment

According to the 2022 Census, the proportion of the population who identify as a trans man, trans woman, non-binary or another trans status (or unspecified) is 0.5% in both Renfrewshire and Scotland as a whole.

Table 4-8 Gender reassignment breakdown (%) across geographies ([2022 Census](#))

Gender reassignment	Renfrewshire (%)	Scotland (%)
Not trans and does not have a trans history	93.9	93.6
Trans man	0.1	0.1
Trans woman	0.1	0.1
Non-binary	0.2	0.2
Trans status or history (not specified)	0.1	0.1
Other trans status or history	<0.1	<0.1
Not answered	5.8	5.9

4.3.8. Pregnancy and Maternity

In 2023, there were 1,663 births in Renfrewshire which was a 5.2% decrease from 1,754 births in 2022. The standardised birth rate was 8.8 per 1,000 population ([National Records for Scotland](#)).

The most common age group of mothers was 30 to 34 (628 births) while the least common age group of mothers was 0 to 19 (35 births). This age group (0-19 years) has seen the largest percentage decrease in births since 2003 (-76.4%) whilst the over 40 age group has seen the largest percentage increase in births (+56.1%) ([National Records for Scotland](#)).

4.3.9. Marriage and Civil Partnership

The legal partnership status of the Renfrewshire and Scottish populations are very similar. In Renfrewshire, 38.4% of the population have never been married (compared with 38.1% in Scotland) and 43% are married or in a civil partnership, compared with 44% of the Scottish population, whilst 8.4% of the population in both geographies are divorced or had their civil partnership dissolved.

Table 4-9 Legal partnership status breakdown (%) by geographical area ([2022 Census](#))

Legal partnership status	Renfrewshire (%)	Scotland (%)
Never married	38.4	38.1
Married/Civil Partnership	43.0	44.0
Separated but still legally married or in civil partnership	2.7	2.4
Divorced or civil partnership dissolved	8.4	8.4
Widowed	7.5	7.0

4.4. Socio-economic Disadvantage

The Scottish Index of Multiple Deprivation (SIMD) is a Scottish Government tool which splits the country into over 6,000 data zones. The tool takes data from several different indicators to give each data zone an overall ranking. This data can then be used to show which areas record high levels of deprivation. The data zones are split into ten deciles (10% increments), where Decile 1 indicates high levels of deprivation and Decile 10 indicates low levels.

The figure overleaf shows the deprivation deciles for Renfrewshire, with red indicating higher levels of deprivation and blue showing lower levels of deprivation.

As shown, levels of deprivation vary across Renfrewshire Council area. There are multiple areas of high deprivation within urban areas in the east, such as Paisley, Renfrew and Johnstone (although some areas here also have data zones with low levels of deprivation). Lower levels of deprivation are primarily recorded in the west and north of the local authority area, such as around Bridge of Weir, Erskine and Bishopton.

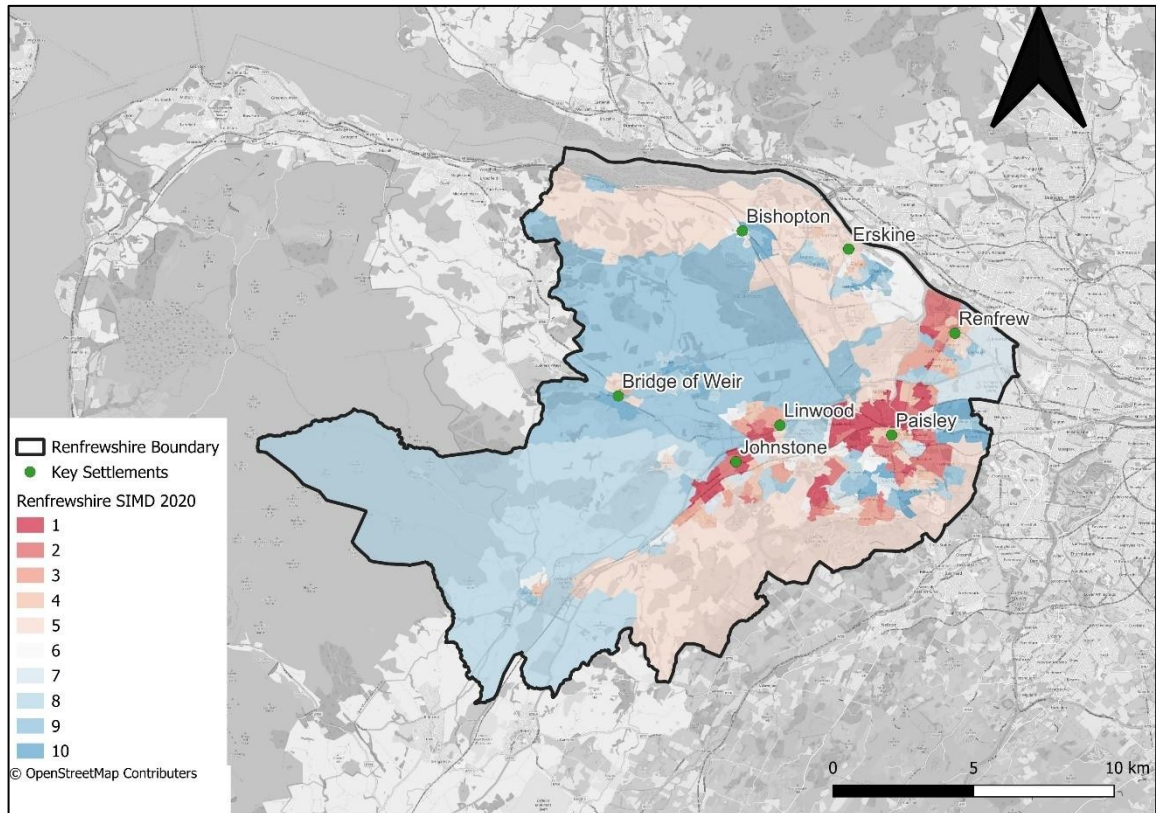


Figure 4 2: Renfrewshire Scottish Index of Multiple Deprivation deciles

Table 4-10 shows the split of data zones across the deciles. Renfrewshire has a higher proportion of data zones (15%) in the 10% most deprived category. Overall, 25% of data zones fall in the top 20% of deprived category in Renfrewshire, which is higher than the percentage for Scotland, whilst the proportion in the least deprived 20% mirrors the Scotland-wide average.

Table 4-10 Scottish Index of Multiple Deprivation deciles for Scotland and Renfrewshire (SIMD 2020)

Scottish Index of Multiple Deprivation 2020 All Deciles										
	1	2	3	4	5	6	7	8	9	10
Scotland	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Renfrewshire	15%	10%	10%	11%	9%	8%	6%	10%	12%	8%

4.5. Employment

The Labour Market Profile of Renfrewshire for the period July 2023 to June 2024 shows that 73.8% of Renfrewshire's working age population were economically active and in employment. This is slightly lower than the national figure (74.5%). Across both geographies, the proportion of the population who are economically active in employment has increased since 2011. Unemployment rate in the same period was 3.5% of the economically active population for both Renfrewshire and Scotland.

Table 4-11 Economic Activity Status (%) across geographies, 2011, 2023-2024 ([NOMIS](#))

Economic Activity Status	2011		2023-2024	
	Renfrewshire (%)	Scotland (%)	Renfrewshire (%)	Scotland (%)
Economically active: in employment	66.9	70.5	73.8	74.5

Table 4-12 provides a breakdown of people who are economically inactive. For some categories, data is unavailable at the council level and therefore not included.

Renfrewshire has a larger proportion of retired residents compared to Scotland as a whole (23.9% compared to 14.5% respectively). 20.1% of the Renfrewshire population look after the family / home compared to 16.3% in Scotland, and 31.9% are long-term sick, which is similar to the national figure (32.7%).

Table 4-12 Economic inactivity categories (%) across geographies, April 2023-March 2024 ([NOMIS](#))

Economic inactivity	Renfrewshire (%)	Scotland (%)
Student	23.3	24.8
Looking after family/home	20.1	16.3
Temporary sick	N/A	2.5
Long-term sick	31.9	32.7
Retired	23.9	14.5
Other	N/A	8.9

As shown in Table 4-13, the largest employment sector in Renfrewshire is ‘professional occupations’ (24.6%) although this is slightly lower than the figure for Scotland. Overall, 47.1% of the Renfrewshire population are employed in the major employment groups 1-3 (managers, directors, senior officials, professional occupations and associate professional and technical occupations), compared with 50.5% of the Scottish population. A larger proportion of the Renfrewshire population work in sales and customer occupations (13.4%) compared with Scotland as a whole (6.4%).

Table 4-13 Employee jobs by broad sector group (%) across different geographical areas, 2023-2024 (NOMIS)

Occupation	Renfrewshire (%)	Scotland (%)
Managers, directors, senior officials	5.3	8.0
Professional occupations	24.6	26.4
Associate professional & technical occupations	17.2	16.1
Administrative & secretarial occupations	12.4	9.5
Skilled trades occupations	8.5	9.3
Caring, leisure & other service occupations	5.1	9.0
Sales & customer service occupations	13.4	6.4
Process plant / machine operatives	5.8	5.5
Elementary occupations	7.7	9.7

4.6. Education

Table 4-14 provides a breakdown of educational attainment in Renfrewshire and Scotland. In Renfrewshire, 30.5% of the population have degree level qualifications and above, which

is similar to the figure for Scotland (32.5%). 16.7% of both geographies have no qualifications and a similar proportion have lower school qualifications (18.6% in Renfrewshire and 18.9% in Scotland) and upper school qualifications (10.7% in Renfrewshire and 11.1% in Scotland).

Table 4-14 Educational attainment (%) by different geographical area ([2022 Census](#))

Educational attainment	Renfrewshire (%)	Scotland (%)
No qualifications	16.7	16.7
Lower school qualifications	18.6	18.9
Upper school qualifications	10.7	11.1
Apprenticeship qualifications	8.4	7.6
Further education and sub-degree higher education	15.1	13.2
Degree level qualifications and above	30.5	32.5

4.7. Health

Table 4-15 shows the life expectancy for males and females in Renfrewshire and Scotland. As shown, life expectancy for both males and female in Renfrewshire is slightly lower on average compared to Scotland as a whole.

Table 4-15 Life expectancy across geographies, 2019-2021 ([National Records for Scotland](#))

Life Expectancy	Renfrewshire (%)	Scotland (%)
Life expectancy males (2019-2021)	75.5	76.5
Life expectancy females (2019-2021)	80.0	80.8

Healthy life expectancy refers to the average number of years a person can expect to live in full health (without significant illnesses or injuries) compared with normal life expectancy, which counts the average total lived years regardless of health status ([World Health Organisation](#)). Although life expectancy for females is higher than males, in the period

2019-2021, the *healthy* life expectancy for males was 59; females was lower at 58.4. This compares to 61.1 for females and 60.4 for males in Scotland ([ScotPHO](#)).

As reported by the Renfrewshire Health & Social Care Partnership ([HSCP](#)), the Renfrewshire Strategic Planning Group's Health and Wellbeing Priorities highlight that some of the key health priorities to address within Renfrewshire include:

- Helping people feel connected to their communities and addressing loneliness and social isolation.
- Addressing low-level mental health issues by developing appropriate support.
- Reducing health inequalities by improving health outcomes for particularly affected groups (minority ethnic groups and people in lower socio-economic groups).
- Developing support for children in their early years and vulnerable families impacted by inequalities that can lead to poorer health, developmental and educational outcomes.
- Recognising the importance that housing plays in people's health and wellbeing and prevent homelessness.

Renfrewshire is part of NHS Greater Glasgow and Clyde Health Board. There is limited data available specific to this health board on health issues such as obesity. However, national data finds that 67% of adults are overweight, with 29% of those obese. In addition, a third of children (33%) are at risk of being overweight/obese. Between 2022/23, 13.9% of children in the most deprived quintile were at risk of obesity which was more than double the rate of children in the least deprived quintile (6.8%) ([Obesity Action Scotland](#)).

Engagement will be undertaken with targeted stakeholders on the final themes and also to gauge further detail on health and obesity in Renfrewshire and the likely health impacts of the LTS.

4.8. Access to Transport Options

Table 4-16 provides data on the mode of travel for work for all people aged 16 and over in employment. The most common mode of travel is 'driving a car or van' (48.9%) which is slightly higher than the national figure (45.9%). A smaller proportion of the Renfrewshire population travel to work on foot (4.8%) compared to Scotland as a whole (7.3%). The same is true for cycling, with 0.7% of the Renfrewshire population travelling to work on a cycle compared to 1.4% of the Scottish population.

30.8% of the population work mainly at or from home which is similar to the Scottish figure (31.6%). There has been an increase nationally in the proportion of the population who work from home following the Covid-19 pandemic. This has been identified as opportunity for reducing the number of cars on the road, particularly during rush hour.

Table 4-16 Mode of travel to work (%) across geographies ([2022 Census](#))

Travel to work	Renfrewshire (%)	Scotland (%)
Work mainly at or from home	30.8	31.6
Driving a car or van	48.9	45.9
Passenger in car or van	3.9	3.6
Taxi or private hire	0.9	0.6
Motorcycle, scooter or moped	0.2	0.2
On foot	4.8	7.3
Bicycle	0.7	1.4
Bus, minibus or coach	5.3	5.7
Train	3.5	2.3
Underground, subway or train	0.1	0.2
Other	0.9	1.3

In terms of car ownership, Renfrewshire has the highest vehicle ownership per head than any other local authority in Scotland. However, it is noted that Renfrewshire accounted for 25% of all company cars registered, compared to only 5% of all cars, which will impact these figures ([Scotland Transport Statistics 2021](#)).

4.9. Road, Rail and Bus

The road network in Renfrewshire includes motorways, A roads and B roads. The M8, M898, A898, A8T (West Ferry roundabout to Inverclyde) and A737 form part of the trunk road network, which are maintained by Transport Scotland. Other roads are local and are maintained by the Council.

The rail network in Renfrewshire includes two rail lines from Glasgow; a rail line that terminates at Paisley Canal and a line to Paisley Gilmour Street that splits off into the Inverclyde line via Bishopton and the Largs / Ardrossan / Ayr line via Johnstone.

There is also an extensive bus network in Renfrewshire, alongside Demand Responsive and Community Transport which operates in the area. Private operators run commercial bus services registered with the Traffic Commissioner for Scotland. SPT manages bus stations and bus stops and provides a range of specialist bus services within the Strathclyde region from socially necessary bus services and Community Transport to co-ordinating school transport. Renfrewshire Council provides infrastructure such as bus shelters, high access kerbs and bus priority measures.

Further details are available in the Main Issues Report.

5. Key Issues and Evidence

The information below highlights some of the key issues and evidence around children and young people (CRWIA), other protected characteristic groups (EqIA), socio-economic disadvantaged groups (FSDA) and health (HIIA). It refers specifically to Renfrewshire and nationally. This will be used to assess the impacts of the LTS.

5.1. Children and Young People (CRWIA)

- Across Scotland, the Young Scot National Entitlement Card (NEC) is available for free for anyone aged 11 to 25 living in Scotland. The card provides free bus travel for those under the age of 22 and for those aged 16, 17 or 18, cheaper train and ferry fares. The uptake in Renfrewshire was 70.9%, which was slightly higher than the national figure of 68.3%, ranking Renfrewshire the eight highest usage of Scotland's local authorities ([Transport Scotland, 2021](#)).
- Young people are more likely to rely on public transport to access education, public services, economic opportunities and social activities ([Transport Scotland, 2021](#)). Renfrewshire has 50 primary schools, 11 secondary schools and two additional support needs schools educating more than 23,000 young people ([Paisley Live](#)). Children living in more rural parts of Renfrewshire may be particularly impacted by a lack of frequent and well-connected bus services and this poses a barrier to accessing educational and social opportunities. As such, children and young people are likely to benefit from increased investment into public transport and active travel, particularly in rural areas.
- Just under a quarter of children in Renfrewshire are living in poverty and child poverty is rising. Poverty in childhood has a severe limiting effect on the prospects for a child both at present and later in life. Employment is not always a barrier for poverty as two thirds of children living in poverty in Renfrewshire are living in a household where at least one person is working ([Renfrewshire's Community Learning and Development Strategy 2021-2024](#)).
- According to the [Scottish Health Survey](#), in 2019, 16% of children were at risk of obesity. Access to active travel and transport systems that encourage active living, and regular physical activity is an important factor in combating obesity, as well as having beneficial impacts on mental health and wellbeing.

- Reports into the effects of road traffic noise and behavioural problems in children ([Hjorteberg, D. et al 2015](#)) state that traffic-related noise is correlated more broadly with lower health-related quality of life in children and they are more vulnerable to the effects of poor air quality compared to the overall population.
- In 2022, there were 294 child pedestrian casualties recorded across Scotland, which accounted for 33% of all pedestrian casualties ([Transport Scotland](#)). Children from deprived areas and certain ethnic groups are also more at risk.
- As reported in the Scottish Governments [School Transport Guidance 2021](#), a key safety issue for children is school transport. A journey home from school in the afternoon has more risks than the journey to school in the morning, especially when walking or cycling.
- The [School Streets Initiative](#) promotes the introduction of School Streets (a temporary restriction on motorised traffic on roads outside schools during drop-off and pick-up times). This is a potential solution to tackle air pollution and road danger for children attending schools.
- The LTS does not have any significant negative impact on children and young people. The LTS has taken into account the needs and rights of children and young people.
- The LTS promotes a number of children's rights under the UNCRC including Article 2 (no discrimination), Article 3 (best interests of children), Article 4 (making rights real) and Article 31 (rest, play, culture, arts). Further reference is made to specific articles under the UNCRC where the LTS actions are assessed as having an impact on children's rights.

5.2. Protected Characteristic Groups (EqIA)

5.2.1. Age: Older People

- 19.5% of the Renfrewshire population are over the age of 65 and the population is ageing - a trend reflected across Scotland ([2022 Census](#)). Therefore, the needs of older people and the likely impacts of the LTS on older people should be considered inclusively. It is also likely that as the proportion of older people increases, there is likely to be an increase in age-related disabilities. This can lead

to increased pressures on local health service provision and requirements for increased accessible provision of public services.

- Older people are more likely to rely on public transport to access services such as shops, post offices, healthcare centres and visiting friends and relatives. Older people may be less likely to drive due to medical problems, therefore having access to public transport supports elderly people to engage in meaningful activities and is therefore beneficial for their wellbeing.
- As bus accessibility is reduced in more rural areas, older people may benefit from the introduction of community buses or Demand Reactive Transport (DRT) in these regions.
- Across Scotland, people over the age of 60 are eligible for free bus travel through the National Entitlement Card ([Transport Scotland](#)).
- Reports into the association of road traffic noise and increased cardiovascular morbidity (Halonen, J. et al 2015) states that both noise and poor air quality has increased health risks for the elderly.

5.2.2. Sex

- Women are more likely to use public transport to make multi-stop and multi-purpose trips combining travel to work with trips for other purposes, such as taking children to school, looking after family members or shopping ([Sustrans](#)). Their reliance on public transport makes them more vulnerable to changes to transport services than men.
- Women's concerns when traveling on public transport largely relate to gender-based violence and assault, including sexual harassment when travelling. Safety concerns could be heightened where public transport facilities are understaffed and when they are located in remote areas. As such, the impact of the LTS on both perceived and actual safety for women using active travel or public transport should be considered.
- Research into factors that affect pedestrians' perceptions of safety, comfort and pleasantness (Trop, T., Shoshany Tavory, S., & Portnov, B. A. 2023) states that a key factor for women's perceptions of safety is street lighting, with women planning journeys to avoid routes without street lighting at night.

- Women are underrepresented in cycling figures. A 2018 report from [Sustrans](#) found that 73% of women living in seven major UK cities ‘never ride a bike’ for local journeys, despite having a positive perception of cycling.
- Data from the Scottish Household Survey ([SHS](#)) suggests that women are less likely to meet the recommended levels of physical activity than men. In 2021, the SHS found that 73% of men met the guidelines for moderate or vigorous physical activity compared to 65% of women. Therefore, improvements made to encourage active travel methods could increase the number of women walking, wheeling and cycling and increase the number of women who meet the recommended levels of physical exercise.

5.2.3. Sexual Orientation and Gender Reassignment

- LGBTQIA+ people may have concerns regarding their security and safety on public transport. Whilst data is not available at the local authority level, across Scotland there was a 10% increase in the number of hate crimes based on sexual orientation in 2021-22 compared to the previous year. In 2021-22, 27% of hate crimes had a sexual orientation aggravator ([Scottish Government, 2023](#)).
- Across Scotland there was an 87% rise in hate crime charges based on transgender identity in 2021-22 compared to the previous year ([Scottish Government, 2023](#)).
- As LGBTQIA+ people make up a small proportion of the Renfrewshire population, they may travel to nearby cities (such as Glasgow) to reach LGBTQIA+ friendly venues and gender affirming healthcare clinics. Therefore, links to the city centre could be particularly important to this group.

5.2.4. Pregnancy and Maternity

- Pregnant women are mobility restricted, particularly at later stages of pregnancy and may have concerns or issues with regards to accessibility and safety as well as needing to access facilities whilst feeling nauseous or ill whilst travelling.
- Research into acute effects of air pollutants on spontaneous pregnancy loss ([Leiser, C. et al \(2019\)](#)) found pregnant women are also more vulnerable to poor air quality, which increases the risk of miscarriage, premature births, and low birth rates.

5.2.5. Disability

- 11.8% of the Renfrewshire population have a disability or health condition that limits daily activity 'a lot'. In addition, the number of age-related conditions is likely to increase due to the ageing population.
- The [Disability Resource Centre](#) is a day centre in Paisley which provides services for physically disabled and sensory impaired people living in Renfrewshire. Whilst the Centre can arrange accessible transport for visitors, due to limited spaces, many people make their own way there by accessible taxi or MyBus service.
- Across Scotland, the National Entitlement Card provides free travel on local buses for people with qualifying disabilities. However, there are still concerns regarding additional costs associated with accessible transport options. The cost of vehicle and service adaptations for passengers with a disability could potentially be met by service providers rather than passed on to users.
- Cycling rates amongst the disabled population are lower than those who are not disabled. Furthermore, of the people with a disability who do cycle, 75% use their cycle as a mobility aid. Findings from the [Office for National Statistics](#) found that people with a disability cite inaccessible infrastructure, the cost of non-standard cycles and the inability to cycle in places where a mobility scooter would be allowed as the biggest barrier of cycling ([European Heart Journal](#)).
- People with a disability may be disproportionately impacted by traffic-related emissions, as well as dust and emissions created through construction and maintenance of transport infrastructure ([Science of the Total Environment](#)).
- For some people with disabilities, such as learning disabilities, wayfinding can be more difficult when travelling. Clear signposting and improved wayfinding strategies are necessary to make it easier for people with a diverse range of disabilities to navigate towns.
- Research from Transport Scotland indicates that generally, people with a disability are slightly less positive about their experiences using public transport than people who are not disabled, although differences were small for most aspects. The area where the difference was highest was whether individuals 'felt safe and secure on the [bus or train] at night' – 58% of people with a disability said they felt safe and secure compared to 73% of non-disabled people ([Disability and Transport, Transport Scotland](#)).

5.3. Socio-economically Disadvantaged (FSDA)

- Data from the SMID shows that 25% of data zones in Renfrewshire are in the 20% most deprived data zones nationally. Reporting from [Renfrewshire Health & Social Care Partnership](#) notes that between 2019-2020, 23.1% of children in Renfrewshire were living in poverty after housing costs.
- People with a disability tend to have higher costs of living than non-disabled people. On average, disabled adults face extra costs of £583 per month. Having one disabled child costs an average family an extra £528 per month and for almost a quarter of families with disabled children, extra costs amount to over £1,000 per month ([Glasgow Social Recovery Taskforce](#)).
- 79% of people in Renfrewshire spend more than 10% of their weekly household income on transport and 17% of people pay more than 15% of their weekly household income on transport (although this is lower than the national figures, 84% and 24% respectively).
- A [2019 NatCen Study](#) found that there are three underlying factors that influence the relationship between transport and inequality: the way people are distributed geographically and across social classes, the way opportunities are distributed (including jobs and education) and how accessible the transport system is in terms of cost, geographic accessibility and the time and reliability of different transport options.
- People living in deprived areas tend to live in more hazardous environments, with greater proximity to high volumes of fast-moving traffic and high levels of on-street parking. As such, people living in more deprived neighbourhoods have higher levels of exposure to road traffic risk and negative health impacts associated with air pollution ([Government Office for Science](#)).
- 9% of the Renfrewshire population live in ‘accessible small towns’ and 8% live in ‘accessible rural areas’. Across Scotland, rural households are more likely to have access to a personal vehicle (96%) than households in urban areas (72%). Research into forced car ownership ([Mattioli, 2017](#)) found that rural households may be forced into forced car ownership despite financial constraints due to a lack of public transport options in rural areas and the connection between transport and social exclusion which can result in cutting household expenditure, limited travel activity and increasing vulnerability to fuel price fluctuations.

- Transport cost increases can disproportionately affect socio-economically disadvantaged groups, contributing to broader societal inequities because of the price and availability of transportation choices. Many low-income people may therefore be less able to maintain social relationships or to access health appointments, work or training possibilities that could improve their standard of living.
- A 2023 report by the Social Market Foundation found that 5 million people in the UK are in transport poverty (8% of the UK population). This was calculated by measuring the number of households that would move out of poverty if their transport costs were eliminated ([Social Market Foundation](#)). In the year ending March 2020, the average UK household spent £106 on motoring per week. Most of these costs come from areas outside of the government's direct control (new vehicles, maintenance, and the global price of oil).
- [Sustrans](#) research found that poor cycle parking stops people on lower incomes from cycling, but that residential cycle parking provision can benefit low-income households who may not have a secure place to park a cycle at home (particularly people living in flats rather than houses).

5.4. Health (HIIA)

- In Renfrewshire, 28.9% of residents are in the 20% most deprived areas nationally for health indicators ([Renfrewshire Health & Social Care Partnership](#)).
- With an ageing population, age-related health conditions are likely to increase over the next decade in Renfrewshire.
- People with a disability are twice as likely to face isolation, and 71% of people with a disability have difficulty in taking part in things locally ([Renfrewshire Health & Social Care Partnership](#)).
- Across Scotland, people living in the most deprived areas are nine times more likely to have an alcohol-related admission to hospital and 18 times more likely to have a drug related death than people in least deprived areas. The gap in life expectancy (19 years for males and 13.9 years for females) between people in the most and least deprived areas has increased since 2008 (Renfrewshire Health & Social Care Partnership).

6. Consultation

6.1. Introduction and Overview

A round of consultation was undertaken in spring 2024. The purpose of this was to understand transport problems and opportunities in Renfrewshire and potential options to address these to support the development of the LTS.

The consultation was open to receive feedback on all modes of transport across Renfrewshire and ran from Thursday 16th May to Thursday 27th June. There were several methods of contribution for this consultation, including:

- Online survey (paper copies were also available upon request and were placed in libraries);
- Online interactive map;
- Online workshops with Elected Members and stakeholders;
- In person events at five supermarkets; and
- In person engagement events with the local community, including people living with disabilities and people with lived experience of poverty.

6.2. Findings

The key findings from the consultation which are of relevance to the Integrated Impact Assessment have been summarised below. They are categorised as points relating to socio-economic disadvantage, children and young people, and disability. Additional feedback, relevant across multiple population groups, is also summarised.

6.2.1. Socio-economic Disadvantage (FSDA)

- 12.8% of survey responses said that the cost of public transport was one of the biggest negatives faced in relation to transport in Renfrewshire. Cost of public transport was identified as the third largest barrier (following provision and frequency).
- Respondents commented on the need for new bus and rail services, particularly in rural areas such as Langbank, and that integrated ticketing should be introduced between operators and modes.

- It was suggested that parking should be made free, as users could previously park in town for 3 hours for free.
- It was raised that it is more difficult for residents who live outside of urban settlements such as Paisely, Johnstone and Renfrew to access areas outside of the local authority due to gaps in the bus network. Public transport needs to be well connected to employment sites such as Glasgow International Airport, Hillington Industrial Estate and the Royal Alexandra Hospital.

6.2.2. Children and Young People (CRWIA / EqIA)

- Some responses highlighted the need to reduce vehicle speeds to improve safety for all, including outside of schools and in residential areas.
- School congestion was highlighted, and it was suggested there be greater emphasis on walking and cycling to school to prevent traffic congestion outside the school gate.

6.2.3. Disabled People (EqIA)

An engagement session was held with people with disabilities and people with sensory impairments. The key challenges raised were as follows:

- **Buses:** Buses can be unreliable, with times changing and limited services in rural areas; wheelchair and pushchair spaces are often full; there is a lack of audio and visual announcements; ramps are not universally available; drivers can pull away too quickly; payment systems can be confusing; and buses can be overcrowded and feel unsafe.
- **Community Transport:** Some services are often cancelled and have become too unreliable to use but there is still a need for community transport.
- **Rail:** Understaffed stations; difficulty getting on and off trains; not all stations have ramps; unlit stations; lifts at stations do not always work; and some services are regularly cancelled.
- **Taxis:** Lack of accessible taxis; cost of taxis compared to other modes of travel which is a barrier for those who cannot use bus or rail.
- **Walking/wheeling:** Parked cars can obstruct walkways; lack of dropped kerbs extends walking distances; uneven pavements, puddles and bins can be dangerous.

- **Other:** High cost of adaptive cars.

Key opportunities and suggestions raised included:

- Raised kerbs at bus stops;
- More space on public transport for wheelchair users;
- Increased number of buses in MyBus fleet;
- Better integration of public transport, including an app to plan journeys;
- Travel buddy schemes;
- More buses should have a tail lift;
- Taxi operators should have a minimum number of accessible taxis;
- More frequent buses with direct routes; and
- All train platforms and stations should be accessible, with universal ramp provision for trains and buses.

6.2.4. Additional feedback

- Across the different consultation workshops and surveys, there was feedback on **Demand Responsive and Community Transport**, which suggested that this should be explored in areas with limited bus routes.
- The biggest barrier for transport was identified as the **transport provision and frequency within Renfrewshire and connecting to other areas**. The most frequently selected survey response for the action which would have the biggest positive impact was **improved public transport provision** within Renfrewshire (32.9%) and connecting Renfrewshire to other areas (31.1%). 20.5% of survey respondents selected that improvements to the local bus network was the most important thing to be included in the LTS; this was the most popular survey response for this question. Overall, the feedback was in favour of more frequent and better connected public transport.
- **Poor support for vulnerable groups** was mentioned a number of times, as was a lack of options for those without alternative private modes of transport, which can have socially isolating effects.
- **Personal safety concerns** were raised, with feedback generally in favour of speed limit reduction, traffic calming measures and the need to repair potholes. Lack of lighting was also identified as a problem and anti-social behaviour on bus

networks. In addition, 73.2% of survey respondents agreed that more priority needs to be given to the gritting of pavements and footpaths and 67% agreed that speeding traffic is an issue.

- **Congestion in town centres** (particularly in rush hour and during school times) was highlighted as a problem. Johnstone town centre was identified as an area where congestion can be an issue, in part owing to on street parking on narrow roads.
- Speed bumps were discussed at a workshop as being ineffective and uncomfortable for people with chronic pain issues (as are potholes). Alternatives could be used (e.g. speed cameras) to address this issue.
- To encourage active travel, more accessible provision is required, such as additional space for adaptive cycles and more traffic-free active travel routes for leisure.
- Some feedback stated there should be walking and cycling benefit awareness campaigns, cycling proficiency courses and the introduction of a minimum standard for cyclists (such as reflectors, bells, and insurance cover).
- The online map received a large number of comments focused on improving the safety of cyclists and pedestrians.
- The lack of integrating ticketing across different public transport modes was identified as a challenge.

6.3. Second Round Engagement

Further engagement was undertaken in summer 2025 to receive feedback on the Draft LTS and supporting documents, including the Draft Integrated Impact Assessment. As part of this second round engagement, a workshop was undertaken with stakeholders in the health sector to provide further insights into health inequalities and potential impacts. Comments raised during the workshop include the following:

- Broad support for active travel actions that encourage walking, wheeling and cycling and the potential to improve access to health and social care support;
- The cost-of-living-crisis can pose a challenge for residents participating in active travel.
- Consideration should be given to how people can access mobility hubs.

- Consideration should be given to people with sensory loss and how they can access public transport.
- There is potential for actions to benefit groups such as older people and women, who are more likely to use public transport.
- For people with learning disabilities, accessibility of public transport is dependent on the quality and availability of transport. Improvements to public transport could support the independence of people with learning disabilities.
- Increased digitisation can raise the risk of digital exclusion; this should be taken into consideration.
- The cost-of-living crisis poses a challenge, as not everyone has access to digital devices.

Feedback from the workshop has been used to inform the LTS and IIA.

7. Assessment of Impacts

7.1. Introduction

This IIA assesses the potential indirect and direct impacts of the LTS actions included within each of the eight themes (active travel, behaviour change, public transport and shared mobility, parking, road safety, road network and freight, environment and digital technology) against the requirements of the EqIA, CRWIA, FSDA, and HIIA:

- The EqIA addresses how different protected characteristic groups (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief and sex) may be disproportionately or differentially impacted by the LTS actions.
- The CRWIA considers the impact of the LTS actions on children and young people's rights and wellbeing.
- The FSDA assesses the socio-economic impacts of the LTS actions and whether they are likely to exacerbate or reduce inequalities caused by socio-economic disadvantage to ensure the LTS contributes to a fairer society.
- The HIIA evaluates potential health impacts of the LTS actions and how the actions may affect health inequalities.

7.2. Assessment Framework

Socio-economic, health impacts and impacts on protected characteristic groups, including children, are assessed on magnitude and sensitivity. These consist of:

- **Magnitude of impact:** the extent to which the impact would affect protected characteristic groups/households of lower economic status or extent of health impact by considering the numbers or proportion that would experience the impact.
- **Sensitivity to the impact:** this considers how those impacted might respond and their ability to adapt (where negatively impacted). If the impacted group has no alternatives, they would be considered highly sensitive, whereas if the group are able to function as normal, the sensitivity of the impact would be considered low.

Table 7-1: Impact rating matrix

		Magnitude of impact			
		No change	Low	Medium	High
Sensitivity to impact	High	Neutral	Minor or moderate	Moderate or major	Major
	Medium	Neutral	Minor	Moderate	Moderate or major
	Low	Neutral	Neutral or minor	Minor or moderate	Minor or moderate

Following the assessment of actions included within each theme, they are categorised as having an overall positive, negative or neutral impact for each of the impact assessment criteria. A 7-point scale is used in the assessment as indicated below:

Table 7-2 Summary of 7-point scale

Major positive impact
The action provides a major contribution to the achievement of the Public Sector Equality Duty/supports the UNCRC/reduces inequality of socioeconomic or health outcomes.
Moderate positive impact
The proposed action contributes significantly to the achievement of the Public Sector Equality Duty/supports the UNCRC/reduces inequality of socioeconomic or health outcomes.
Minor positive impact
The proposed action contributes to the achievement of the Public Sector Equality Duty/supports the UNCRC/reduces inequality of socioeconomic or health outcomes, but not significantly.
Neutral impact
The proposed action is related to, but does not have any impact on, the achievement of, the Public Sector Equality Duty/the UNCRC or impact health or socioeconomic inequalities.
Minor negative impact
The proposed action detracts from the achievement of the Public Sector Equality Duty/supports the UNCRC/reduces inequality of socioeconomic or health outcomes, but not significantly.
Moderate negative impact
The proposed action detracts significantly from the achievement of the Public Sector Equality Duty/ the UNCRC/exacerbates inequality of socioeconomic or health outcomes. Mitigation is therefore required.
Major negative impact
The proposed action results in a major detraction from the achievement of the Public Sector Equality Duty/ goes against the UNCRC/significantly exacerbates socioeconomic or health inequalities/outcomes. An alternative option or significant mitigation is therefore required.

7.3. Assessment of Impacts

Table 7-3 provides a breakdown of the LTS actions by theme and an assessment of the likely direct and indirect impacts of the actions for each Impact Assessment. There is also a column for recommendations to either enhance positive impacts or mitigate negative impacts.

A more detailed assessment of individual actions for each impact assessment is included in Appendix A.

Table 7-3: Assessment of potential impacts – EqIA, CRWIA, FSDA and HIIA

Theme	Overview	Assessment of impacts	Recommendations
Active Travel	The 13 actions under the active travel theme include proposals to extend the cycle path network, improve lighting and crossings, improve access to hire bikes, cycle parking, and e-bike charging facilities, improving maintenance of the active travel network, improving wayfinding and to extend Bikeability training.	Equality Impact Assessment – major positive Action AT2, to implement and adopt lighting across the off-road active travel network, could have a positive impact on women, who are more likely to feel unsafe when walking through unlit areas compared to men. This could also benefit other protected characteristic groups who could be at risk of discrimination and abuse (minority ethnic and religious groups, people with a disability, transgender and LGBTQIA+ people). If people feel safer using active travel routes to commute, this could have health and wellbeing benefits. In addition, there may be intersectional socioeconomic impacts. For example, women not having to rely on expensive modes of transport like taxis to get home as they feel safer walking.	- Actions to increase secure cycle parking could include spaces for adaptive cycles to be inclusive of cyclists with a disability. - As cycle networks are extended, strategic locations for protected characteristic groups should be identified (e.g., creating cycle routes that go via schools, places of worship, GP surgeries etc). - Whilst actions to increase access to bikes may improve access for lower-income households, rental costs would represent a barrier, if applied. As the action is developed at later stages, consideration could be given as to whether access to bikes would be at a low rate or free at the point of use lower-income households. - Feedback during consultation suggested more could be done to advertise when paths for pedestrians

Theme	Overview	Assessment of impacts	Recommendations
		• Actions to extend the cycle network (which is safe and accessible) is likely to positively impact people with a disability who wish to cycle. Whilst a large proportion of people with a disability who cycle use their bike as a mobility aid, inaccessible infrastructure, including unsuitable access controls, gradients and widths, poses a barrier. Therefore, extending the network to be accessible could be more inclusive and could positively impact people with a disability. • The mobility hubs referenced under AT12 could increase independent journeys for people with a disability, and working with partners could integrate lived experience into design development of the hubs. • AT7 (Undertake a signage review and implement a signage and wayfinding strategy) could have positive impacts for multiple protected characteristic groups. People with a learning	and cyclists are shared. There is potential for this to be incorporated into the wayfinding and signage strategy to improve safety to shared path users.

Theme	Overview	Assessment of impacts	Recommendations
		difficulty or a disability may find navigating wayfinding more difficult, older people may find navigation apps inaccessible, and women may feel uncomfortable using navigation apps at night for fear of exposing vulnerability. Clear signage is anticipated to make streets easier to navigate for all. • Measures to make it easier for the last mile of small goods deliveries to be undertaken by sustainable modes, such as by cargo bikes (AT13) could indirectly positively impact groups who are more vulnerable to air pollution (children, pregnant people, older people, people with a disability) as the actions may decrease air pollution on the road. • However, encouraging the use of e-bikes (AT11) could have some negative impacts due to concern around high-speeds and potential safety risks for	

Theme	Overview	Assessment of impacts	Recommendations
		pedestrians, particularly for those with mobility impairments. Child Rights and Wellbeing Impact Assessment – major positive • Actions to improve pedestrian and cycling safety (AT2, AT4 and AT5) are anticipated to positively impact children who are more at risk of pedestrian accidents (UNCRC. Article 6 – Right to Life, Survival and Development). • Action AT8 is to expand cycle training into secondary schools and adult cycle training, which could positively impact children by improving their knowledge and safety on the road. It may also encourage more children to cycle to school which has health and wellbeing benefits compared to being driven (UNCRC Article 28 - Right to education). • Actions aimed at improving accessibility of active travel (AT8 and AT11) could positively impact children	

Theme	Overview	Assessment of impacts	Recommendations
		through encouraging uptake of active travel and realising the health and wellbeing benefits this brings (UNCRC Article 24 - Health and health services) Fairer Scotland Duty Impact Assessment – moderate positive • Actions to extend the cycle network (AT1 and AT3) could improve access to a greater number of locations across Renfrewshire. As walking, wheeling and cycling provides a low-cost method of travel, this could present benefits for low-income households who may otherwise be excluded from opportunities in inaccessible areas. This may be particularly impactful in areas which are not currently well served by public transport (buses). • The initial cost of purchasing a cycle still represents a barrier for low-income households. Actions AT11 and AT12, which aim to provide access to public bike hire and e-bike charging facilities	

Theme	Overview	Assessment of impacts	Recommendations
		could address this barrier and increase equality of opportunity for low income households without a bicycle. - Action AT10, which aims to improve secure cycle parking could also have a positive impact on lower-income households, which may not have space for storing a bicycle at home. Health Inequalities Impact Assessment – moderate positive - If the actions aimed at improving safety, accessibility, behaviour change and access to cycles are successful in increasing the number of people in Renfrewshire who use active travel to commute to work or school, there could be positive physical health benefits of walking, wheeling and cycling. - The improvements to crossings and junctions (AT4, AT5) could have positive health and safety impacts, particularly for older people, people	

Theme	Overview	Assessment of impacts	Recommendations
		with a disability, and children who are at more risk of pedestrian accidents. There could potentially be negative health impacts if actions encourage the use of e-bikes (AT11), particularly for pedestrians with limited mobility due to the high speed of e-bikes.	
Behaviour Change	The actions included within this theme focus on Behaviour Change initiatives, including: initiatives within schools and with employers to encourage mode shift; Bikeability training 1 and 2 to primary school children, adult cycle training, travel plans for employers (including Renfrewshire Council) and increased support for applying for concessionary travel cards.	Equality Impact Assessment – moderate positive Behaviour Change initiatives could encourage people from underrepresented groups to participate in cycling. Adult training could improve the safety and confidence for people who have not considered cycling in the past (for example, ethnic minorities, women who are underrepresented in cycling statistics).	During the next stages, there is potential for Behaviour Change programmes (action B7) to identify specific groups underrepresented in cycling figures, to encourage behaviour change for groups that need it most.

Theme	Overview	Assessment of impacts	Recommendations
		Child Rights and Wellbeing Impact Assessment – moderate positive - Children and young people could benefit from behaviour change initiatives in schools (B2) and if more children are encouraged to participate in active travel there would be positive health and wellbeing impacts (UNCRC Article 24 - Health and health services). - Positive safety impacts for children could be achieved through action B3, which supports Bikeability training 1 and 2 for pupils leaving primary school (UNCRC Article 6 – Right to Life, Survival and Development) Fairer Scotland Duty Impact Assessment – minor positive - Actions B5 and B6 could encourage employers (including Renfrewshire Council) to implement travel plans to support mode shift for travel to work. Changing perceptions on active travel and encouraging more people to walk,	

Theme	Overview	Assessment of impacts	Recommendations
		wheel and cycle to work could increase employment opportunities for those without cars as low-cost active travel methods become more common. Action B1 is to support parents and carers to apply for the young persons' concessionary travel entitlement card. This may have positive socioeconomic impacts for younger people, particularly for those from more deprived households who may be less likely to have access to information on applying for the card and would otherwise be excluded from opportunities due to cost of travel. The entitlement card is likely to improve the ability to reach education and employment opportunities which in turn could improve economic status in the future.	

Theme	Overview	Assessment of impacts	Recommendations
		Health Inequalities Impact Assessment – minor positive Behaviour change and cycle training for adults and children could improve safety on the road and therefore have health and safety benefits for all groups.	
Public Transport and Shared Mobility	The actions included under Public Transport and Shared Mobility, include integrated ticketing to support affordability of public transport and working with partners to improve frequency and reliability of bus services. There is also a focus on improving physical accessibility of stop, stations and transportation. In addition, actions include improved	Equality Impact Assessment – moderate positive During consultation, the need for more reliable and frequent bus services was highlighted as a priority for residents. Therefore, actions to expand public transport services (PS4, PS6, PS8) are likely to have a positive impact. Minority ethnic groups are less likely to have a full drivers' licence and therefore may be particularly benefited by improvements to public transport. Women are less likely to drive and more likely to use multiple modes of transport and make multi-stop	- If tickets are integrated, the daily price cap could consider what is affordable and accessible for all. - It is suggested that it should be possible to purchase integrated tickets in person so that public transport is still accessible for people who are digitally excluded. - In addition to making stops and stations more accessible, increased training for public transport drivers on different types of disabilities and how to assist disabled passengers would

Theme	Overview	Assessment of impacts	Recommendations
	links to Glasgow Airport, AMIDS and other strategic locations, bus priority measures, bus stop improvements, consideration of the potential for mobility hubs and support to establish local bus franchising. The actions also consider community transport and demand responsive transport, particularly for rural areas.	journeys so are also likely to benefit from the actions on public transport. • Actions to make rail stations and bus stops more accessible (PS2, PS5, PS12, PS14) could positively impact people with physical disabilities. For example, during consultation, discussions found that high kerbs at bus stops make it easier for people with mobility impairments to embark and disembark from buses. Therefore, PS12, which is to implement bus stop improvements, is anticipated to have a positive impact. • The public transport actions include support for community transport and demand responsive transport, particularly for rural areas (PS10). This could be particularly beneficial for elderly people who may not be able to drive and are at risk of social isolation due to limited bus provision, as well as disabled users reliant on community	make public transport more accessible for people with a disability. • During consultation, it was suggested that taxi companies should have a minimum number of accessible taxis for people with a disability who are unable to use public transport. Regarding licensed taxis, the Council currently has a policy that these be wheelchair accessible, while requiring certain private hire cars to be wheelchair accessible.

Theme	Overview	Assessment of impacts	Recommendations
		transport options for adapted door to door transport services. • The action to integrate public transport ticketing (PS3) could make travelling more accessible for people with learning difficulties or disabilities who may find purchasing multiple tickets confusing. • The introduction of mobility hubs (PS16) could positively impact people who do not have access to cars, in particular some people with a disability. This could increase access to shops, services and employment opportunities. Child Rights and Wellbeing Impact Assessment – moderate positive • Children and young people are more likely to rely on public transport as they cannot drive and also benefit from free under 22 bus travel. Therefore, the actions to expand bus services is likely to have a positive impact due to	

Theme	Overview	Assessment of impacts	Recommendations
		increased connectivity and access to educational and social opportunities (UNCRC Article 28 - Right to education) Fairer Scotland Duty Impact Assessment – major positive • There could be positive socioeconomic impacts from integrating tickets and exploring a daily price cap (PS3), particularly for groups who are more likely to use multiple modes of travel (e.g. women). • A number of actions support the development of transport links, such as between Glasgow Airport and AMIDS and Paisley (PS8). Improved access to these locations via public transport could provide employment opportunities to households without access to a car. • There may also be socioeconomic impacts as a result of increasing public transport links, as residents are able to use this low-cost transport method	

Theme	Overview	Assessment of impacts	Recommendations
		rather than rely on more expensive modes of travel, such as taxi or private car. - Action PS15 supports the expansion of car clubs (including electric vehicles). Renfrewshire has high levels of car ownership compared to Scotland as a whole, but a large proportion are company cars, meaning that unemployed people or those on lower-paid or low-skill jobs may struggle with access. Furthermore, low-income households may not have access to cars or may be forced into car ownership due to living in rural locations, therefore providing this alternative could reduce the likelihood of transport poverty for low-income households. Health Inequalities Impact Assessment – minor positive - As discussed within the EqIA assessment, the improvements to	

Theme	Overview	Assessment of impacts	Recommendations
		accessibility of public transport are likely to benefit groups with mobility disabilities and health conditions. • Actions related to improving public transport connectivity in rural areas could reduce social isolation, providing positive health and wellbeing impacts, particularly for elderly people who rely on public transport to a greater extent. • There may be indirect positive health impacts where actions encourage more people to use public transport rather than private cars. This could reduce air pollution and positively impact residents vulnerable to the health impacts (pregnant people, people with a disability, children, younger people).	
Road Safety	Actions on road safety include reducing speed limits and introducing traffic calming measures, particularly around urban	Equality Impact Assessment – moderate positive • Older people, children and people with a disability could be positively impacted by actions aimed at	• It is noted that some people rely on cars as a mobility aid. Therefore, whilst traffic reducing methods are likely to have positive impacts, it is noted that some people rely on cars out of

Theme	Overview	Assessment of impacts	Recommendations
	residential areas and schools. Actions also include targeted measures to reduce casualties and to improve road safety by partnering with Police Scotland.	improving road safety through speed limit reductions (RS1), traffic calming measures (RS3) and actions to reduce congestion on school streets (RS2), as these groups are at greater risk of pedestrian accidents. • If actions to reduce congestion and cars on the road are successful, this could reduce air pollution which would benefit protected characteristics groups at risk of the negative health impacts of air pollution (children, older people, pregnant people and some people with a disability). Child Rights and Wellbeing Impact Assessment – moderate positive • The focus on schools, including the action to reduce congestion outside school gates (RS2), is considered to positively impact children. A reduction of cars on the road could reduce the risk of pedestrian casualties and air pollution which disproportionately	necessity, for example children with a disability being dropped at the school gates.

Theme	Overview	Assessment of impacts	Recommendations
		impact children. (UNCRC. Article 6 – Right to Life, Survival and Development). • Further, this action could encourage more children to use active travel to get to school safely, which could provide positive health and wellbeing impacts for this group (UNCRC Article 24 - Health and health services) Fairer Scotland Duty Impact Assessment – moderate positive • Children are more at risk of road accidents in deprived neighbourhoods. Therefore, the action to reduce speed limits to 20mph on urban residential streets (RS1) could positively impact children from households of lower economic status. Health Inequalities Impact Assessment – moderate positive • All of the actions included under this theme are expected to have a positive	

Theme	Overview	Assessment of impacts	Recommendations
		impact on health within Renfrewshire. The actions aim to improve safety on the road and reduce road accidents. This may disproportionately reduce health inequalities in more deprived areas that have an increased risk of road accidents. This is dependent on the actions successfully improve road safety in all neighbourhoods.	
Parking	Actions related to parking include examining the need for expansion of park and ride / mobility hub sites where there are capacity issues and provide provision where there currently is none. There are also actions to support private sector expansion of publicly available electric vehicle charging network, to increase the number of disabled parking spaces in	Equality Impact Assessment – minor positive - Increasing the number of disabled parking spaces at trip attractors is likely to have a positive impact on people with disabilities. For some people with mobility impairments, cars are required as a mobility aid and increasing the number of parking spaces could make it easier for people with a disability to access services. - People with disabilities or mobility impairments should be positively impacted by the enforcement of	No recommendations have been identified to mitigate or enhance impacts at this stage.

Theme	Overview	Assessment of impacts	Recommendations
	proximity to trip attractors, implementation of pavement parking exemptions and enforcing pavement parking bans, and to investigate the potential for a workplace parking license.	pavement parking bans. During engagement, parked cars on pavements was highlighted as an issue which makes it more difficult for those with mobility aids to walk and wheel on pavements. Therefore, this group should be positively impacted by actions to address this. Child Rights and Wellbeing Impact Assessment – neutral/no impact • No specific differential impacts for children identified. Fairer Scotland Duty Impact Assessment – neutral/no impact • No specific differential impacts for children identified. Health Inequalities Impact Assessment – minor positive • Encouraging electric car use through increased charging facilities (P2) could have positive health impacts through a reduction in air pollution on certain	

Theme	Overview	Assessment of impacts	Recommendations
		groups (for example, pregnant people are more sensitive to the impacts of air pollution).	
Road Network and Freight	Road Network and Freight actions include actions to progress with construction of targeted new road links and to explore the feasibility of targeted road improvements, to undertake an assessment of the road safety and environmental effects of HGV routeing through Renfrewshire's urban road network and to encourage developers to consider rail as an alternative to road for moving freight.	Equality Impact Assessment – neutral • Road safety assessments could have a positive impact for groups more at risk of road traffic accidents (older people, people with disabilities and children). • There could be some negative health impacts from increased air and noise pollution during construction of road improvements and new road links, which could disproportionately impact people with disabilities, pregnant people, children and older people. Overall, impacts of this theme are considered neutral due to both potential positive and negative health impacts.	• Mitigation measures should be introduced by the contractor for construction of new road links and road improvements to mitigate impacts of air and noise pollution.

Theme	Overview	Assessment of impacts	Recommendations
		Child Rights and Wellbeing Impact Assessment – neutral - As above, there could be minor negative impacts for children through increased noise and air pollution during construction of new road links and increased traffic. - However, children would benefit from road safety assessments as they are one of the groups most at risk of road traffic accidents. Fairer Scotland Duty Impact Assessment – neutral/no impact - No impacts anticipated at this time. Health Inequalities Impact Assessment – minor positive - The introduction of road safety assessments could have positive health impacts, particularly for groups vulnerable to road safety accidents.	

Theme	Overview	Assessment of impacts	Recommendations
Environment	Environment actions involve continued monitoring air quality, decarbonising the Council's vehicle fleet and implementing climate change adaptation and resilience measures.	Equality Impact Assessment – minor positive - A continuation of air quality monitoring (ENV1) and the decarbonisation of Renfrewshire Council's vehicle fleet (ENV2) could have positive impacts for protected characteristic groups who are particularly vulnerable to the negative health impacts caused by air pollution, such as people with a disability, children, older people and pregnant women. Child Rights and Wellbeing Impact Assessment – minor positive - As above, children may be particularly sensitive to the negative health impacts of air pollution and therefore may benefit from the actions introduced under this theme.	No recommendations have been identified to mitigate or enhance impacts at this stage.

Theme	Overview	Assessment of impacts	Recommendations
		Fairer Scotland Duty Impact Assessment – minor positive - The actions to increase climate change resilience for public transport could positively impact people on lower incomes who may be more likely to rely on public transport to access services, education and employment. Health Inequalities Impact Assessment – minor positive - As discussed, actions to monitor air quality and decarbonise the Council’s vehicle fleet could have positive health impacts relating to air pollution.	
Digital Technology	Digital Technology actions include those related to supporting an integrated journey planning app, provision of Real Time Passenger Information at targeted bus stops, undertaking a study to expand the Urban Traffic	Equality Impact Assessment – moderate positive The continued implementation of Real Time Passenger Information at bus stops (DT2) is likely to have a positive impact on people who may feel vulnerable waiting at bus stops (such as women). This is also likely to benefit	It is suggested that the introduction of apps and online payment methods for services do not replace in person support for groups who may be digitally excluded.

Theme	Overview	Assessment of impacts	Recommendations
	Control network and work with partners to add connections to the existing fibre network as and when new council building development dictates.	groups who are more likely to be digitally excluded and find it harder to access real time information online (such as older people and some people with a disability). - The action to consider opportunities to deliver an integrated journey planning app (DT1) could make public transport more streamlined for groups more likely to use multiple modes of travel, such as women. However, for people who are digitally excluded, this could pose challenges. Child Rights and Wellbeing Impact Assessment – minor positive - As above, real time information at bus stops could be beneficial for children who may rely on buses to access educational and recreational opportunities.	

Theme	Overview	Assessment of impacts	Recommendations
		Fairer Scotland Duty Impact Assessment – minor positive - The actions to improve information at bus stops and to integrate multiple methods of travel into one computer app and payment system could improve travel for people on lower incomes who may be more likely to rely on public transport methods. Health Inequalities Impact Assessment – neutral - The action to increase digital connectivity and reduce the need for residents to travel could reduce air pollution and bring health benefits. However, the impacts are not expected to be notable at this time and therefore overall impact is considered <i>neutral</i>.	

8. Conclusions and Recommendations

8.1. Key Issues

The actions contained within the LTS are expected to have largely positive impacts on protected characteristic groups, children and young people, socio-economic disadvantaged groups and on health inequalities. Actions related to active travel, behaviour change, road safety and public transport are anticipated to have the highest level of impact across the EqIA, CRWIA, FSDA and HIIA assessments compared to other themes.

The engagement process and desk-based review have highlighted some of the key issues relating to transport in Renfrewshire:

- People living in Renfrewshire feel that the existing provision of public transport is not adequate and the LTS has the potential to improve this, particularly across the local bus network:
 - It can be more difficult for residents who live outside of settlements such as Paisley, Johnstone, and Renfrew to access areas outside of the local authority due to gaps in the bus network.
 - Improvements could be made across the public transport network to provide better connections to employment sites (such as Glasgow Airport, Hillington Industrial Estate and the Royal Alexandra Hospital).
 - For those in more rural areas, a lack of public transport provision can result in forced car ownership.
- Public transport is not always accessible for people with disabilities:
 - Improvements could be made to stops, rail stations and vehicles, and better training could be provided to staff to support people with disabilities.
 - Some community bus services have become less reliable and so people with a disability often rely on family and friends for transport. However, this is reflective of the unreliability of particular services, rather than a lack of need for community transport services.

- The cost of public transport can be a barrier. This can negatively impact people from lower-income households when trying to access educational and employment opportunities.
- There are safety barriers relating to travel:
 - Traffic congestion can pose a safety issue, with those consulted generally in favour of reduce speed limits and traffic calming measures, particularly in proximity to schools.
 - Shared paths for cyclists and pedestrians can cause safety concerns; there is potential for improved signage to alert users of shared pathways.

The actions included in the LTS are likely to address some of the key issues identified within Renfrewshire and generate the following positive impacts:

- The LTS could improve the **transport network**:
 - Through expanding the existing public transport network in strategic locations (working with partners). This is anticipated to help address one of the most important barriers identified during consultation regarding lack of public transport services.
 - Actions to prioritise bus routes could also improve the reliability of public transport services which could also improve the safety of groups who feel vulnerable whilst waiting at bus stops.
 - Actions also propose increasing the local cycle network and extending the network to strategic locations which could benefit households of lower economic status through improved access to services and employment opportunities through a low-cost travel method.
- Transport is likely to become **more accessible**:
 - Actions suggest considering new community transport, demand responsive transport and connecting community bus hubs with commercial routes. This could positively impact people with a disability and people in rural areas.
 - People with a disability could also be positively impacted by the action to increase the number of disabled parking spaces.

- Suggestions to raise kerbs at bus stops could positively impact people with mobility issues and make public transport more accessible.
- Improvements to wayfinding and signage is likely to make it easier for people to navigate around Renfrewshire. This could benefit people who are digitally excluded and therefore unable to use navigation apps (for example some older people and those with learning disabilities).
- The LTS could have **socio-economic benefits**:
 - Through actions to integrate ticketing and to support making tickets more affordable.
 - By increasing connections to strategic locations (for example Glasgow Airport) which could improve employment opportunities for more deprived households who may not have access to a private car.
- The actions also focus on **improving safety**:
 - This may be achieved through actions to reduce congestion near schools, which could reduce the risk of traffic accidents and the negative impacts of air pollution on children.
 - The signage and wayfinding action could reduce the risk of collisions on shared pathways and spaces.
 - Live bus information at stops could also improve the safety and security of groups who can feel vulnerable whilst waiting at bus stops and rail stations.
- If people are encouraged to participate in active travel, there could **health benefits for residents**:
 - Bikeability training for children and adult cycle training could encourage more people to participate in cycling, which is likely to have both physical and mental health positive impacts.
 - The LTS includes actions to remove some of the financial barriers for participating in active travel (for example bike hire schemes and increased secure cycle parking). This could result in more people from lower-income households from participating in active travel which would have health benefits.

- There could be **wider health benefits** if the LTS actions result in encouraging modes of travel other than private cars. For example, through reduced air pollution, which can be particularly harmful for certain protected characteristics groups. However, actions to make road improvements and introduce new strategic roads could have negative health impacts during construction and through increased traffic once operational. Negative impacts during construction should be mitigated through Construction Management Plans.

8.2. Recommendations

The following points for the LTS are recommended to minimise any negative impacts and to enhance any positive impacts:

- **Transport network:** Future prioritisation of proposed extensions to the active travel network should consider a higher weighting towards links to destinations that benefit a greater number of people with protected characteristics (e.g. places of worship, schools, GP practices).
- **Accessibility:** Make sure that actions around active travel are inclusive of people with disabilities and mobility impairments (for example, that cycle parking has space for adaptive cycles, signage on shared paths to advise of multiple users).
 - Bikeability training should be available in schools in areas of deprivation so that cycling is accessible for children from all backgrounds
- **Ticketing:** Whilst recognising that ticketing changes are under the control of operators and SPT, the LTS should support and encourage an inclusive approach to integrating ticketing for public transport modes (for example available to buy in-person for those who are digitally excluded).
- **Behaviour Change:** At the next stages of development, identify groups who are underrepresented in active travel figures at the local level to make sure they are included within Behaviour Change initiatives.

Appendix A Evaluation of LTS Actions

Theme	Ref	Actions	<i>EqlA</i>	<i>CRWIA</i>	<i>FSDA</i>	<i>HIIA</i>	Comments
			+ positive impact / - negative impact / N neutral / no impact				
Active Travel	AT1	Design and extend the cycle path network across Renfrewshire to be safe and accessible, in line with locations identified in the Proposed Active Travel Network Map	+	+	+	+	Increased participation in cycling for underrepresented groups. Accessible cycling infrastructure - for disabled users. Health benefits through uptake of active travel.
	AT2	Work with Sustrans to implement and adopt lighting across the off-road active travel network	+	+	N	+	Increased safety for vulnerable users, especially women/ young people travelling alone at night.
	AT3	Work with SPT to deliver regional and longer distance cycling connections set out within the Regional Active Travel Strategy	+	+	+	+	Health benefits through uptake of active travel. Increased access to wider opportunities for groups who may otherwise be excluded through inaccessible infrastructure/ economic cost of transport.
	AT4	Prioritise pedestrian safety through a review of crossing	+	+	+	N	Improved road safety for vulnerable users such as people with a disability

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			+ positive impact / - negative impact / N neutral / no impact				
		facilities on the local road network at locations identified in the Annual Accident Assessment and through working with local communities					and those more vulnerable to road traffic accidents, such as children. Children in more deprived areas are more at risk of road traffic accidents and so expected to also benefit from this action.
	AT5	Review cycle safety and priority at junctions, including review of on-road infrastructure and measures for implementation of early release signals for cyclists at locations identified in the Annual Accident Assessment and through working with local communities	+	+	+	+	Increased safety encouraging uptake of cycling amongst underrepresented groups. Increased accessibility for cyclists with disabilities through increased feelings of safety.
	AT6	Create a Maintenance Plan for the active travel network, including adoption, prioritisation and maintenance of active travel paths across Renfrewshire, including winter maintenance and removal of vegetation	N	N	N	N	No impacts are anticipated at this stage.

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			+ positive impact / - negative impact / N neutral / no impact				
	AT7	Undertake a signage review and implement a signage and wayfinding strategy to support more local journeys by walking, wheeling and cycling	+	N	N	N	Main equality benefits for users with a disability and those with health needs (for example autism, Alzheimer's). Recommendation: consultation with user groups representing people with disabilities in the future development and implementation of strategy.
	AT8	Review feasibility and implement the expansion of cycle training into secondary schools and / or adult cycle training through local providers	+	+	+	+	Increased participation in cycling for underrepresented groups. Health benefits through uptake of active travel. Recommend inclusive training for children / adults with disabilities.
	AT9	Build a monitoring and evaluation framework for the active travel actions of the LTS in order to collect relevant baseline data and effectively monitor progress	N	N	N	N	Recommendation: make sure monitoring captures equalities groups.
	AT10	Increase the number of secure cycle parking spaces, with a focus on locations serving local	+	N	+	+	Increased uptake of cycling by overcoming barrier of lack of infrastructure. (Especially for

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			+ positive impact / - negative impact / N neutral / no impact				
		communities identified in the Proposed Active Travel Network Map					underrepresented groups). There may be financial barriers to inclusion in cycling in more deprived areas; the introduction of cycle parking may help overcome this barrier. Recommendation: cycle spaces could include those for adapted bicycles.
	AT11	Support access to bikes by working with SPT to investigate potential for delivery of a partial / fully regional public bike hire scheme (including e-bikes) that is available at locations which would be served by the Proposed Active Travel Network	+	N	+	N	Could assist with the financial cost of bikes for those in low-income households - potentially a more affordable form of transport compared to public transport. However, increased use of e-bikes could pose some safety concerns due to the potential for e-bikes to be used at high speed. This could be particularly concerning for people with mobility impairments. Recommendation: consider for

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			+ positive impact / - negative impact / N neutral / no impact				
							adapted bicycles to also be made available for hire and potentially accompanied first journeys for those who are concerned about road safety.
	AT12	Undertake a feasibility study to create a public charging network for electric bikes in Renfrewshire, potentially linked to Mobility Hubs	N	N	+	+	Negligible or negative impact for socio-economically disadvantaged groups as unlikely to afford e-bike - barrier of affordability and does not advance equality of opportunity. Increased access to active travel infrastructure could have health benefits.
	AT13	Support measures to make it easier for the last mile of small goods deliveries to be undertaken by sustainable modes, such as by cargo bikes	N	N	N	+	There could be minor positive health impacts through the reduction of congestion in busy pedestrian areas through this action. This could benefit groups particularly vulnerable to the negative health impacts of air pollution. However, the impacts are likely to be limited at this time.

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			+ positive impact / - negative impact / N neutral / no impact				
Behaviour Change	B1	Provide support to parents and carers to apply for young persons' concessionary travel entitlement card	N	+	+	N	Benefit for all children and young people, but especially those from more deprived backgrounds who are unlikely to have access to information / skills / ability to apply and would otherwise be excluded from opportunities due to cost of travel.
	B2	Work with schools on Behaviour Change initiatives with local partners	N	+	+	+	Improved safety for children who use active travel to get to school. Likely to be health benefits if more children are encouraged to participate. Recommendation: make sure schools in more deprived areas are also included.
	B3	Provide more opportunities for pupils leaving primary school across Renfrewshire to receive Bikeability Levels 1 and 2 cycle training as a minimum	N	+	+	N	Increased uptake of active travel and more affordable travel options for more deprived households – potential to reduce obesity amongst children.
	B4	Continue discussions on sustainable transport solutions	+	N	+	N	This could increase participation in active travel for underrepresented

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			+ positive impact / - negative impact / N neutral / no impact				
		and engage with employers to promote Cycling Scotland's Adult Cycle Training, including with employers at: - Advanced Manufacturing Innovation District Scotland (AMIDS) - Inchinnan Business Park - Westway Park - Hillington Industrial Estate - Braehead Retail Park					groups, especially women at work. This could also increase employment opportunities for households without access to a car.
	B5	Encourage employers and schools to implement Travel Plans to support a shift to sustainable travel modes	N	+	+	N	By reducing car travel, travel plans can improve health and wellbeing, free up car parking space, and make a positive contribution to the community and the environment. Success if subject to engagement and willingness of employers and schools to engage.
	B6	Renfrewshire Council to update its staff Travel Plan	N	N	N	+	Similarly to B5, the staff Travel Plan could free up car parking space and

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			+ positive impact / - negative impact / N neutral / no impact				
							have a positive impact on health and wellbeing of staff if active travel options are used instead of private cars. There could also be a positive contribution to the environment and community.
	B7	Review Behaviour Change programmes currently delivered in Renfrewshire and provide targeted, strategic support to organisations delivering Behaviour Change within Renfrewshire through external funding sources	+	N	N	N	This is anticipated to have a positive impact on targeted groups. Recommendation: make sure there are groups underrepresented in cycling figures and would benefit from the strategy.
Public Transport and Shared Mobility	PS1	Working with partners; enhance facilities at transport hubs such as Paisley Gilmour Street Station to improve safety, security and dissemination of information for all users	+	N	+	N	Benefits, particularly for groups reliant on public transport.

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			+ positive impact / - negative impact / N neutral / no impact				
	PS2	Working with SPT and operators; make buses, trains and taxis accessible and easier for all to use, including through reducing physical accessibility barriers and improving the accessibility of travel information	+	N	N	N	Recommendation: consultation with people with disabilities as necessary as this develops in future.
	PS3	Working with SPT and operators; support measures to improve integrated ticketing across public transport modes and operators, including exploration of a daily price cap	+	N	+	N	Benefit for socio-economically disadvantaged groups - overcoming economic barrier to public transport and opportunities. Benefit for women who are more likely to undertake trips via multiple modes.
	PS4	Working with partners; explore opportunities to increase the frequency and improve reliability of bus services across Renfrewshire	+	+	+	N	This relates to a key issue raised during engagement and is likely to positively impact most residents. This could have socio-economic benefits if services are improved and households without access to cars are able to reach more destinations.

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			+ positive impact / - negative impact / N neutral / no impact				
	PS5	Working with Transport Scotland, ScotRail and Network Rail; improve accessibility at all rail stations, including ramp access on all platforms and between platforms (as applicable), including at Lochwinnoch station	+	+	N	N	Overall, anticipated to positively impact people with disabilities and others with mobility issues (for example pregnant people and older people) who would benefit from ramp access. Recommendation: lived experience/consultation with people with disabilities necessary for implementation.
	PS6	Working with partners; explore opportunities to expand network coverage of bus services in rural areas of Renfrewshire and between areas of deprivation and employment such as AMIDS	+	N	+	N	This could have positive socio-economic impacts due to increased access employment opportunities, particularly for households without access to a car. There could also be positive impacts for people who are unable to drive (for example some older people and people with a disability) and reduce the risks of social isolation.

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			+ positive impact / - negative impact / N neutral / no impact				
	PS7	Renfrewshire Council to work with SPT, Glasgow City Council and other partners to support development of Clyde Metro, and Renfrewshire Council to continue advocating for options to provide a fixed link to Glasgow Airport and AMIDS	N	N	+	N	There could be positive impacts for those who use multiple forms of transport and/or do not have access to a car.
	PS8	Working with partners in the short term; explore options to provide a direct and frequent public transport service from Paisley Gilmour Street Station to Glasgow Airport and AMIDS	+	+	+	N	Improving public transport links to Paisley Gilmour Street and Glasgow Airport could have a differential impact for people on lower incomes without access to a private car. This could provide employment opportunities and access to services.
	PS9	Support development of the bus network through provision of bus priority lanes on key corridors and bus priority at signalised junctions including at: - Glasgow Road	+	+	+	N	This is likely to improve the reliability of buses which would positively impact those more reliant on public transport. This could also have positive impacts on safety whilst waiting at bus stops.

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			+ positive impact / - negative impact / N neutral / no impact				
		- Renfrew Road - Neilston Road					
	PS10	Support provision of existing and new Community Transport and Demand Responsive Transport, with a focus on rural areas and access to health and providing transport that is fully accessible	+	+	+	+	There are likely to be positive impacts for people who live in more rural areas, particularly those who do not have access to a private car, such as some older people and people with a disability. Supporting new and existing Community Transport and Demand Responsive Transport is likely to improve access to essential services for these groups. During engagement, groups representing people with disabilities highlighted that these types of services would have a positive impact in their lives.
	PS11	Investigate the implementation of Community Bus Hubs, to enable community operated services to	+	N	+	N	No impacts are anticipated at this stage.

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			+ positive impact / - negative impact / N neutral / no impact				
		connect with commercial bus routes					
	PS12	Working with SPT; continue to implement a programme of bus stop improvements, including to provide high kerb access at bus stops in town and village centres and in neighbourhood locations as appropriate	+	N	N	N	High kerb access was raised during community engagement as being positive. If this is extended to all bus stops, this would improve accessibility.
	PS13	Support SPT to establish local bus franchising within Renfrewshire and across the Strathclyde region	+	N	+	N	Action has the potential to give greater public control over how funding is used and to allow the co-ordination of buses across the network. Accessibility to employment and economic exclusion may be improved as a result of this action.
	PS14	Support measures to make public transport affordable for all, including through actions	+	N	+	N	There is potential for this action to give greater public control over how funding is used and to allow the co-ordination of buses with the rest of

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			+ positive impact / - negative impact / N neutral / no impact				
		identified in Transport Scotland's Fair Fares Review, where relevant					the network. Accessibility to employment and economic exclusion may be improved as a result of this action.
	PS15	Support the expansion of car club schemes across Renfrewshire, including clubs with electric vehicles	+	N	+	N	Action could have positive impacts by providing an affordable alternative for socio-economically disadvantaged groups as an alternative to forced car ownership.
	PS16	Work with partners to explore the potential for Mobility Hubs across Renfrewshire, with a focus on existing transport hubs and town centre locations such as Paisley Gilmour Street and Piazza Shopping Centre	+	N	+	N	This could positively impact groups without access to private cars and improve connectivity to essential services, particularly people with a disability, older people and children. There may be positive socioeconomic impacts if this improves access to job opportunities in town centre and shopping locations.

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			+ positive impact / - negative impact / N neutral / no impact				
Road Safety	RS1	Work with Transport Scotland to introduce 20 mph speed limits on urban residential streets	+	+	N	+	This could positively impact children, older people and people with a disability (more likely to be at risk). Particularly in more deprived areas where road traffic accidents are more common.
	RS2	Implement measures to reduce congestion outside school gates, including consideration of short term parking restrictions and work with schools and local communities to develop measures	+	+	N	+	Measures to reduce congestion outside school gates could reduce road traffic accidents, encourage more children to use active travel to get to school, make streets feel safer, and reduce air pollution (which some protected characteristic groups are more at risk of).
	RS3	Implement traffic calming measures and other road safety interventions on local roads, where considered appropriate, following assessment as defined by Renfrewshire's Road Safety Policy	+	+	N	N	Action is likely to have positive impacts on road safety, particularly for vulnerable road users.

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			+ positive impact / - negative impact / N neutral / no impact				
	RS4	Partner with Police Scotland on priorities for enforcement and improve collaboration on road safety matters	+	+	N	N	Action is likely to have a positive impact on safety, particularly for vulnerable road users (older people, people with a disability, children, pregnant people)
	RS5	Seek collaboration with secondary schools to promote road safety	+	+	N	N	Action is likely to have positive safety impact for children and vulnerable road users.
	RS6	Undertake Annual Accident Assessments to identify locations for targeted road safety improvements	+	+	N	N	There are anticipated to be health benefits of undertaking Annual Accident Assessments. This could be particularly beneficial for older people, children and people with disabilities who are more at risk of road traffic accidents.
Parking	P1	Explore options to manage parking capacity issues, including at Johnstone Rail Station, and the case for Park and Ride/ mobility hub provision where there is currently none, including at	+	N	+	N	Action could have positive impacts for residents where there are no railway stations. Action could improve access to employment opportunities and services.

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			+ positive impact / - negative impact / N neutral / no impact				
		Milliken Park Rail Station, and to serve towns and villages which do not have their own railway station					
	P2	Support the private sector expansion of the publicly available electric vehicle charging network	N	N	+	+	If the action encourages people to buy electric cars, there may be health benefits associated with fewer petrol / diesel cars on the road due to decreased pollution. This could also encourage residents who do not have access to an electric charging port at home to get an electric car, making vehicles which are more sustainable compared to petrol / diesel ones, more accessible.
	P3	Increase the number of disabled parking spaces in proximity to major trip attractors	+	N	N	+	People with a disability often face increased living costs. The introduction of increased parking spaces could reduce reliance on expensive modes such as taxis.
	P4	Implement pavement parking exemptions and enforce the	+	N	N	N	The action is likely to have a positive impact on people with a disability

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		national pavement parking ban, including the offences of double parking and parking across pedestrian dropped kerbs					and those with limited mobility. During engagement, pavement parking was highlighted as an issue which makes it harder for people with mobility aids to walk and wheel.
	P5	Investigate the potential for a workplace parking license and / or local road user charging to be implemented in Renfrewshire	-	N	-	+	There may be positive health impacts due to a reduction of cars on the road; this can benefit children, people with a disability and older people in particular, who can be at particular risk of the negative health impacts. However, there may be negative impacts for people on lower incomes who rely on private cars to get to work (particularly if the workplace is not well connected by public transport) as they may be unable to afford the additional cost of a workplace parking license and therefore be excluded from opportunities. Some people (such as older people,

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							pregnant people and people with a disability) may rely on their cars as a mobility aid and therefore cannot use alternative methods to travel to work. Recommendation: noting the action is to investigate the potential for a workplace parking license, consideration could be given to exemptions for those who require a car as a mobility aid, if implemented.
Road Network and Freight	RNF1	Renfrewshire Council to explore the feasibility of road improvements, including: - Alignment / junction improvements at Arkleston Road staggered junction - Seedhill Road / Hawkhead Road mini-roundabout	+	+	N	-	There could be positive impacts for those at greater risk of traffic accidents (older people, children, people with a disability). However, there could be negative impacts with regard to health through increased noise and air pollution during road improvement construction. If the roads encourage additional traffic, there could be additional negative impacts

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			+ positive impact / - negative impact / N neutral / no impact				
		- Strengthening Penilee Road Railbridge					associated with increased traffic pollution. This can disproportionately impact older people, pregnant people, children and some people with disabilities.
	RNF2	Renfrewshire Council to progress with the construction of new road links, including at AMIDS South link road from Inchinnan Road to Renfrew Road and Harbour Road	N	-	+	-	Improvements to road links at strategic locations could have positive socioeconomic impacts due to improved access to job opportunities. There may be positive impacts for the reliability of bus services through road improvements. However, during construction there could be disruptions to routes and stops. Mitigation measures should be included as appropriate to reduce negative impacts on groups particularly reliant on bus services and likely to be negatively impacted by diversion routes.

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			+ positive impact / - negative impact / N neutral / no impact				
							The construction of additional roads could have negative impacts for health due to increased noise and air pollution during construction and increased traffic once the roads are operational. This can have a negative impact on groups more vulnerable to noise and air pollution (people with disabilities, children, pregnant people and older people).
	RNF3	Undertake an assessment of the road safety and environmental effects of HGV routeing through Renfrewshire's urban road network	N	N	N	+	There could be positive impacts with regard to health through an assessment of road safety. This could have a differential impact for people most at risk of road traffic accidents (children, older people and people with disabilities).
	RNF4	Encourage developers to consider rail as an alternative to road for moving freight, including considering the feasibility of	+	+	N	+	There may be minor positive impacts with regards to improved air and noise pollution and potential for fewer road accidents.

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			+ positive impact / - negative impact / N neutral / no impact				
		allowing loads heavier than the maximum gross weight for heavy goods vehicles to use the Burnbrae Drive approach to Elderslie Railhead					
Environment	ENV1	Continue to monitor air quality at existing automatic monitoring stations within Paisley, Johnstone and Renfrew	+	+	N	+	There could be positive health impacts as a result of this action, particularly for those vulnerable to the negative impacts of air pollution (children, older people, people with a disability and pregnant people).
	ENV2	Expand the decarbonisation of Renfrewshire Council's vehicle fleet	+	+	N	+	There could be health benefits for groups particularly at risk of air pollution (older people, children, pregnant people, people with a disability) through the decarbonisation of the fleet.
	ENV3	Design and implement climate change adaptation and resilience measures to strengthen and	+	+	+	N	Groups more reliant on public transport are likely to be positively impacted by the increased resilience and protection of the transport

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			+ positive impact / - negative impact / N neutral / no impact				
		protect the transport network from weather related events					network. This includes lower income households, children and older people.
Digital Technology	DT1	Working with SPT through wider processes, including Clyde Metro and Strathclyde Regional Bus Strategy, consider opportunities to support the development and delivery of improved integrated journey planning app(s) that includes booking and payment functions	+	+	N	N	By simplifying travel mode choices and payments, this could positively impact people who rely on public transport, particularly those who use multiple transport modes to complete journeys. Recommendation: make sure that alternative options remain for people who are digitally excluded, such as older people and some people with disabilities.
	DT2	Working with SPT; continue implementation of the remaining elements of a programme to provide Real Time Passenger Information at bus stops on the busiest corridors and village	+	+	+	N	This action is likely to have positive impacts for all people who use public transport. There may be positive safety impacts for those who feel vulnerable when waiting at bus stops,

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			+ positive impact / - negative impact / N neutral / no impact				
		centre locations across Renfrewshire					such as women and girls, especially at night. The clear display of real time information at stops may also benefit people who are digitally excluded (such as some older people and people with disabilities) who may have more difficulty accessing bus time information online.
	DT3	Undertake a study to expand the UTC traffic signal network across Renfrewshire, expanding adaptive control and bus priority at signalised junctions on bus routes, where identified as necessary	+	+	+	N	Prioritisation of bus routes may have positive impacts on the reliability of services, which would benefit public transport users.
	DT4	Work with partners to add connections to the existing fibre network as and when new council building development dictates, to continue to improve digital	+	+	+	N	Improving digital connectivity may reduce the need to travel and therefore reduce associated costs and

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			+ positive impact / - negative impact / N neutral / no impact				
		connectivity across Renfrewshire and thus reduce the need to travel					negative health impacts related to air pollution.



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