

ROUTES4COMMUNITIES EQUALITY IMPACT ASSESSMENT

Date: 02/10/2023

Characteristic	Prompt Questions	Stage	Suggested areas for consideration <small>List is not exhaustive, add your requirements</small>	How might your project impact this group? <small>Consider the prompt questions and areas for consideration</small>	Next steps. <small>What further research / engagement is required to better understand the needs and / or reduce negative impacts?</small>
People experiencing (and/or at risk of) high deprivation	<p>Does the project make it easier for those living in deprived communities / experiencing transport poverty to walk, wheel and cycle?</p> <p>How does the project ensure that people living in areas of deprivation are direct beneficiaries?</p> <p>What barriers to use may people experiencing deprivation encounter?</p>	Concept	<ul style="list-style-type: none"> Trip generators Social safety Access to essential services Public transport access Transport poverty Place making and identity Engagement needs Other 	<p>The current stage design proposals aim to increase the level of access and level of service for people walking, wheeling and cycling for everyday and leisure journeys.</p> <p>Car ownership / access to cars is much lower amongst lower socioeconomic groups, rebalancing the transport system in favour of modes other than the private car should have an overall positive impact for people at higher risk of socioeconomic disadvantage. People living on lower incomes are also more likely to be exposed to the negative impacts of private car use. A transition to a more active travel use should benefit more socioeconomically disadvantaged people.</p>	<p>As individual projects are taken forward it is suggested that a wide range of engagement methods are used to suit those with more limited time and resources to attend. The individual projects are not anticipated to have a significant negative impact on this group, although thorough engagement should help to understand the specific needs of this group.</p>
		Design	<ul style="list-style-type: none"> Engagement needs Trip end facilities Other 	<p>To be completed a subsequent design stage on a project-by-project basis.</p>	
		Construction and use	<ul style="list-style-type: none"> Impact of construction on access Long term stewardship Barriers to use Behaviour change (adjusting to the chances) Other 	<p>To be completed a subsequent design stage on a project-by-project basis.</p>	
Disability	<p>Consider in relation to physical and mobility, hearing and sight, cognitive conditions, mental ill health.</p> <p>How will the route be accessible and navigable by people with a range of disabilities, conditions and impairments?</p> <p>Will it help them travel independently, and with greater dignity?</p> <p>Are streets navigable and accessible for all disabled people, including features such as tactile paving, dropped kerbs, and accessible public toilets?</p>	Concept	<ul style="list-style-type: none"> Trip generators Social safety Access to essential services Public transport access Transport poverty Place making and identity Path widths Engagement needs Other 	<p>The active travel proposals aim to improve connections to key trip generators for this group. Some of the proposals may require the removal of on-street car parking, which could impact people with disabilities. Blue badge parking bays should be provided wherever on-street parking is lost.</p> <p>The active travel proposals aim to improve public realm, connectivity and hopefully footfall within the study area, which should improve social safety for this group. Some of the proposals may require the removal of on-street car parking, which could require people to walk further from their car to access their destination, which could have impacts on perceived safety depending on the time and conditions of the trip, although the improved environment for active travel should mitigate this impact to an extent.</p> <p>The active travel proposals aim to improve connections to key trip generators for people with disabilities.</p> <p>The active travel proposals aim to improve active travel access to public transport. Where new infrastructure interacts with existing public transport facilities, then detailed design solutions will be required to mitigate impacts for public transport services and all users.</p> <p>The active travel proposals aim to improve connections to everyday destinations by active travel, which addresses transport poverty as a free or very cost-effective transport mode.</p> <p>The active travel proposals create the opportunity to improve the public realm in the study area, and bring the greater identity to local places and spaces.</p> <p>Path widths have been reviewed as part of the study. Improvements to existing path widths have been proposed at multiple locations.</p> <p>Engagement with the local access forum and other relevant stakeholders will be undertaken on a project-by-project basis.</p>	<p>As individual projects are taken forward it is suggested that a wide range of engagement methods are used to suit those with more limited time and resources to attend. The individual projects are not anticipated to have a significant negative impact on this group, although thorough engagement should help to understand the specific needs of this group.</p>
		Design	<ul style="list-style-type: none"> Navigation and signage Frequent resting opportunities Toilets Pavement / path widths Dropped kerbs Tactile surfaces, level changes Access barriers Gradient Other 	<p>To be completed a subsequent design stage on a project-by-project basis.</p>	
		Construction and use	<ul style="list-style-type: none"> Impact of construction on access Long term stewardship Barriers to use Behaviour change (adjusting to the chances) Other 	<p>To be completed a subsequent design stage on a project-by-project basis.</p>	

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Race	<p>Consider in relation to skin colour, nationality, language spoken country of origin and people identifying as Gypsy / Travellers.</p> <p>How will the route feel by those who experience racism, especially after dark?</p> <p>How will the project be relevant to and respond to the needs of migrants and people of colour?</p>	Concept	<ul style="list-style-type: none"> Trip generators Social safety Local demographics Spaces that reflect diversity Place making and identity Language Experiences of race-related crime Engagement needs Other 	<p>Ethnic minorities in Scotland are less likely to hold a valid driving licence than those who identify as White Scottish or White other British.</p> <p>Ethnic minorities are more likely to rely on public transport (particularly buses) than the population as a whole. They are also more likely to experience a race-aggravated hate crime, which often occur in public space and sometimes on public transport.</p> <p>Some ethnic minorities are more likely to rely on active travel than the population as a whole – this is likely to be connected to socioeconomic disadvantage.</p> <p>The active travel proposals aim to improve connections to everyday destinations by active travel as well as perceptions of safety, which is expected to have a positive impact on this characteristic.</p>	<p>As individual projects are taken forward it is suggested that a wide range of engagement methods are used to suit those with more limited time and resources to attend. The individual projects are not anticipated to have a significant negative impact on this group, although thorough engagement should help to understand the specific needs of this group.</p>
		Design	<ul style="list-style-type: none"> Navigation and signage Trip end facilities Other 	To be completed a subsequent design stage on a project-by-project basis.	
		Construction and use	<ul style="list-style-type: none"> Long term stewardship Barriers to use Behaviour change Other 	To be completed a subsequent design stage on a project-by-project basis.	
Sex	<p>Does the project support an area-wide approach for those who are making multi-stop journeys (more likely taken by women), rather than just A-B routes?</p> <p>Will the route feel safe for women or non-binary people, especially after dark? Is it well-overlooked and well-lit?</p>	Concept	<ul style="list-style-type: none"> Trip generators Social safety Trip chaining or multi-stop journeys Engagement needs Other 	<p>Public transport use is slightly higher for women than men, as is concessionary pass usage.</p> <p>Women are exposed to sexual harassment and hate crimes in public spaces which can cause women to limit their journeys in terms of time or route.</p> <p>Fewer women cycle in Scotland than men, while rates of walking are similar although slightly lower for women. Many women limit their walking habits in terms of time or location to avoid both actual and perceived risk of personal safety.</p> <p>The active travel proposals aim to improve connections to everyday destinations by active travel as well as perceptions of safety, which is expected to have a positive impact on this characteristic.</p>	<p>As individual projects are taken forward it is suggested that a wide range of engagement methods are used to suit those with more limited time and resources to attend. The individual projects are not anticipated to have a significant negative impact on this group, although thorough engagement should help to understand the specific needs of this group.</p>
		Design	<ul style="list-style-type: none"> User conflict Lighting Trip end facilities Specific place interventions for women, girls and non-binary people Other 	To be completed a subsequent design stage on a project-by-project basis.	
		Construction and use	<ul style="list-style-type: none"> Barriers to use Behaviour change Other 	To be completed a subsequent design stage on a project-by-project basis.	
Age	<p>What destinations will the route connect, specifically in relation to those commonly used by young and/or old people?</p> <p>Will the public spaces support play and / or regular seating and resting opportunities?</p> <p>How will the project support the needs of people across age groups, especially those ages most overlooked in transport planning - children, teenagers and older people?</p>	Concept	<ul style="list-style-type: none"> Trip generators Public transport access Vehicle access (drop off/disabled bay parking) Separation of users/user conflict Legibility of the space Crossings Distances Play (linear and at defined locations) Social safety Traffic safety Resting opportunities Toilets Accessibility Engagement needs Other 	<p>Overall, fewer older people (over 60) use walking and cycling as means of transport. However, improving the environment for walking and cycling should still have a positive impact on older people, potentially encouraging higher rates of active travel which are particularly beneficial for health.</p> <p>Younger people are more likely to rely on active travel for various reasons – not yet having access to a private car, limited funds, or for leisure. Therefore measures which improve the environment for walking, wheeling and cycling should have a positive impact on younger age groups.</p>	<p>As individual projects are taken forward it is suggested that a wide range of engagement methods are used to suit those with more limited time and resources to attend. The individual projects are not anticipated to have a significant negative impact on this group, although thorough engagement should help to understand the specific needs of this group.</p>

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		Design	Lighting Navigation and signage Lines of sight Trip end and mid trip facilities Other	To be completed a subsequent design stage on a project-by-project basis.	As individual projects are taken forward it is suggested that a wide range of engagement methods are used to suit those with more limited time and resources to attend. The individual projects are not anticipated to have a significant negative impact on this group, although thorough engagement should help to understand the specific needs of this group.
		Construction and use	Impact of construction on access Long term stewardship Barriers to use Behaviour change (adjusting to the chances) Other	To be completed a subsequent design stage on a project-by-project basis.	
Sexual orientation and gender reassignment	Have LGBTQIA+ related hate crimes been reported in the area? How do LGBTQIA+ people feel about their safety on the route? How have spaces been designed to feel safe and welcoming to LGBTQIA+ communities?	Concept	Trip generators Local demographics Spaces that reflect diversity Experiences of hate crime Social safety Other	Travel habit data disaggregated by sexual orientation is not widely available in Scotland. People from various sexual orientation are more likely to experience a sexual orientation-aggravated hate crime, which often occur in public spaces. The active travel proposals aim to improve connections to everyday destinations by active travel as well as perceptions of safety in public spaces, which is expected to have a positive impact on this characteristic.	
		Design	Navigation and signage Other	To be completed a subsequent design stage on a project-by-project basis.	
		Construction and use	Long term stewardship Barriers to use Behaviour change Other	To be completed a subsequent design stage on a project-by-project basis.	
Pregnancy and Maternity	Will pregnant people or those feeding and changing babies be supported with regular sheltered resting places? Is the area welcoming to parents with babies or young families? Is the route safe and navigable with buggy, pram or baby carrier?	Concept	Resting opportunities Trip generators Social safety Engagement needs Other	Pregnant people can struggle to drive early or late in pregnancy, but may need to do so in order to attend appointments due to lacking frequency (for example) of public transport. Pregnant people are less able to walk or cycle during pregnancy, meaning people who might usually use active travel modes may be more reliant on alternative modes for the duration of their pregnancy. Walking, wheeling and cycling with young children requires safe infrastructure protected from motorised traffic, as children can move erratically and are less able to accurately judge the speed and danger of oncoming traffic. The active travel proposals aim to improve connections to everyday destinations by active travel as well as perceptions of safety, which is expected to have a positive impact on this characteristic.	
		Design	Traffic safety User conflict Level changes Surfaces Access barriers / width of routes Facilities: rest / toilets Trip end and mid trip facilities Other	To be completed a subsequent design stage on a project-by-project basis.	
		Construction and use	Impact of construction Long term stewardship Barriers to use Behaviour change Other	To be completed a subsequent design stage on a project-by-project basis.	

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Religion or belief	<p>How can the project be culturally relevant to diverse religious groups or communities in the area?</p> <p>Will the project improve connectivity for places of worship or religious communities in the local area?</p> <p>Do planned engagement or behaviour change activities clash with any religious observation days?</p>	Concept	<ul style="list-style-type: none"> Trip generators Social safety Place making and identity Reflection of diversity Engagement needs Other 	<p>Travel habit data disaggregated by religion / belief is not widely available in Scotland.</p> <p>People from certain religions are more likely to experience a belief-aggravated hate crime, which often occur in public spaces. The active travel proposals aim to improve connections to everyday destinations by active travel as well as perceptions of safety in public spaces, which is expected to have a positive impact on this characteristic.</p>	<p>As individual projects are taken forward it is suggested that a wide range of engagement methods are used to suit those with more limited time and resources to attend. The individual projects are not anticipated to have a significant negative impact on this group, although thorough engagement should help to understand the specific needs of this group.</p>
		Design	<ul style="list-style-type: none"> Navigation and signage Social safety Other 	To be completed a subsequent design stage on a project-by-project basis.	
		Construction and use	<ul style="list-style-type: none"> Impact of construction on access Long term stewardship Barriers to uptake Behaviour change Other 	To be completed a subsequent design stage on a project-by-project basis.	
Other Marginalised Groups	<p>How can this project benefit other marginalised communities (e.g. homeless people, asylum seekers, current and ex-offenders)?</p> <p>Areas of consideration might include access to key services (e.g. GPs, Citizens Advice, libraries, food banks, warm banks)</p> <p>Are there other marginalised groups in the particular project area that have not been considered in the previous categories?</p>	Concept		<p>People living in rural communities are often particularly reliant on private car use, with low frequency public transport services and long distances to travel for basic services not being eminently suitable for active travel. The active travel proposals include longer distance connections and village-town connections which might allow additional users to access everyday destinations by active travel or a combination of active travel and public transport.</p> <p>All potential interventions have been assessed based their potential to increase access to every day destinations. Delivery of the Priority 1 and Priority 2 interventions will provide a significant improvement to the level of service for</p>	<p>As individual projects are taken forward it is suggested that a wide range of engagement methods are used to suit those with more limited time and resources to attend. The individual projects are not anticipated to have a significant negative impact on this group, although thorough engagement should help to understand the specific needs of this group.</p>
		Design		To be completed a subsequent design stage on a project-by-project basis.	
		Construction and use		To be completed a subsequent design stage on a project-by-project basis.	
Marriage and Civil Partnership				There is little evidence about marital /civil partnership status or relationship status and associations with wider active travel patterns.	