



Transport planning
practitioners

Shared ambition to
improve health and
wellbeing and reduce
inequalities across
Scotland's communities

Public health
practitioners

Place and wellbeing: integrating transport and public health in Scotland

This briefing is inspired by “[Place and wellbeing: integrating land use planning and public health in Scotland](#)” and has been adapted to reflect transport planning and public health in Scotland.

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About this briefing

The places we live, work, play and age have an important role in determining our health and wellbeing and enabling communities to thrive.

The transport system, including active travel, public transport, private vehicles and transport infrastructure and services, is an essential part of a place. It is integral to creating better health and does so in many ways but can also cause harm to health.

Following on from the publication of [Place and Wellbeing: Movement Theme](#) which sets out the evidence informed links from transport to health, this briefing aims to:

provide practical guidance for both transport and public health practitioners and policy-makers, to help them take health and wellbeing into account when considering transport planning and appraisal processes.

The places people live are influenced by the interaction between transport, spatial and community planning so it is recommended that this briefing is considered alongside [Place and wellbeing: integrating land use planning](#).

This briefing has been developed by a short-life working group with representatives from the [Place and Wellbeing Collaborative](#) and [Public Health and Sustainable Transport Partnership](#). Its members include representatives from Scottish Directors of Public Health, Public Health Scotland, Transport Scotland, the Improvement Service, COSLA, Scottish Collaboration of Transportation Specialists (SCOTS), Glasgow Centre for Population Health, the Scottish Health Promotion Managers Network and the Improvement Service.

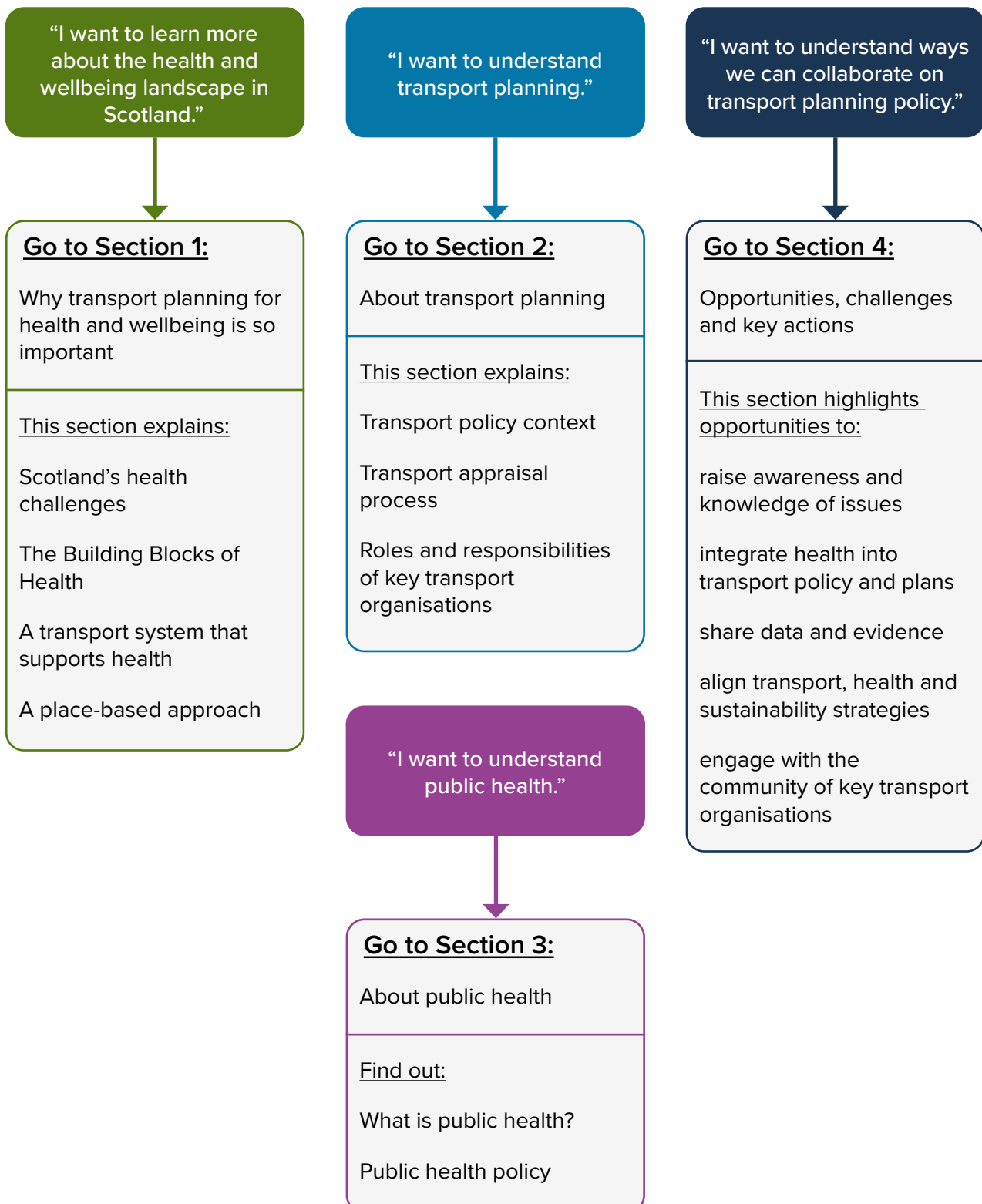
The briefing uses the generic terms “public health practitioners” and “transport planners” throughout. Whilst it is primarily aimed at transport planners and public health practitioners it will also be relevant to a wide range of stakeholders working in the field of transport and health including planners, managers, practitioners and officers at all levels in local authorities and health boards; other community planning partners including health and social care partnerships; third sector organisations and community groups.

It is a resource to support anyone with an interest in transport and public health to understand both the wider context in which they operate and how they could help to deliver wider public benefits. Whole system collaboration and change is essential to avoid siloed working and ensure that planning decisions are informed by a broad range of expertise and lived experience.

Figure 1 below should help you to see which section of the briefing to look at depending on whether you want to know more about transport policy and appraisal or public health. Section 4 summarises key opportunities, challenges and actions for you to consider as well as providing a number of case studies.

How to navigate the briefing

Figure 1



Introduction

Transport planning is a discipline that bridges civil engineering and urban planning. At its core, it focuses on ensuring that the necessary infrastructure, policies and strategies are in place to create a transport system that is safe, efficient and accessible for all.

Public health, as defined by the World Health Organisation, is “the art and science of preventing disease, prolonging life, and promoting health through the organised efforts of society.”¹

[Scotland’s National Transport Strategy](#) (NTS2) outlines a 20-year vision for the country’s transport system, built around four interconnected priorities:

- ◆ Reducing Inequalities
- ◆ Taking Climate Action
- ◆ Delivering Inclusive Economic Growth
- ◆ Improving Health and Wellbeing

In addition, the [Population Health Framework](#) sets out a 10-year vision of “A Scotland where people live longer, healthier and more fulfilling lives” alongside the aim “By 2035, we will improve the life expectancy gap between the most deprived 20% of local areas and the national average.” The framework outlines five interconnected prevention drivers of health and wellbeing:²

- ◆ Prevention Focused System
- ◆ Social and Economic Factors
- ◆ Places and Communities
- ◆ Healthy Living
- ◆ Equitable Access to Health and Care

This policy alignment highlights a shared responsibility between public health and transport professionals to collaborate in order to improve health outcomes and reduce inequalities across Scotland’s communities.

This briefing aims to:

- ◆ Introduce transport as a key building block of health
- ◆ Introduce transport professionals to the public health system, and public health professionals to the transport system.
- ◆ Identify opportunities for more integrated working between transport and public health to support more equitable, healthy and sustainable outcomes.

1 Acheson ED. On the state of the public health [the fourth Duncan lecture] Public Health. 1988;102(5):431–437

2 Influenced by the King’s Fund Population Health Pillars and the Institute of Health Equity’s eight Marmot principles.



Section 1: Why is transport planning for health and wellbeing so important

“Health is created and lived by people within the settings of their everyday life; where they learn, work, play, and live.”³

Scotland's health challenges

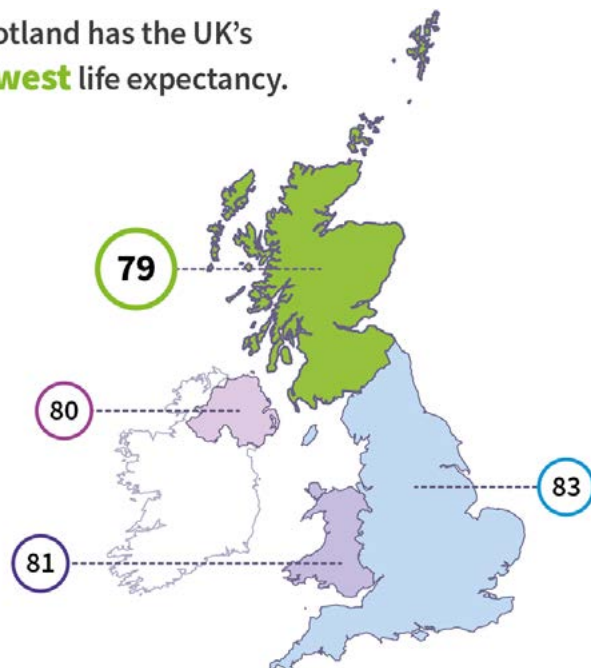
Scotland is facing a range of serious public health challenges, including some of the most severe health inequalities in Western and Central Europe. After decades of improvement, health outcomes are now worsening:

- ◆ People are dying younger
- ◆ Early deaths are increasing
- ◆ More of life is spent in poor health
- ◆ The gap in life expectancy between the richest and poorest is widening

Those living in the most deprived areas are more likely to experience poor-quality housing and public spaces and are disproportionately exposed to climate-related risks.⁴

Analyses project a 21% increase in the overall burden of disease in Scotland over the next 20 years. While such a rise would have significant implications for public health and the health and social care system, it is not inevitable. Effective policies and interventions have the potential to alter trends and improve health outcomes.⁵

Scotland has the UK's **lowest** life expectancy.



3 Ottawa Charter, 1986. <https://www.who.int/teams/health-promotion/enhanced-wellbeing/first-global-conference>

4 [Scotland's public health challenges - Public health approach to prevention - What we do and how we work - About us - Public Health Scotland](#)

5 [Supporting documents - Population Health Framework: evidence paper - gov.scot](#)

The building blocks of health

Improving health and care services alone will not be enough to reverse the trends outlined above. Health is shaped by a wide range of social, economic and environmental factors – often referred to as the building blocks of health or wider determinants of health. These include, among others:

- ◆ A good start in life and quality education
- ◆ Fair work and income
- ◆ Access to healthy environments and public services
- ◆ Opportunities for physical activity and social connection

Transport is a critical building block, as shown in Figure 2 below. It influences health and wellbeing in multiple ways - both positively and negatively (see Appendix 2).

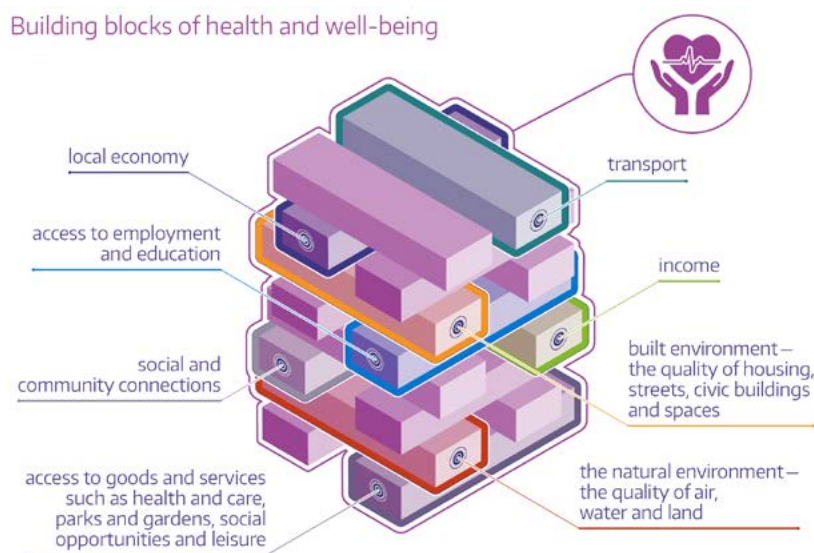


Figure 2: Building blocks of health and wellbeing

A transport system that supports health

The transport system – including active travel, public transport, private vehicles and infrastructure – is essential to how people access the building blocks of health. A well-designed, integrated transport system can, for example:

- ◆ Enable access to healthcare, education, employment and healthy food
- ◆ Support social connections and reduce isolation
- ◆ Promote physical activity and mental wellbeing

However, transport, in particular private motorised vehicles, can also harm health via:

- ◆ Road traffic collisions
- ◆ Financial hardship from car dependency

- ◆ Community severance, where busy roads or rail lines divide neighbourhoods and reduce access to services and social interaction
- ◆ Air and noise pollution with far reaching consequences for human health and wellbeing
- ◆ Greenhouse gases which are responsible for global warming and climate change
- ◆ Stress and anxiety from navigating car-dominated environments
- ◆ Physical inactivity as car dominated environments discourage walking and cycling

Whilst electric vehicles (EVs) do contribute to lower emissions – they can also harm health via the same pathways outlined above for private motorised vehicles. Modes of transport that minimise environmental impacts, promote equity and support health – collectively known as sustainable transport – can reduce these harms.

Not everyone has access to the same transport options. [Transport poverty](#) is defined as the lack of transport options that are **available, reliable, affordable, accessible or safe** that allow people to meet their daily needs and achieve a reasonable quality of life. This has important health and social implications because it means not everyone has equal access to the building blocks of good health as highlighted above. Systematically considering these five dimensions of transport poverty is a helpful way of considering whether existing or proposed transport initiatives will address population health needs.

The way in which different modes of transport can affect health and inequalities is demonstrated further in [Place and Wellbeing: Movement Theme](#).

Place

Place can directly and indirectly affect health. Places can create and nurture health but can also be harmful to health. The conditions in which people are born, grow, live and age affect health and wellbeing outcomes.

Mobility is an essential part of a place. The way we move about affects our health as individuals and as a community, depending on the mode of transport we use.

A place-based approach

Place-based approaches are collaborative, long-term processes that coordinate action and investment to improve outcomes for people and communities. They are about understanding the unique issues, assets, and relationships that shape a place, recognising that local context and lived experience influence how challenges are experienced and addressed. Rather than focusing solely on policy issues within a geography, they seek to understand the place itself – its systems, structures, and services – and plan coordinated responses that deliver co-benefits across multiple outcomes. A place-based approach is supported by the Place Principle, which promotes joined-up, inclusive collaboration across sectors and with communities.

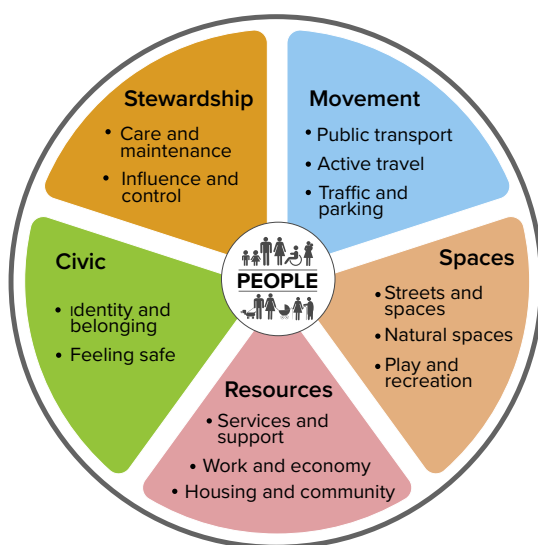
Place and Wellbeing Outcomes

Evidence on the social, economic and environmental determinants of health and wellbeing across Scotland's communities informed the development of a comprehensive set of [Place and Wellbeing Outcomes](#). Created by the Place and Wellbeing Collaborative, these outcomes reflect the wide range of factors that influence both human and planetary wellbeing.

The outcomes are grouped into five interconnected themes:

- ◆ Movement
- ◆ Spaces
- ◆ Resources
- ◆ Civic
- ◆ Stewardship

Place and Wellbeing Outcomes



The principles of equality, net-zero emissions and sustainability underpin all of these themes, and all themes should be embedded in policy and action

Active Travel

Everyone can:

- easily move around using good-quality, accessible, well-maintained and safe wheeling, segregated walking and cycling routes and access secure bike parking.
- wheel, walk and cycle through routes that connect homes, destinations and public transport, are segregated from, and prioritised above, motorised traffic and are part of a local green network.

Public Transport

Everyone has access to a sustainable, affordable, accessible, available, appropriate, safe, and public transport service.

Traffic and Parking

Everyone can benefit from:

- reducing traffic and traffic speeds in the community.
- traffic management and design, where traffic and car parking do not dominate or prevent other uses of space and car parking is prioritised for those who don't have other options.

The Place and Wellbeing Outcomes are interdependent – progress in one area can positively influence others. For example, improving active travel infrastructure can enhance access to resources (such as housing and employment), strengthen civic participation and support environmental stewardship.

To support a sustainable transport system that improves both population and individual health, it is essential to deliver on the [Movement Outcomes](#) in tandem with the other themes. This must be done in a way that reflects the diverse needs of different populations and geographies, ensuring equitable outcomes for all.

Place Standard Tool

The Place Standard Tool (PST) is a practical, evidence-based framework that supports place-based working. It enables communities, planners and agencies to collaboratively assess and improve the quality of places. Promoted in key policies such as National Planning Framework 4 and Local Development Plan (LDP) guidance, the PST helps embed the building blocks of health into planning processes.

The PST is closely aligned to the Place and Wellbeing Outcomes and can provide useful qualitative evidence in relation to Traffic and Parking, Public Transport and Moving Around.

Throughout this briefing practical ways are outlined to achieve transport planning for health and wellbeing, tailored to different places and populations.



Section 2: About transport planning

Transport policy context

This section provides an overview of Scotland's current transport landscape, including the principal policy and guidance documents, and the roles and responsibilities of transport bodies at national, regional and local level.

National transport policy

Scotland's overarching transport policy is set out in the [National Transport Strategy \(NTS2\)](#), which applies across the entire country – recognising the distinct needs of cities, towns, rural and remote areas, and islands. It covers all modes of transport, including:

- ◆ Walking, wheeling and cycling
- ◆ Bus, train and ferry
- ◆ Car, lorry and aeroplane

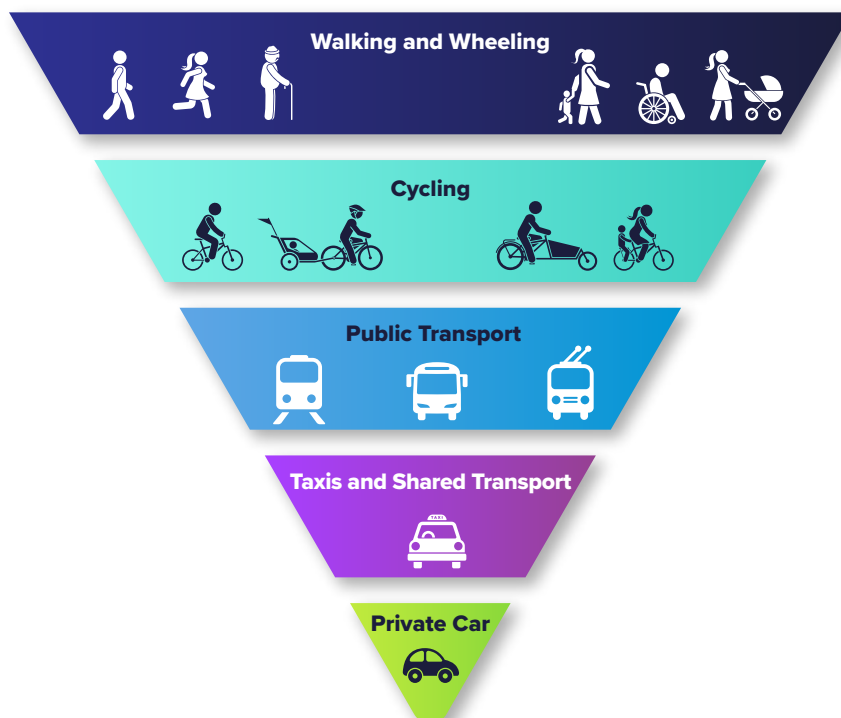
Published in 2020, NTS2 sets out a 20-year vision for Scotland's transport system:

“We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.”

The vision is supported by four key priorities, shown below, each with associated outcomes. Together, these guide decision-making and policy evaluation across Scotland's transport system.



NTS2 sets out the **Sustainable Transport Hierarchy** and promotes walking, wheeling, cycling, public transport and shared transport options, in order of sustainability, over single occupancy car use. Further policy and guidance, and strategic direction and investment decisions should therefore reflect this hierarchy and work towards the delivery of a successful sustainable travel network.



NTS2 is also underpinned by the **Sustainable Investment Hierarchy** which informs investment decisions and looks to avoid unsustainable travel, making best use of existing assets and capacity before focusing on targeted improvements. The hierarchy prioritises transport options as follows: (1) Reducing the need to travel unsustainably; (2) Maintaining and safely operating existing assets; (3) Making better use of existing capacity; and (4) Targeted improvements.



These hierarchies are designed to ensure that investment supports sustainability, accessibility and efficient use of resources.

The NTS2 does not identify specific projects, schemes, initiatives or interventions, but sets a strategic framework within which decisions on investment will be made. Transport Scotland produces annual Delivery Plans that define the actions and commitments required to support the delivery of NTS2 for that financial year.

The NTS2 is also supported by the NTS Delivery Board, co-chaired by COSLA's Environment and Economy Spokesperson and the Cabinet Secretary for Transport and attended by senior officers from Transport Scotland, COSLA, Scottish Collaboration of Transportation Specialists (SCOTS), Association of Transport Co-ordinating Officers (ATCO), Regional Transport Partnerships (RTPs) and other relevant partner organisations.

The delivery of NTS2 is also supported by the [Strategic Transport Project Review \(STPR\)](#) which sets out the Scottish Government's transport investment priorities. The second STPR (STPR2) was published in 2022 and identifies a range of projects, from behaviour change initiatives to decarbonisation of the rail network, which the Scottish Government have established as those most effective at improving Scotland's sustainable economic development. STPR2 also complements Scotland's strategic land use planning policy, [National Planning Framework \(NPF4\)](#).

While NTS2 is the overarching strategy for transport, a series of more focused strategies and action plans have also been developed at the national level such as: -

- ◆ [Active Travel Framework](#) – sets an ambition that Scotland’s communities are shaped around people and place, enabling walking or cycling to be the most popular choice for shorter everyday journeys, with a series of outcomes identified to achieve this, based upon modal shift, improved infrastructure, safety, accessibility and partnership working;
- ◆ [Scotland’s Road Safety Framework to 2030](#) – sets a vision for Scotland to have the best road safety performance in the world by 2030, with a longer term ambition that no one is seriously injured or killed on our roads by 2050. A series of actions are identified around speed management, behaviour change, active travel, new technologies, education, enforcement, maintenance etc;
- ◆ [Connected and Autonomous Vehicles \(CAV\) Roadmap for Scotland](#) – outlines the Scottish Government’s Commitment to CAV technologies as part of the development of an integrated, sustainable, accessible and environmentally friendly transport system.
- ◆ The [Rail Enhancements and Capital Investment Strategy](#) sets out the approach to planning and funding rail projects.
- ◆ The [Islands Connectivity Plan](#) sets out how ferry services, supported by other transport modes, will be delivered, and strengthened, working towards a long-term vision, and supported by clear priorities and defined outcomes for people and places
- ◆ The [Aviation Statement](#) sets out the Scottish Government’s vision for aviation and the specific actions it will take to achieve the outcomes it wants on improving connectivity and achieving decarbonisation.
- ◆ [Achieving Car Use Reduction in Scotland: A Renewed Policy Statement](#), sets out Scottish Government and COSLA’s renewed approach to achieving sustainable car use reduction in Scotland.

Broader policy influences

Transport policy in Scotland is also informed by the following Scottish Government plans and strategies:

- ◆ The [Climate Change Plan](#), sets out how Scotland will achieve the carbon budget and ultimately net zero. The next iteration of the Climate Change Plan will be published in the autumn of 2025 for consultation, with a final version to be published in 2026 outlining how Scotland will reduce greenhouse gas emissions over the period 2026-2030. It will broadly cover the following sectors: electricity, buildings, transport, industry, waste and circular economy, agriculture and land use.
- ◆ The [Just Transition plan - A Fairer, Greener Scotland](#), which similarly recognises the role transport must play in its transition to net zero in a just and fair way, stating that public transport and active travel should become the norm, supplemented by zero emission vehicles where needed;
- ◆ The [Air Quality Strategy, Cleaner Air for Scotland 2 \(2021-2026\)](#) – Towards a Better Place for Everyone (CAFS 2) recognises that transport is one of the main contributors

to poor air quality, therefore reinforces commitments to increasing mode shift to active travel and public transport, including by introducing constraints on private vehicle use such as Low Emission Zones;

- ◆ The [Transportation Noise Action Plan](#) recognises that transport noise can impact on peoples' quality of life, with physical and mental health impacts, and describes the actions Transport Scotland will take to reduce road and rail related noise;
- ◆ [Scotland's National Strategy for Economic Transformation](#) recognises the contribution that transport investment can play in enabling and sustaining Scotland's economic growth, reaffirming commitment to the delivery of STPR2.

Regional and local transport strategies

Regional Transport Strategies (RTS)

Scotland has seven [Regional Transport Partnerships](#) (RTPs) which bring together local authorities and other key regional stakeholders to take a strategic approach to transport at the regional level. The RTPs are each responsible for preparing a Regional Transport Strategy (RTS) to provide a framework for the transport activities of constituent councils, health boards and others. Introduced as a statutory requirement in the Transport (Scotland) Act 2005, a RTS is a long-term transport plan for the region, setting out the vision and ambition for transport over the next 10-20 years to guide project development and investment decisions, covering all modes of transport relevant to the RTP area, from active travel to sea and air connections. Essentially, each RTS identifies how the principles of the NTS will be delivered in its region in the form of policies and actions.

Like the NTS, Regional Transport Strategies can have a strategic focus and, as such, may be supported by a series of mode-focussed action plans. Common supplementary policy and guidance documents include Active Travel Strategies, Bus Strategies, and Freight Action Plans.

A full list of Regional Transport Partnerships and alignment to Health Boards and Local Authorities can be found in Appendix 1.

Local Transport Strategies (LTS)

It is recognised that Local Authorities and Regional Transport Partnerships have a central role in delivering the improvements necessary to achieve the vision, priorities and outcomes set out in National Transport Strategy 2 (NTS2). Local Transport Strategies (LTS), while not a statutory requirement, are the means for individual Local Authorities to set out their transport policies and plans, and their alignment with wider local policy such as planning and economic strategies. An LTS generally focuses on local issues that the local authority has direct control over and can directly influence, such as active travel networks, local bus operations, car parking policies, local road network, etc. with the more strategic issues (strategic road network, air and sea connections, freight) generally considered at the Regional Transport Strategy (RTS) and National Transport Strategy (NTS) levels.

Regard must be given to the LTS in the preparation of a Local Development Plan (LDP) to ensure land use planning and transport planning go hand in hand and support people's access to the things they need. The interdependencies between physical and spatial proximity as well as digital access should be considered to influence decisions around

where development should take place to ensure sustainable mobility patterns. Sites that are well served by sustainable modes for access to services, jobs and amenities should be prioritised to influence sustainable travel behaviours and reduce the need for travel by private car.

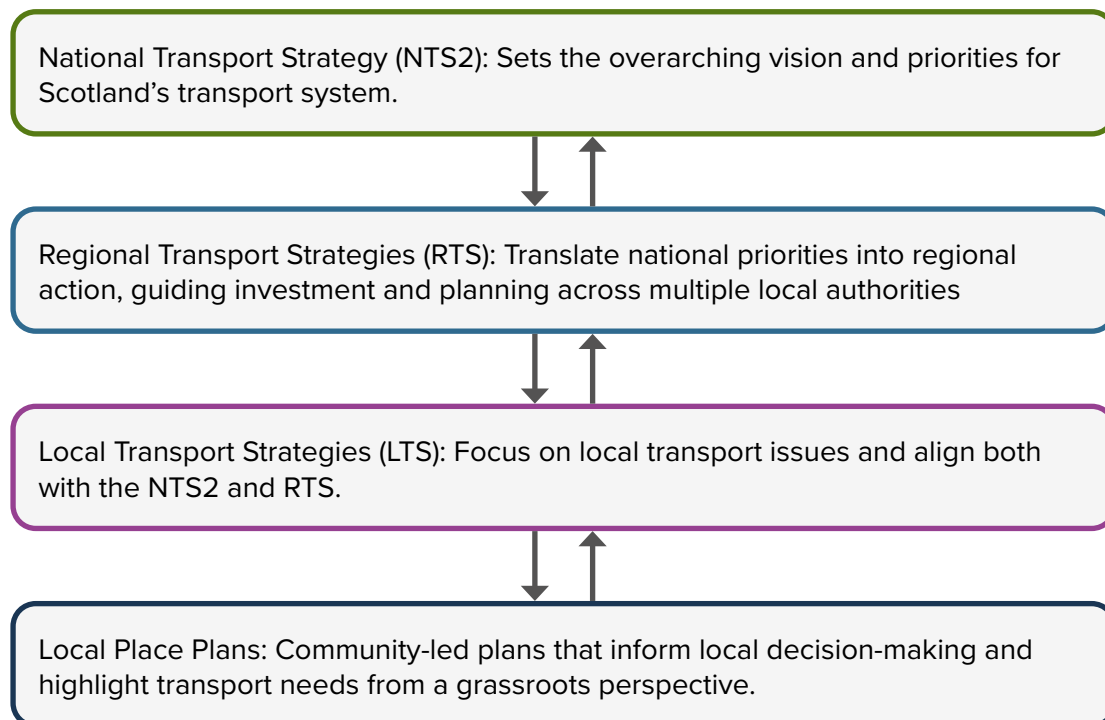
As with an RTS, an LTS is often accompanied by more detailed mode-specific or location-specific strategies and action plans, such as an Active Travel Strategy and specific City/Town Centre Transport Plan.

Community-level planning: Local Place Plans

At a community level, legislation to support the creation of Local Place Plans came into force in 2023, offering opportunities for communities to develop proposals for their local area, expressing their aspirations and ambitions. Community bodies can submit Local Place Plans to their local authority and, if successfully registered by the local authority, it will form a factor in future decision-making relevant to that community. Although not specifically related to transport, Local Place Plan guidance is structured around themes which are likely to lend themselves to the identification of transport interventions, including: Health and Wellbeing; 20 Minute Neighbourhoods; and Climate and Environment.

Overview of transport planning in Scotland

Together, national, regional and local transport strategies form a comprehensive and hierarchical framework for improving transport across Scotland. Each level plays a distinct but complementary role in shaping service, infrastructure and travel behaviour.



Alignment of transport planning and spatial planning

Transport planning is closely aligned with spatial planning policies, including National Planning Framework 4 (NPF4), Local Development Plan (LDP) Guidance, and Local Living and 20 Minute Neighbourhoods Guidance. Together, these policies provide a coherent framework for aligning transport planning with spatial strategies that support health, equity, and climate resilience. This [briefing](#) provides more detail on the land planning system.

Transport appraisal process

Transport interventions (policies, strategies and infrastructure projects) require appraisal in relation to several factors including health and wellbeing impacts. Guidance on this is provided through the Scottish Transport Appraisal Guidance (STAG) and statutory and non-statutory impact assessments.

What is STAG?

The [Scottish Transport Appraisal Guidance](#) (STAG) provides a framework for identifying and appraising transport interventions. It ensures that investment decisions are based on clear, evidence-based analysis and is a key component of transport-related business case development in Scotland.

The guidance represents best practice in transport appraisal and is aligned with the [Scottish Public Finance manual \(SPFM\)](#) and UK Government's [Green Book](#). It provides a structured methodology for assessing the need for, and impact of, transport interventions.

When should an appraisal be done?

A transport appraisal is required whenever Scottish Government funding, support or approval is sought for changes to the transport system. It may also be used by other funders. While not typically used for routine maintenance projects, it may be appropriate where significant operational changes are involved.

Transport appraisal and business case development

An appraisal following STAG is a 3-stage process, encompassing case for change, option generation and preliminary appraisal and detailed options appraisal. A completed appraisal provides the strategic and socio-economic dimensions of the strategic business case. These dimensions are revisited and, if appropriate, updated, as the intervention moves through the outline and final business case stages.

Case for change

At case for change stage, the problems and opportunities relevant to the area or topic under consideration are discussed, and a series of objectives identified to address those problems and maximise the opportunities. Reaching a broad agreement on the transport planning objectives with those who will be affected by the change is a critical part of demonstrating a case for change.

Option generation and preliminary appraisal

A long list of potential options which respond to the problems and opportunities and meet the objectives are then set and subject to early sifting. Only options which will clearly

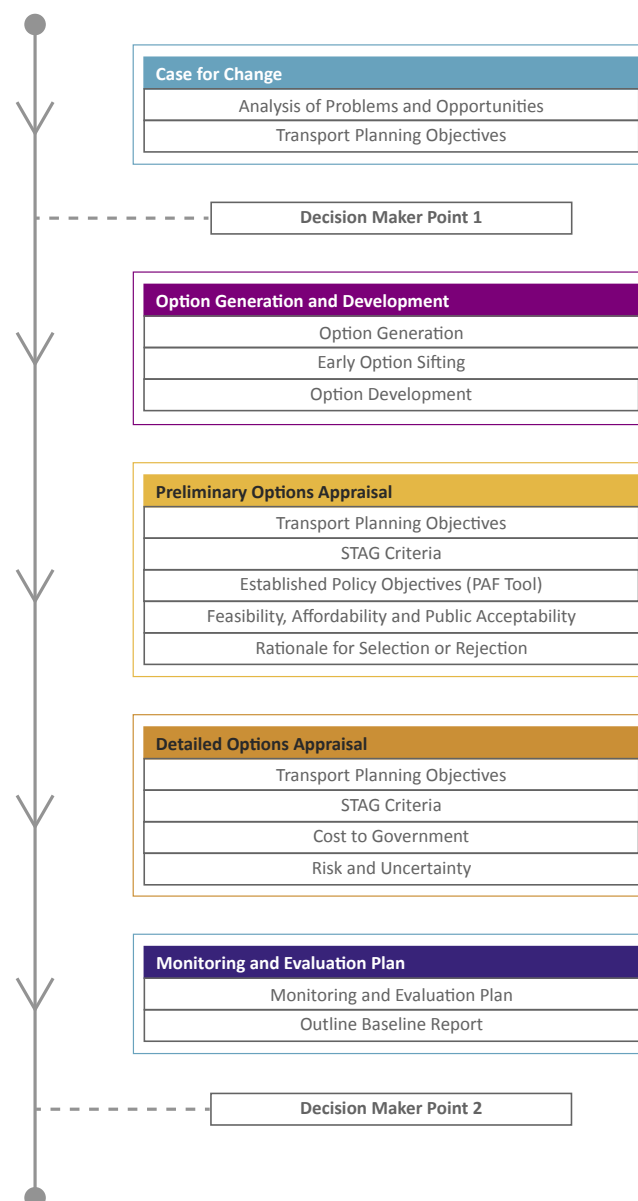
not meet the objectives should be removed from consideration at this stage, with the remaining options proceeding to Appraisal.

The preliminary options appraisal stage involves a largely qualitative appraisal of the remaining options against their impacts on the project objectives, the STAG criteria (Environment; Climate Change; Health, Safety and Wellbeing; Economy; and Equality and Accessibility), their fit with wider policy, feasibility, affordability and public acceptability. Options that do not perform well against one or multiple criteria can be removed from further consideration.

Detailed options appraisal

Options proceed to detailed (quantitative) appraisal where their performance against the objectives and STAG criteria are revisited in more detail, and consideration given to costs and risks associated with each of the options.

By following this process, the option(s) recommended for progression will meet the project objectives, will bring benefits across multiple criteria, are affordable, deliverable, and are broadly acceptable to members of the public and stakeholders.



An example of the [Strategic Transport Project Review \(STPR\) network options for Clyde Metro appraisal](#) can be read here.

Transport Appraisal and the Place Principle

Transport Appraisal supports the [Place Principle](#), which promotes a shared understanding of how places are shaped and that working together collaboratively supports better places. It aligns with the [Place Framework](#), ensuring that investment decisions are people and community focused. Appraisals should consider the Place Framework throughout all stages.

Integration with impact assessments

Undertaking a Transport Appraisal does not replace statutory obligations. Appraisals should be coordinated with other required assessments, including:

- ◆ [Strategic Environmental Assessment \(SEA\)](#)
- ◆ [Equality Impact Assessment \(EqIA\)](#)
- ◆ [Island Communities Impact Assessment](#)
- ◆ [Fairer Scotland Duty](#)
- ◆ [Child Rights and Wellbeing Impact Assessment](#)
- ◆ [Habitats Regulations Appraisal](#)

Although not mandatory, local authorities and Regional Transport Partnerships are encouraged to undertake a [Health Impact Assessment](#) (HIA) for major transport projects to identify potential impacts on populations and health determinants likely to be affected by the development. Glasgow City Region have developed a toolkit to embed the use of the HIA in capital infrastructure (See Section 4).

Roles and responsibilities of key transport organisations

Several organisations play a role in transport policy and delivery. See the table below for an ‘at a glance’ guide to their roles and responsibilities. The table highlights the lead organisation however multiple organisations may be involved in the delivery.

Responsibilities	UK Government	Scottish Government/ Transport Scotland	Local Authorities	Regional Transport Partnerships
Railway regulation	✓			
Cross-border rail services	✓			
Aviation	✓			
Driver licensing	✓			
Setting the national strategic vision for transport, primarily through development and delivery of the National Transport Strategy (NTS), and overseeing the development and implementation of subsidiary transport policies and strategies		✓		
Proposing and implementing legislation		✓		
Planning development, funding and delivery of major transport projects, such as the Aberdeen Western Peripheral Route (AWPR) and Queensferry Crossing		✓		
Providing funding and guidance to Local Authorities, Regional Transport Partnerships (RTPs) and transport operators		✓		
Policy and funding of concessionary travel schemes such as those for the under 22s and over 60s		✓		
Sustainable and active travel policy and investment along with RTPs, Councils and others		✓		
Bus strategy and support along with RTPs, Councils and other		✓		
Freight Policy and Freight Mode Shift Grant schemes		✓		
Support for lifeline air and ferry services along with RTPs, Councils and others		✓		
Route development on air services		✓		
Ports Policy & Legislation under the Harbours Act 1964		✓		
Canals policy		✓		
Rail: policy; infrastructure investment		✓		

Responsibilities	UK Government	Scottish Government/ Transport Scotland	Local Authorities	Regional Transport Partnerships
Support for ScotRail & Caledonian sleeper operations; specification and funding of Network Rail outputs, performance and service quality		✓		
Road safety: education and publicity, Road Safety Framework, Scottish road safety targets, policy, speed limits, drink and drug drive limit		✓		
Blue Badge Scheme: policy and legislation		✓		
Trunk road: policy; design and construction; maintenance, road safety for the trunk roads, safety camera programme		✓		
Statutory consultee on strategic and local development plans and planning applications which impact on the trunk road		✓		
Approver of changes to the strategic transport network		✓		
Custodians of Transport Appraisal Guidance		✓		
Custodians of Road Design Standards		✓		
Traffic Scotland		✓		
Traveline Scotland		✓		
The Scottish Road Works Commissioner		✓		
Environmental Management including noise, air quality and climate change adaptation		✓		
Developing and implementing Local Transport Strategies (LTS) and other local policies and strategies			✓	
Managing and maintaining local roads, including the allocation of road space for different modes (such as bus lanes and cycle lanes) and activities (such as parking, loading, etc.)			✓	
Delivering local transport improvements, such as road safety initiatives, traffic management changes, and new cycle infrastructure			✓	
Enforcing some traffic offences, such as parking and loading violations, and inappropriate use of bus lanes			✓	

Responsibilities	UK Government	Scottish Government/ Transport Scotland	Local Authorities	Regional Transport Partnerships
In some areas, delivering and/or funding local public transport services. This can take the form of local authorities directly owning and running services (e.g. Lothian Buses, Edinburgh Trams) or merely subsidising services in areas where, or at times when, no commercial services are available)			✓	
Integrating transport planning and land use planning to facilitate sustainable development, by ensuring that appropriate transport networks are in place to support development that is not dependent on the private car.			✓	
Preparing and delivering Regional Transport Strategies (RTS)				✓
Supporting the development and delivery of regionally significant transport projects, such as new railway stations				✓
Coordinating with local authorities, Transport Scotland and other partners to deliver regional transport improvements, projects and programmes, including the distribution of national funding to local authorities and other delivery partners, in some cases, operating transport services (e.g. Strathclyde Partnership for Transport (SPT), which manages the Glasgow Subway)				✓

UK Government

The UK Government retains certain reserved powers over transport in Scotland. It is held to account by Cabinet Ministers at Westminster and may also act as a funding partner, for example through City Region Deals.

Scottish Government and Transport Scotland

The Scottish Government holds devolved powers over most transport matters in Scotland and is accountable to Scottish Ministers at Holyrood. Transport Scotland is the national transport agency for Scotland, also accountable to Scottish Ministers, delivering the Scottish Government's vision for transport.

Regional Transport Partnerships

Regional Transport Partnerships (RTPs) are independent statutory bodies established to improve the planning and delivery of regional transport.

Local authorities

Local authorities' role in transport involves developing Local Transport Strategies, managing and improving local roads, ensuring road safety, and facilitating public transport services. Local authorities are held accountable through elected members.

Scottish Collaboration of Transportation Specialists (SCOTS)

[SCOTS](#) is a strategic collaborative body representing Scotland's 32 local authorities and seven regional transport partnerships. Playing a pivotal role in design, delivery and maintenance of the nation's transport systems, SCOTS contributes to innovation and performance improvement across the network.

Community Planning Partnerships

The [Community Empowerment \(Scotland\) Act 2015](#) requires community planning partners to come together in each local authority area to form a Community Planning Partnership (CPP). Each CPP focuses on where partners' collective efforts and resources can add the most value to their local communities, with particular emphasis on reducing inequality.

CPPs are responsible for producing two types of plans to describe their local priorities and planned improvements:

- ◆ Local Outcomes Improvement Plans, which cover the whole council area
- ◆ Locality Plans, which cover smaller areas within the CPP area, usually focusing on areas that will benefit most from improvement. Each CPP will produce at least one Locality Plan and some CPPs will produce many – there is no fixed number.

Many such plans include a transport component, reflecting the intended outcomes for the council area and individual communities. Regional Transport Partnerships are statutory partners, working alongside local authorities and health boards.

Operators

There are a mixture of operator models for shared, active travel and public transport modes across Scotland. This diversity includes public, private and third sector

organisations across modes. Appendix 3 provides an example of key transport operators in Scotland across a variety of modes.

Third sector organisations

Transport-related charities can support governments, in a number of ways – ranging from delivery partners (for infrastructure or issuing of grants to individuals) and sources of evidence-gathering and data relating to sustainable modes. Notable examples in Scotland include:

- ◆ [Energy Savings Trust](#)
- ◆ [Walking Scotland](#)
- ◆ [Walk Wheel Cycle Trust](#)
- ◆ [Cycling Scotland](#)
- ◆ [Living Streets](#)
- ◆ [Community Transport Scotland](#)

Advisory committees/organisations

As well as transport-related organisations, a number of committees and organisations exist representing the transport needs of different population groups, such as older people, disabled people, people on low incomes and rural communities. These are some examples:

[Age Scotland](#) - works with and for older people in Scotland to tackle loneliness, support inclusion and deliver better lives

[Bus Users UK](#) - champions the rights of bus and coach users

[Council of Ethnic Minority Voluntary Organisations \(CEMVO\) Scotland](#) - a national intermediary organisation which aims to build the capacity and sustainability of the ethnic minority voluntary sector and its communities

[Community Transport Association \(CTA\)](#) - UK charity working to champion, connect, support and grow the local, non-profit Community Transport sector

[Disability Equality Scotland \(DES\)](#) - a national organisation working to achieve full access and inclusion for every disabled person in Scotland

[Mobility and Access Committee Scotland \(MACS\)](#) - provides advice on the planning and regulating of transport facilities to ensure that they are accessible for those with a disability

[Scottish Community Development Centre \(SCDC\)](#) - the lead body for community development in Scotland which also offers training on community engagement

[Transport Focus](#) - the independent watchdog for transport users

[Traveline Scotland](#) - timetables and journey planner for all bus, rail, coach, air and ferry services in Scotland

[YoungScot](#) - Scotland's national youth information platform.



Section 3: About public health

What is public health?

Public health focuses on improving and protecting the health and wellbeing of the entire population, rather than treating individuals. A widely accepted definition from the Faculty of Public Health describes it as:

“The science and art of promoting and protecting health and wellbeing, preventing ill health and prolonging life through the organised efforts of society.”

This section introduces the public health system and its responsibilities, highlighting opportunities to align with transport planning processes. The overarching goals of public health are to:

- ◆ Improve health and wellbeing across the population
- ◆ Reduce health inequalities between different social and demographic groups

While public health is led by a core workforce of trained professionals, it is also a shared responsibility across sectors who have a role in protecting and improving the health and wellbeing of the population. This is because public health addresses the broader social, economic and environmental determinants of health (also referred to as the building blocks of health) - not just the prevention and treatment of illness.

This is a helpful [“What is Public Health?” video](#) from the Faculty of Public Health.

The three domains of public health

Public health has three key domains, each of which may be relevant to transport:

- ◆ **Health improvement:** addressing the determinants of health to promote positive health and prevent ill health. Health determinants include social, economic, environmental, cultural and commercial influences.

Sustainable transport is a key building block of health, enabling access to other building blocks such as employment.

- ◆ **Health protection:** preventing and responding to communicable diseases and environmental hazards.

Actions to shift from motorised vehicles towards active travel have major health co-benefits. As well as reducing ambient air pollution, active travel can reduce carbon emissions and improve physical and mental health.

- ◆ **Healthcare public health:** ensuring health services are accessible, high quality, evidence-based, effective, efficient and equitable.

Equitable access to healthcare services via sustainable modes of transport.

These domains are supported by public health intelligence – the collection, analysis, and interpretation of data and evidence to inform decision-making.

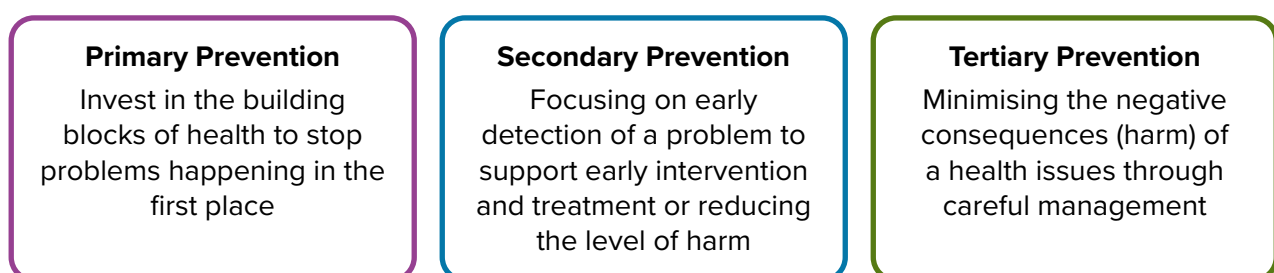
Core concepts in public health

Central to the practice of public health are a number of key concepts:

- ◆ **Right to health and a human-rights approach:** The right to health is a fundamental human right. It means the right of everyone to the highest attainable standard of physical and mental health.
- ◆ **Social determinants of health (also called the building blocks of health):** The conditions in which people are born, grow, live, work and age, which shape their health and wellbeing.
- ◆ **Health inequalities:** Unfair and avoidable differences in health outcomes between social groups.
- ◆ **Lifecourse approach:** Recognising that health is shaped by cumulative experiences throughout life, especially during early years.
- ◆ **Health in all policies:** A commitment to systematically include health and equity considerations in policymaking across all sectors, including transport.

Prevention

Public health recognises three types of prevention as central to addressing poor outcomes.



High

Impact on population health

Low

Primary prevention has the greatest impact on population health as it aims to prevent ill health and promote positive health across the population. Sustainable transport and the places we live, work and play can play a vital role in primary prevention.

Examples of public health activities

The following table outlines some examples of public health work. These are included to provide a sense of where work undertaken within transport planning may align with public health.

Activity	Description	Example related to transport
Disease surveillance and control	Monitor the occurrence and spread of health conditions within a population. Collect, analyse, and interpret health data to identify trends and health risks and develop strategies for prevention and control of those risks.	Monitoring road injuries to identify locations to prioritise for safety interventions.
Policy development and advocacy	Provide evidence-based recommendations to policymakers to inform and influence policies to build health and equity into all policies.	Using and supporting Health Impact Assessments to inform development of national, regional and local transport policy.
Health protection and emergency preparedness	Protect the population from health threats, emergencies, and disasters. Develop emergency response plans, coordinate preparedness efforts, and provide guidance on managing public health emergencies such as infectious disease outbreaks, natural disasters, or chemical incidents.	Developing a flood risk management plan, e.g. trunk road drainage assets might impact potentially vulnerable areas.
Research and evaluation	Engage in research to advance the understanding of health issues. Conduct studies and programme evaluations to inform public health strategies and policies.	Evaluating the health impacts of the introduction of Low Emission Zones.
Whole system collaboration and partnership	Collaborate with a wide range of stakeholders to address health challenges collectively. These include national and local government, healthcare providers, community organisations and the public.	Use the Place Standard Tool to foster meaningful, inclusive conversations between communities and agencies, helping to build a shared understanding of the quality of local places. By capturing both lived experience and agency insight, it supports collaborative decision-making and action.

Activity	Description	Example related to transport
Population Health Intelligence	Combining intelligence, evidence, and research to translate data on a given population to inform effective public health action.	Evidence based report identifying and mapping transport poverty as a public health issue and then developing transport poverty indicators.
Programme delivery	Providing and evaluating community-based programmes focused on, for example nutrition, physical activity, income maximisation, community development.	Developing, delivering and evaluating an active travel programme which aims to increase physical activity levels.

Public health policy

Scotland's Population Health Framework (2025-2035)

Developed by COSLA and the Scottish Government, [Scotland's Population Health Framework](#) outlines a ten-year plan to drive collaborative action on health and inequalities. The central aim is:

“By 2035, we will improve life expectancy in Scotland while reducing the life expectancy gap between the most deprived 20% of local areas and the national average.”

To support this aim, the framework identifies four key drivers of prevention:

1. **Social and Economic Factors** – Enhance the social and economic conditions that support better health and reduce inequalities.
2. **Places and Communities** – Create healthy, sustainable environments by working in and with communities.
3. **Enabling Healthy Living** – Develop supportive settings that promote wellbeing and reduce health-harming behaviours
4. **Equitable Health and Care** – Build a health and social care system focused on equity, prevention, and early intervention

A fifth element addresses system change, emphasising the need for a shift towards a **prevention-based approach** through coordinated action across all drivers.

The Framework outlines two initial priorities both very relevant to transport:

Priority 1: **Embedding prevention in our systems**

Priority 2: **Improving Healthy Weight**

To support the Framework a number of briefings have been published highlighting each sector's role – local government, the NHS, the community and voluntary sector and the business sector: [Scotland's Population Health Framework: supporting sector summaries - local government - gov.scot](#)

The terms public health and population health are often used interchangeably, and both refer to the overall approach to improve the health of the whole population and reduce inequalities, rather than clinical interventions for individuals one at a time.

Related health and transport policy areas

NHS Climate Emergency and Sustainability Strategy (2022-2026)

This [strategy](#) outlines NHS Scotland's commitment to:

- ◆ Reducing greenhouse gas emissions
- ◆ Adapting to climate change
- ◆ Supporting the UN Sustainable Development Goals

Developed by the Scottish Government and NHS Scotland Assure, the strategy focuses on five priority areas:

- ◆ Sustainable Buildings and Land
- ◆ Sustainable Travel
- ◆ Sustainable Goods and Services
- ◆ Sustainable Care
- ◆ Sustainable Communities

The Sustainable Travel section includes:

- ◆ Reducing the need to travel
- ◆ Promoting active travel
- ◆ Supporting public and community transport
- ◆ Decarbonising fleet and business travel
- ◆ Addressing climate change and access

Transport to Health Delivery Plan (2024)

Published by the Scottish Government, this [plan](#) aims to improve transport access to health and social care through integrated planning. It responds to recommendations from the Mobility and Access Committee for Scotland (MACS) and includes 16 commitments.

Key features include:

- ◆ Emphasis on cross-portfolio collaboration
- ◆ Utilisation of existing structures and policies

- ◆ Focus on regional planning bodies
- ◆ Ensuring healthcare access is embedded in local and regional planning

Physical Activity for Health: Framework

This [framework](#) promotes increased physical activity at national and local levels, grounded in evidence-based guidance from the World Health Organisation and other global partners.

Underpinned by the [PHS Systems-based Approach to Physical Activity](#), the framework recognises the influence of sectors such as transport, education, planning and the environment in improving public health. As well as the cross-cutting nature of active travel in the context of places and spaces, health, education, workplaces, sport and active recreation.

Active travel is highlighted as a key outcome, with the goal:

“We will achieve this outcome when sectors are working collaboratively on action that priorities active travel infrastructure and supports and encourages active travel behaviours”

Cleaner Air for Scotland 2

[Cleaner Air for Scotland](#) (2021-2026) is a national cross-government strategy that sets out how the Scottish Government and its partner organisations propose to further reduce air pollution to protect human health and fulfil Scotland’s legal responsibilities. The strategy recognises that transport is one of the main contributors to poor air quality, therefore reinforces commitments to increasing mode shift to active travel and public transport, including by introducing constraints on private vehicle use such as Low Emission Zones.

Other related policy areas

As described earlier, transport poverty is the lack of transport options which are **accessible, affordable, available, reliable and safe**. The causes of transport poverty go beyond the transport sector - in addition to the direct influence of the transport system, spatial planning, service delivery, individual socio-demographic and household conditions can also contribute to transport poverty.

Therefore, **accessible, affordable, available, reliable and safe** transport is an enabler to many policy areas which affect health such as child poverty, employment, justice, housing, open space and education and action to address transport poverty should be incorporated into wider policy areas.

The roles and responsibilities of key public health organisations

Scottish Government – Population Health Directorate

The Population Health Directorate is responsible for:

- ◆ Tackling Scotland’s relationship with drugs, alcohol, smoking and diet
- ◆ Supporting health protection services, disease surveillance, outbreak management, immunisation and screening programmes.

- ◆ Promoting physical activity and opportunities that enhance health and wellbeing
- ◆ Coordinating health strategy and reform, including the Care and Wellbeing Portfolio
- ◆ Monitoring and supporting action on addressing health inequalities
- ◆ Creating conditions for more equitable policy delivery for groups experiencing poorer health outcomes and access to services
- ◆ Managing ongoing COVID-19 response, including support for high-risk individuals and pandemic preparedness
- ◆ Providing expert analytical advice across health and social care

Convention of Scottish Local Authorities (COSLA)

COSLA is a councillor-led, cross-party organisation, representing the interests of all 32 Local Authorities in Scotland. Local Authorities carry out statutory duties across public health and shape the wider determinants of health, while working to reduce inequalities, through the provision of essential services in areas such as housing, education and transport. COSLA works closely with local and national partners, including Scottish Government, in order to ensure that everyone can live well locally.

NHS Health Boards

Scotland has:

- ◆ 14 territorial (regional) health boards – responsible for healthcare delivery and public health in their area
- ◆ 6 special health boards, including Public Health Scotland

Many services are delivered through 31 Health and Social Care Partnerships (HSCPs), jointly managed by NHS boards and local authorities.

Appendix 1 provides an overview of Health Board, Local Authority and Regional Transport Partnership alignment.

Directors of Public Health and Local Public Health Teams

Each territorial Health Board has a Public Health function, led by a Director of Public Health. The purpose of the local teams is to work in partnership with private, public and third sector agencies to prevent disease, promote health and prolong life amongst the local population. In some areas, public health functions may be split across teams or embedded within Health and Social Care Partnerships.

Public Health Scotland

Public Health Scotland (PHS) is Scotland's national public health body. As a national NHS board, PHS serves the whole country and is accountable to both the Scottish Government and COSLA.

The role of PHS includes:

- ◆ Providing leadership for population health protection and improvement in Scotland.

- ◆ Providing trusted, evidence-informed advice.
- ◆ Collaborating across sectors to turn policy into action.
- ◆ Providing health data and analysis to inform public health policies and practice.
- ◆ Monitoring health trends and evaluating effectiveness of health interventions.

PHS operates across all three domains of public health:

- ◆ Health protection (e.g. vaccinations, outbreak response)
- ◆ Health improvement (e.g. reducing inequalities, promoting wellbeing)
- ◆ Healthcare public health (e.g. supporting service design and delivery)

National Services Scotland/NHS Scotland Assure

NHS Scotland Assure, a sub-division of [National Services Scotland](#) works with health boards to improve the healthcare built environment. [NHS Sustainability Action](#) provides support for health boards to play their part in tackling the climate crisis and becoming the first national health service in the UK to commit to becoming a net-zero organisation.

Integration Joint Boards

Integrated Joint Boards (IJBs) are legal entities that bring together health boards and local authorities to plan and deliver adult community health and social care services via Health and Social Care Partnerships (HSCP). Some also oversee children's services, homelessness and/or criminal justice social work.

- ◆ IJBs ensure joint decision-making and accountability
- ◆ They hold strategic and commissioning responsibilities

Community Planning Partnerships (CPPs)

The [Community Empowerment \(Scotland\) Act 2015](#) requires community planning partners to come together in each local authority area to form a CPP. Each CPP focuses on where partners' collective efforts and resources can add the most value to their local communities, with particular emphasis on reducing inequality. Local NHS Health Boards are statutory partners in CPPs.

The [Verity House Agreement](#) sets out the role of Community Planning Partnerships to play a critical role in delivering shared priorities, ensuring resources are aligned locally and focused on prevention and early intervention. CPPs are responsible for producing two types of plans to describe their local priorities and planned improvements:

- ◆ Local Outcomes Improvement Plans, which cover the whole council area
- ◆ Locality Plans, which cover smaller areas within the CPP area, usually focusing on areas that will benefit most from improvement. Each CPP will produce at least one Locality Plan and some CPPs will produce many – there is no fixed number

Improvement Service

The Improvement Service (IS) is the national improvement organisation for local government in Scotland, established in 2005. Its primary role is to support local authorities, working with their partners, to deliver transformational change to sustain and, where possible, improve outcomes, reduce inequalities and achieve efficiencies.

The Improvement Service leads a programme of work around [planning and place-based approaches](#) which is designed to help councils and their partners create places where people can thrive, and was a key partner in developing the [Place and Wellbeing Outcomes](#).

Scottish Public Health Observatory (ScotPHO)

The [ScotPHO website](#) provides comprehensive data on health, behaviours, and wider determinants. It publishes:

- ◆ ScotPHO Profiles – interactive tools offering local-level health indicators and visualisations
- ◆ In 2025, a new [Transport section](#) was added under the Wider Determinants area of the ScotPHO website.



Section 4: Opportunities, challenges and key actions

There are opportunities to initiate closer collaboration between transport, health and health equity building on the National Transport Strategy and Population Health Framework, to support the population's health and wellbeing and address longstanding health inequalities. This could support a whole system approach to share knowledge and strengthen connections through collaborative engagement.

There can be a lack of awareness between transport professionals and public health practitioners of each other's roles and the benefits of mutual support. There is an opportunity to address this through combined skills development and more "on the job" interaction to forge closer links. Stronger cross-working could embed consideration of health within policy and strategic transport developments both locally, regionally and nationally, enable measurement and performance of health outcomes within transport systems, and achieve better outcomes for health and equity.

This section outlines potential opportunities for collaboration and provides links to case studies and resources. It is intended as a guide and should be adapted to suit the context and capacity of local transport and public health teams.

Partnerships and networks

Across Scotland there is variation in the current opportunities for local and regional partnerships and collaboration. Some examples have been shared in the case studies section. In addition to the local and regional opportunities, some national partnerships and networks exist bringing together people working across transport and public health.

Scottish Health and Inequalities Impact Assessment Network (SHIAN)

SHIAN promotes a Health in All Policies (HiAP) approach and supports the use of Health Impact Assessments (HIA). It offers training, guidance and resources to NHS boards, local authorities and partners.

Public Health and Sustainable Transport Partnership

The Public Health and Sustainable Transport Partnership (PH&STP) group, hosted by Public Health Scotland, brings together national and local government, health boards, third sector organisations and academics to help support the development of transport policy and practice that promotes health and equity alongside sustainability and economic growth.

Public Health and Sustainable Transport Learning Network

The Public Health and Sustainable Transport Learning Network (a sub-group of the PH&STP) is a place to share information, discuss ideas and opportunities and encourage greater collaboration across transport and health in Scotland. The network is open to anyone with an interest in transport and health, to join contact psh.healthyenvironments@psh.scot

Place and Wellbeing Collaborative

The Place and Wellbeing Collaborative consists of representatives from the Improvement Service, Public Health Scotland, Heads of Planning Scotland, COSLA, and Health Improvement Managers who share the same ambition of creating places across Scotland that help people to stay healthy and thrive.

Place and Wellbeing Alliance

The Place and Wellbeing Alliance is a forum for stakeholders to share resources, ideas, and lessons learned, to enable the on-going delivery and improvement of place-based working. The alliance also supports partnership working to promote Place Standard Tool emergent best-practice and learning. Membership to the Alliance is open to any organisation with an interest in improving the places in which they live, play, learn and work.

Transport, Fleet and Travel Planning Group

The Transport Fleet & Travel Planning Group (TFTPG) reports directly to the NHSScotland Environmental Sustainability Group (NESG) and has responsible for the planning and delivery of all national fleet, transport, and active and sustainable travel planning issues. It also provides specific focus in the progression of national sustainable development objectives and net zero targets relating to travel and transport matters within the NHS.

Collaboration opportunities

The tables below set out some practical steps we can take now to strengthen collaboration. As opportunities for closer working progress, the document will be kept under review. These are suggested opportunities and should be considered within the context and capacity of local transport and public health teams. The table also highlights helpful resources and some practical case studies/presentations of where successful collaboration is being undertaken. The presentations shared in the case study sections were part of a national Public Health and Sustainable Transport conference held in November 2024: [Public Health and Sustainable Transport Conference - Resources - Transport and Health - Environmental health impacts - Population health - Public Health Scotland](#)

Raising awareness and knowledge of issues

For transport planners	For public health practitioners
Understand and work to address the gaps in transport planners' knowledge of public health.	Understand and work to address the gaps in health practitioners' knowledge of transport.
Develop an understanding of the opportunities to improve health and address health inequalities through transport.	Develop an understanding of both the limitations and opportunities for public health involvement.
	Build understanding of how transport contributes to other public health priority areas, i.e. healthy weight, climate, child poverty.



Helpful Resources

Public Health Scotland
[Transport and Health](#)

[Place and Wellbeing:
Movement Theme](#)



Case Studies/Presentations

[The Big Issues in Transport](#)

Improving communication and engagement between professions

For transport planners

Start a conversation about the health needs and determinants in local communities and share joint evidence.

Take time to develop working relationships between the local transport team and public health team.

The respective Regional Transport Partnerships can be a helpful conduit for making connections locally.

For public health practitioners

Many health boards will have topic or sectoral strategies focused on, for example, mental health, healthy weight or sustainability, which will touch upon the wider determinants of health where the transport system will have a role. The Director of Public Health can play a central role in securing local commitment and can prioritise working with transport departments to improve the population's health.

The local Community Planning Manager may be a helpful contact to make connections.

Nominate someone to act as a point of contact with transport. Identify a key contact in transport – the Regional Transport Partnership is a good place to start.

The local Community Planning Manager may be a helpful contact to make connections.



Helpful Resources

See Appendix 1 for contact details of Regional Transport Partnerships and alignment to Health Boards and Local Authorities.



Case Studies/Presentations

See Grampian Health and Transport Action Plan (HTAP) case study below

Integrating health into transport policy

For transport planners

Work with public health colleagues on Health Impact Assessments of Regional Transport Strategies; Local Transport Strategies and Local Active Travel Strategies and ensure transport policies are formulated to best meet community needs, reduce inequalities between communities and promote health and wellbeing.

Invite more health representatives on transport project working groups.

Seek comment from public health during STAG appraisals.

For public health practitioners

Work with local transport planners to provide health evidence in a format that can inform transport policy.

Support the development of health-specific or health relevant transport policies where appropriate.

Comment on transport planning applications.

Work with transport colleagues to lead or support Health Impact Assessment of the Regional or Local Transport strategies and plans, or alternatively to ensure the full range of health considerations is integrated into STAG and statutory impact assessments such as Strategic Environmental Assessment and/or Equalities Impact Assessment.

Develop shared objectives in line with public health priorities. For example, the connect between healthy weight and active travel or child poverty and access to public transport.



Helpful Resources

[Health Impact Assessment Guidance](#)

[Place and Wellbeing Assessment](#)

[Capital Investment Health Impact Assessment](#)



Case Studies/Presentations

[Health Impact Assessment of Roadspace Reallocation](#)

[Clydebank Health and Care Travel Plan – Place and Wellbeing Assessment](#)

Better consideration of transport in health planning decisions

For transport planners

For public health practitioners

Use public health evidence to respond to health planning public consultations, especially where the decision will impact on travel for patients, staff and visitors.

Develop “How to guides” to access health care sites using the sustainable transport hierarchy to prioritise mode of transport.

Optimise non-car access to planned and existing health settings by using the sustainable transport hierarchy to inform planning.



Helpful Resources

[Sustainable Design and Construction Guide \(SDaC\)](#)

[Sustainable Travel Planning and Car Parking Management \(SHTM 07-03\)](#)

[NHS Sustainability Action](#)



Case Studies/Presentations

[Taking clinics to the community – NHS Greater Glasgow and Clyde](#)

Aligning transport, health and sustainability strategies

For transport planners

For public health practitioners

Ensure that there are cross-references to each other's policies and strategies and provide a transport perspective to population health strategic planning, e.g. health and social care, community planning.

Work collaboratively to build health, equity and sustainability considerations into transport planning.

Incorporate the definition and 5 dimensions of transport poverty into planning – affordability, availability, accessibility, reliability and safety.



Helpful Resources

[Working together to build climate-resilient, equitable and healthy places](#)

[Transport poverty: a public health issue - Transport poverty: a public health issue - Publications - Public Health Scotland](#)



Case Studies/Presentations

[SEStran Transport to Health](#)

[Aberdeen Community Planning Partnership – Sustainable Cities](#)

Sharing data and evidence

For transport planners

Providing data and evidence on population health to inform transport decisions.

Share evidence between the Local Development Plan, health and social care planning and community planning processes, such as on population and growth projections, estates capacity and demand planning or consultation feedback from communities.

Identify health-relevant indicators for planning policies.

For public health practitioners



Helpful Resources

[ScotPHO Transport Pages](#)

[Transport Scotland Statistics](#)

[Health Economics Assessment Tool \(HEAT\)](#)

[Walking and Cycling Index](#)



Case Studies/Presentations

[Data and evidence](#)

Shaping Places Outcome Briefings:

[Active Travel: Impact on Clydebank's Community Briefing](#)

[Public Transport: Impact on Clydebank's Community Briefing](#)

[Traffic and Parking: Impact on Clydebank's Community Briefing](#)

Addressing the triple win – health, equity and climate impacts

For transport planners

For public health practitioners

Co-develop funding applications towards healthy, equitable and sustainable transport initiatives.

Co-develop joint messaging highlighting the health benefits and harm of issues such as transport poverty, air quality, active travel and road safety.



Helpful Resources

[Working together to build climate-resilient, equitable and healthy places](#)

[How to talk about the building blocks of health - FrameWorks UK](#)



Case Studies/Presentations

[Embracing Active Travel: A Triple Win for Health, Climate, and Equity - Our blog](#) - Public Health Scotland

[Public Health and Sustainable Transport: Opportunities for Change](#) - Co-benefits of Climate Friendly Transport, ClimateXChange

Community engagement and empowerment

For transport planners

For public health practitioners

Good community engagement is vital where major projects bring large changes to local areas and their surrounding environments.

Engagement processes, when facilitated correctly, have the potential to maximise the success and positive impacts of such projects and increase the strength, health and resilience of communities of place and/or interest affected by the project.

Including representation from communities experiencing transport poverty is important in co-designing transport solutions for the future.



Helpful Resources

[Best Practice Guidance on Community Engagement | Transport Scotland](#)

[Place Standard Tool](#)

[Scottish Community Development Centre](#)

[National Standards for Community Engagement](#)

[Embedding community insight in a place-based approach | Improvement Service](#)



Case Studies/Presentations

[Training, tools and resources – Place Standard Tool – rural and island version and community safety version](#)

[Citizen engagement](#)

Case studies

The following section highlights three case studies which demonstrate how health can be considered or prioritised within transport projects.

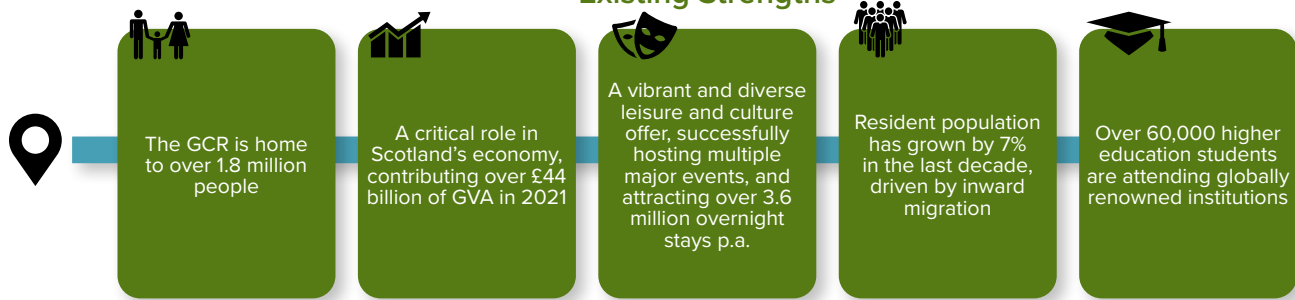
1. Clyde Metro

[Clyde Metro](#) aims to provide a step-change in the Glasgow City Region's (GCR) transport system, transforming the life opportunities of communities currently impacted by unaffordable, unreliable, and poorly connected public transport. Clyde Metro initially emerged as a key recommendation from Transport Scotland's national Strategic Transport Projects Review 2 (STPR2) and proposes a fully integrated Mass Transit public transport system which could include a variety of modes and services. Mass Transit modes being considered could have dedicated lines or share road space and include metro rail, tram train (hybrid of rail and tram), light rail (tram) and bus rapid transit..

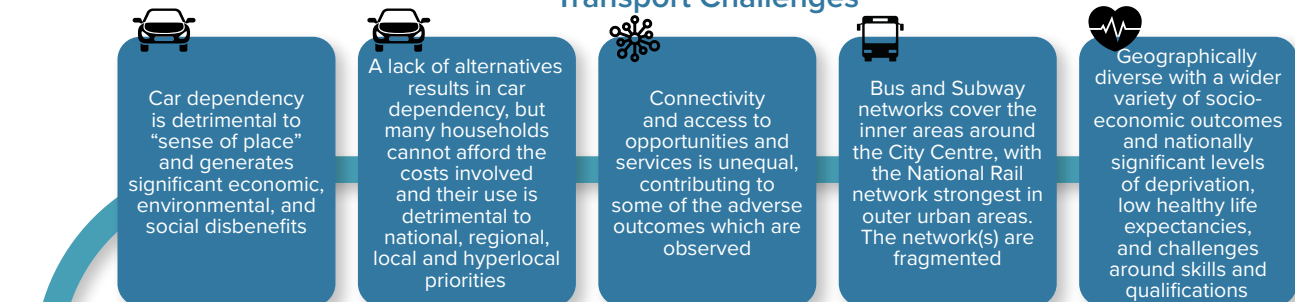
In what ways is health considered or prioritised in this project's design, implementation, or outcomes?

The [Case for Change](#), published in October 2024, captures the challenges of the eight Member Authorities of the City Region, including high levels of deprivation and poverty; low healthy life expectancy; skills shortages; low educational attainment; and unequal access to housing, services and opportunities. Increasing accessibility, through a Mass Transit project, is to unlock wider economic, environmental, and social opportunities and address many of the existing challenges.

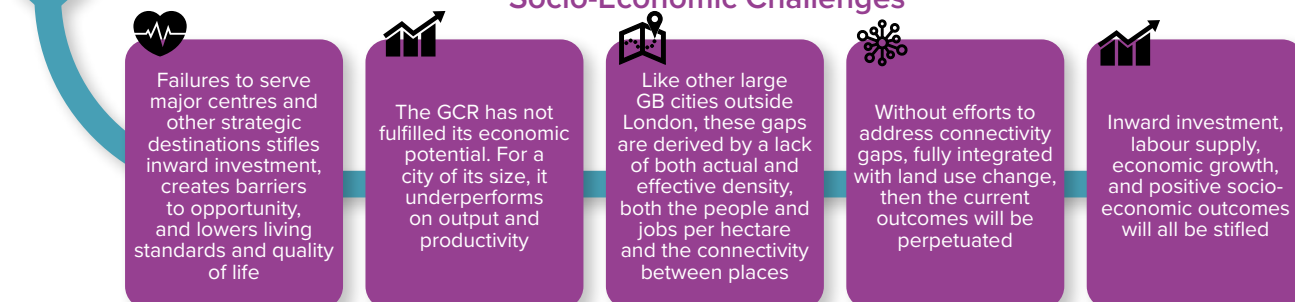
Existing Strengths



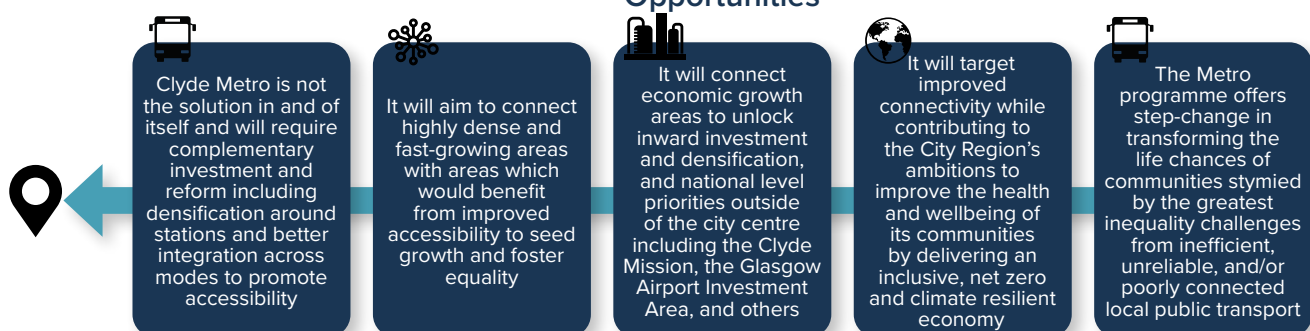
Transport Challenges



Socio-Economic Challenges



Opportunities



Source: Mott MacDonald

The vision and strategic objectives for Clyde Metro, set out in the Case for Change, reflect current policy, data and evidence and the ambition to tackle inequality, support health and wellbeing, and contribute to the just transition to net-zero.

An early commitment to addressing health challenges through Clyde Metro was made and the project has been included as a pilot for the development of the [Capital Health Impact Assessment](#) (CHIA) toolkit. The CHIA toolkit is a resource developed by the Glasgow City Region and Public Health Scotland to support the use of Health Impact Assessment in capital spend projects.

A Health Impact Assessment (HIA) is being delivered alongside other health-related assessments as part of the development of the Clyde Metro Case for Investment (CFI), to consider the effect on the health of all population groups. This will include engagement with organisations and people with ‘lived experience’ who have insight on how the Clyde Metro proposals could impact positively, and mitigation measures needed for potential negative impacts.

Describe how you collaborate with others in this project. What roles do different people play and how does this collaboration support the project’s goals?

The project is being led by Strathclyde Partnership for Transport (SPT), working alongside Glasgow City Council on behalf of the GCR, with Transport Scotland operating in a project assurance role.

Glasgow City Region City Deal funding of £12.155M was allocated to Glasgow City Council as the lead GCR local authority to support the Case For Investment development. The Scottish and UK Governments are each contributing 50% to this funding package.

Data, evidence and insight gathered through the screening and scoping stages of the impact assessments will be employed in the appraisal of the mass transit network options, as per the Scottish Transport Appraisal Guidance (STAG) framework, and in building the Business Case for Clyde Metro. This will set out how Clyde Metro will be delivered and how the strategic and transport objectives and transformational outcomes will be achieved.

Additionally, collaboration with research projects such as Glasgow University’s [GALLANT programme](#) will ensure the ongoing collection of data and evidence to support decision-making.

The project’s vision is:

“Our vision is to deliver transformational change for the Glasgow City Region, providing opportunity for all through sustainable, transport-led, investment. Fundamental to the programme will be integration to achieve placemaking, regeneration, and densification and enable a healthier, fairer and more prosperous City Region. Investment today will connect people with opportunity, welcome visitors and investors, reduce carbon emissions and provide the platform for the Glasgow City Region to fulfil its potential as an economic powerhouse for all of Scotland.”

2. Low Emission Zones

Low Emission Zones set an environmental limit in city centres, restricting access for the most polluting vehicles to improve air quality. This protects public health within our towns and cities, making them more attractive places in which to live, work and visit. The Scottish Government introduced Low Emission Zones in Scotland's four major cities on 31st May 2022.

In what ways is health considered or prioritised in this projects design, implementation, or outcomes?

Health was a central aspect of the design and implementation of LEZs in Scotland. A robust evidence-base was established, that indicated the long-term impacts of vehicular emissions on air quality in cities. Crucially, air quality improvements were seen as imperative to public health. On 2019, a preliminary [evaluability assessment](#) of low emission zones (LEZs), using the Glasgow LEZ as an example was carried out. The assessment outlined a theory of change demonstrating the links between the LEZ and the range of possible outcomes that could, in theory, be assessed if resources were available. The report was intended to encourage further discussion by relevant agencies and to prompt more detailed examination of specific options for evaluation that have been identified through this evaluability assessment process.



Describe how you collaborate with others in this project. What roles do different people play and how does this collaboration support the projects goals?

Low Emission Zones were established by close workings between multiple organisations as follows.

Organisation	Key Role
Energy Savings Trust	Allocated grant funding for retrofit to eligible households, businesses and operators
Local Authorities	Jointly designed schemes for Scotland's four major cities (Aberdeen, Dundee, Edinburgh, and Glasgow), and delivered these according to specific local needs
NHS Boards	Evidence and communicating case for change for public health
Regional Transport Partnerships	Supported the options appraisal process
SEPA	Provided, air quality evidence, and input to national frameworks.

Organisation	Key Role
Transport Operators	Welcomed change, and provided support through grant funding and fleet compliance schemes like EcoStars.
Transport Scotland	Provided national legal frameworks, consistency of leadership, and funding for local implementation.

3. Grampian Health and Transport Action Plan (HTAP)

Established in 2008, the Grampian Health and Transport Action Plan (HTAP) is a long-standing partnership between health and transport sectors in the NHS Grampian region, including Aberdeen City Council, Aberdeenshire Council and Moray Council. Initially a strategic document, HTAP evolved into a collaborative programme refreshed in 2013 and 2024. The new HTAP can be viewed here: [Health-Transport-Action-Plan-2024-2029.pdf](#)

Its purpose is to improve service delivery and population health by fostering coordinated efforts across transport, health, and social care providers.

HTAP is chaired by an NHS Grampian Consultant in Public Health and vice-chaired by the Director of Nestrans (Regional Transport Partnership for North East Scotland). Senior managers from the health and transport sectors form the core membership, supported by wider stakeholders as needed. A full-time Programme Manager is employed via Aberdeenshire Council to oversee delivery with this role jointly funded by Nestrans and NHS Grampian.

In what ways is health considered or prioritised in this project's design, implementation, or outcomes?

Health is central to HTAP's design and outcomes. The programme is structured around two themes:

Transport & Public Health:

- ◆ Promote active travel (walking, wheeling, and cycling) to boost physical activity, promoting good physical and mental health and reduce health risks associated with inactivity.
- ◆ Minimise health hazards linked to transport systems, including poor air quality, road safety and community severance.

Access to Health & Social Care:

- ◆ Ensure everyone can access necessary services via appropriate, affordable transport.
- ◆ Reduce environmental impacts of health-related travel.

Describe how you collaborate with others in this project. What roles do different people play and how does this collaboration support the projects goals?

HTAP operates through a three-tier governance model:

1. Strategic Steering Group: Provides high-level oversight and policy alignment.

2. Reference Group: Facilitates stakeholder engagement and networking.
3. Project Delivery Groups: Implement specific, time-bound initiatives.

Collaboration spans joint projects like [THInC \(Travel to Health & Social Care Information Centre\)](#), recognised by COSLA and valued by users. Partners also contribute to consultations, Health Impact Assessments, funding bids, and national advocacy efforts. Campaigns such as Getabout, volunteer driver recruitment, and road safety are jointly promoted.

Challenges include differing organisational priorities, geographic boundaries, resource constraints, and the complexity of voluntary cross-sector work. National policy influence also requires ongoing dialogue with central agencies.

Our partnership plays an important role in engaging others in the issues of concern to our aims. This has included early engagement with PHS when established, working with the Mobility & Access Committee, SCOTS (Scottish Collaboration of Transportation Specialists), Disability Equality Scotland and others. In recent years others are recognising the need for a focus on collaboration between health and transport sectors and our partnership has committed to both supporting others, but also seeking to highlight the challenges faced, even with a partnership framework in place.

There is interest nationally in the model adopted in Grampian and the lessons learned from the years of collaboration thus far.

HTAP promotes a transdisciplinary approach, focusing on shared goals and tangible outcomes. Success depends on robust governance, clear roles, and targeted investment in joint efforts. The Grampian model encourages partners to align strengths, build trust through short-term wins, and foster a culture of mutual respect and learning.

Learn More:

- ◆ Read the [Grampian Health and Transport Action Plan 2024–2029](#)
- ◆ Watch the HTAP video: [Communication & Engagement Between Sectors: Beyond The Breakout Room](#)

Appendix 1:

Alignment of Regional Transport Partnerships, NHS Boards and Local Authorities

NHS Regional Health Board	Regional Transport Partnership	Local Authorities
Ayrshire and Arran	Strathclyde Partnership for Transport (SPT)	East Ayrshire Council South Ayrshire Council North Ayrshire Council
Borders	South-East of Scotland Transport Partnership (SESTRAN)	Scottish Borders Council
Dumfries and Galloway	South-West of Scotland Transport Partnership (SWESTRANS)	Dumfries and Galloway Council
Fife	South-East of Scotland Transport Partnership (SESTRAN)	Fife Council
Forth Valley	Tayside and Central Scotland Transport Partnership (TACTRAN)	Clackmannanshire Council Falkirk Council Stirling Council
Grampian	North-East of Scotland Transport Partnership (NESTRANS)	Aberdeen City Council Aberdeenshire Council Moray Council
Greater Glasgow and Clyde	Strathclyde Partnership for Transport (SPT)	Argyll and Bute Council East Ayrshire Council East Dunbartonshire Council East Renfrewshire Council Inverclyde Council Glasgow City Council North Lanarkshire Council Renfrewshire Council South Ayrshire Council

NHS Regional Health Board	Regional Transport Partnership	Local Authorities
		South Lanarkshire Council West Dunbartonshire Council
Highland	Highlands and Islands Transport Partnership (HITRANS)	Argyll and Bute Council The Highland Council Moray Council
Lanarkshire	Strathclyde Partnership for Transport (SPT)	North Lanarkshire Council South Lanarkshire Council
Lothian	South-East of Scotland Transport Partnership (SESTRAN)	The City of Edinburgh Council East Lothian Council West Lothian Council
Orkney	Highlands and Islands Transport Partnership (HITRANS)	Orkney Islands Council
Shetland	Shetland Transport Partnership (Zetrans)	Shetland Islands Council
Tayside	Tayside and Central Scotland Transport Partnership (TACTRAN)	Angus Council Dundee City Council Perth and Kinross Council
Western Isles	Highlands and Islands Transport Partnership (HITRANS)	Comhairle nan Eilean Siar

Special NHS Boards support the regional NHS Boards by providing a range of important specialist and national services.

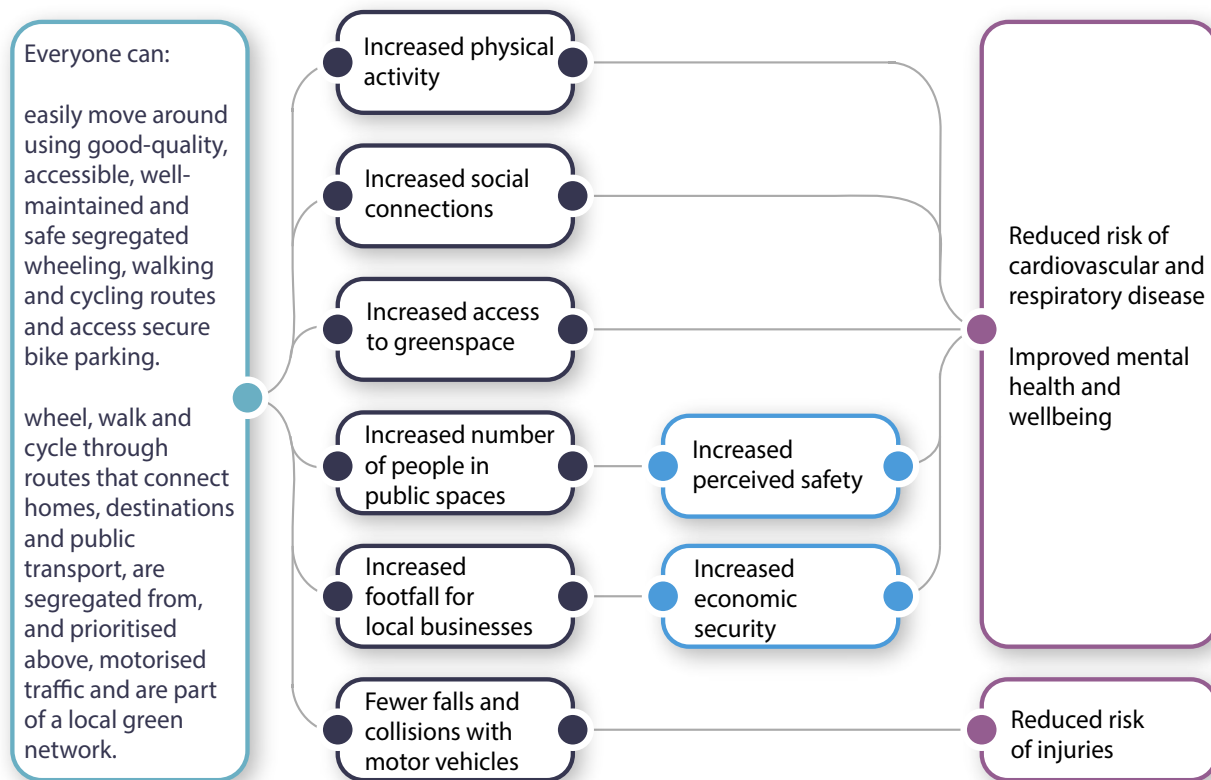
- ◆ [NHS 24](#)
- ◆ [NHS Education for Scotland](#)
- ◆ [NHS Inform](#)
- ◆ [NHS National Services Scotland](#)
- ◆ [Public Health Scotland](#)
- ◆ [Scottish Ambulance Service](#)
- ◆ [State Hospitals Board for Scotland](#)

Appendix 2:

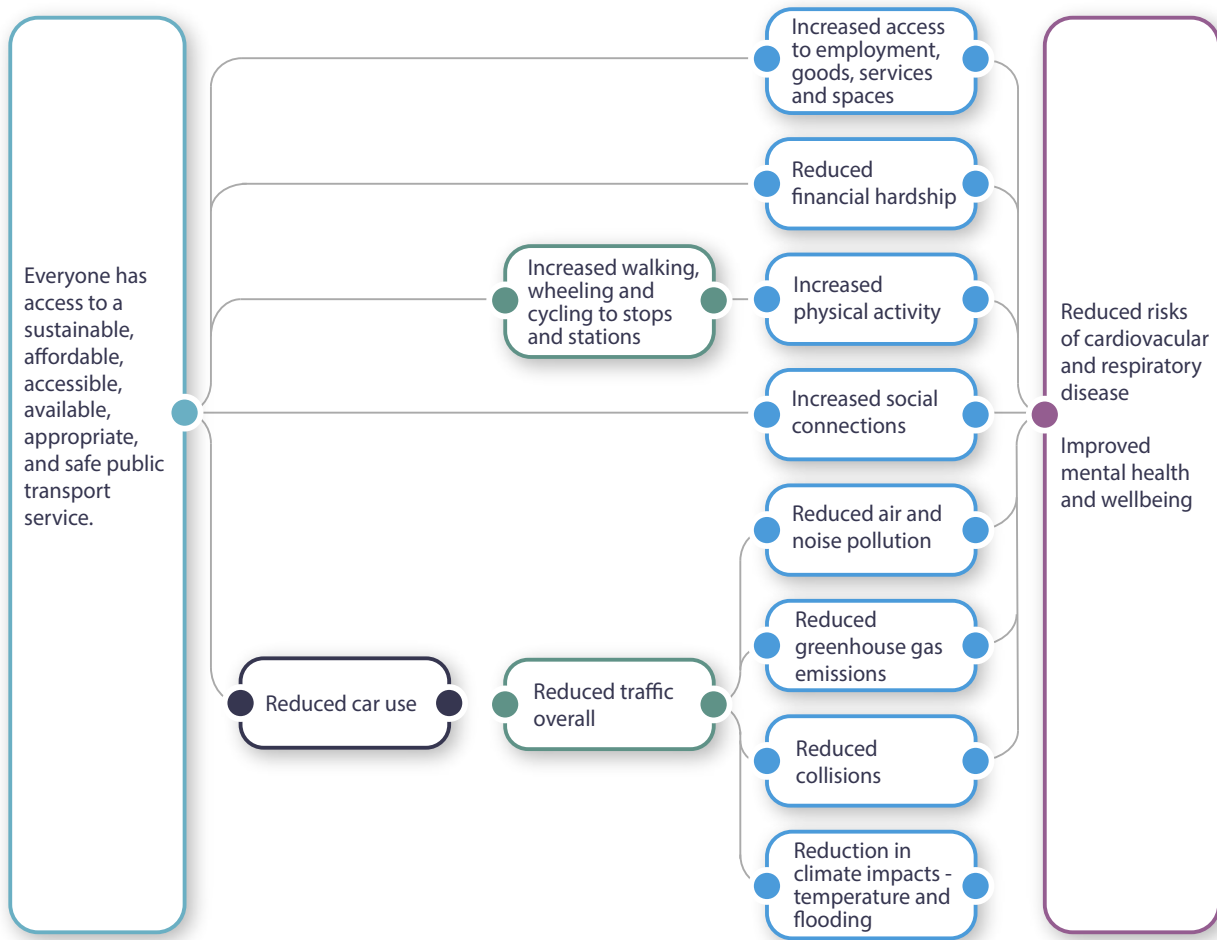
Evidence informed links from transport to health

The following pathways describe how each of the Movement outcomes links to health. Full details can be found in the [Place and Wellbeing: Movement Theme](#) briefing.

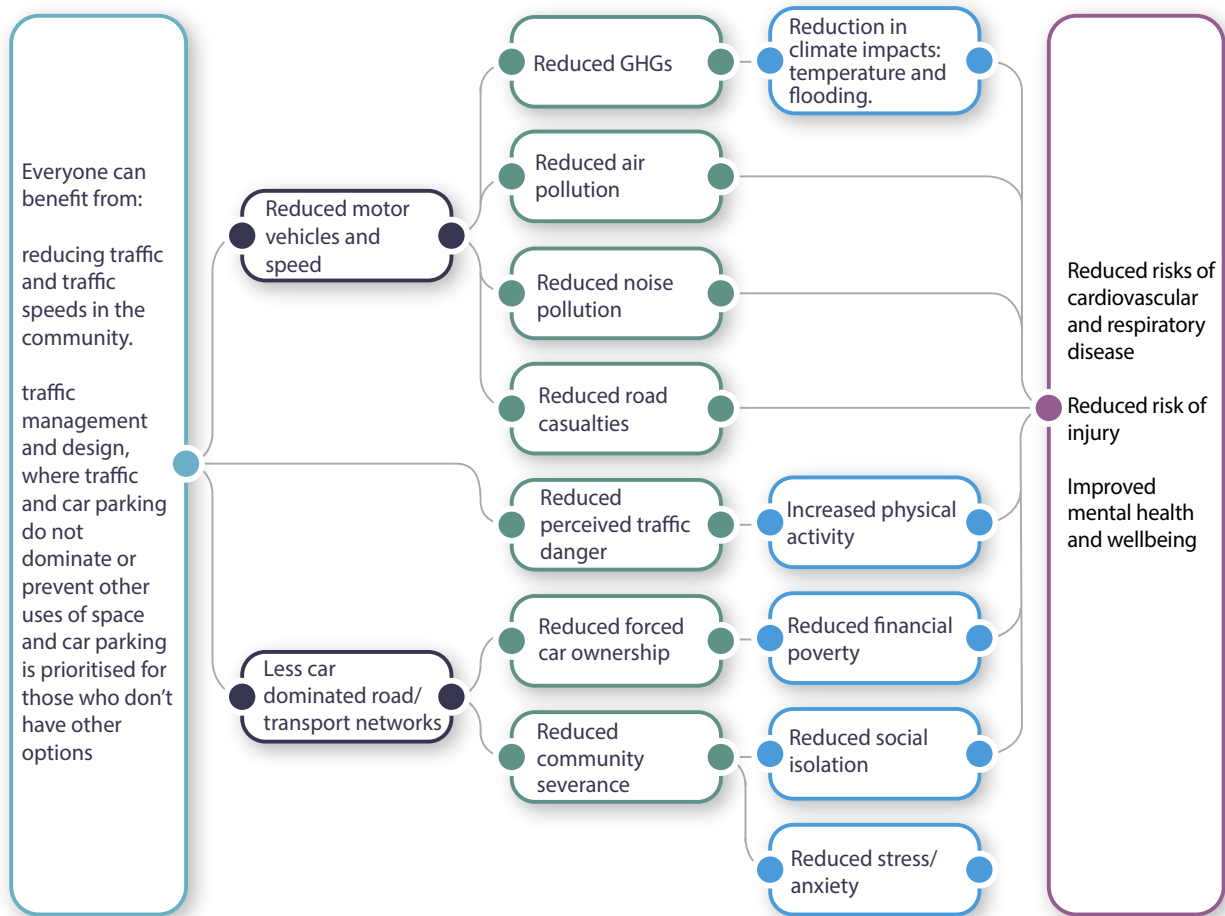
Walking, wheeling and cycling (active travel)



Public transport



Reduced motor traffic



Appendix 3:

Operators

The following table provides an example of the mixture of operator models for shared, active travel and public transport modes across Scotland. This diversity includes public, private and third sector organisations across modes.

Mode	Management models	Funding	Examples
Cycles – hire scheme	Local authorities Private sector	Local authorities	Lime/Dott Cycle Hire Scheme - Glasgow City Council
Cycles – free cargo bike loans	Community/charity	Scottish Government	Cargo Bike Movement
Bus – community	Community/charity	Scottish Government	Badenoch & Strathspey Community Transport Company
Bus – public	Local authorities (arms length) Private sector	Local Authorities Scottish Government	Lothian Buses Stagecoach Ember
Tram/Subway	Regional Transport Partnerships or Local Authorities	Scottish Government	Edinburgh Trams Glasgow Subway
Rail	Scottish Government (arms length)	Scottish Government	ScotRail, Caledonian Sleeper
Ferry	Scottish Government (arms length)	Scottish Government	CalMac Ferries
Car	Local authorities Private sector	Local Authorities	Enterprise car club in Edinburgh

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