

**Supporting Good Decisions**

**Promoting Equality and Human Rights;**

**Reducing Poverty; and**

**Protecting the Environment**

**Integrated Impact Assessment Form**

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**Promoting Equality and Human Rights;**

**Reducing Poverty; and Protecting the Environment**

|  |  |
| --- | --- |
| **Title of Policy/ Proposal** | Belhaven Masterplan |
| **Timescale for Implementation**  | TBC |
| **IIA Completion Date** | 24/02/2025 |
| **Completed by** | E.McWilliams  |
|  **Lead officer** | Simon Law |

**Section 1: Screening**

**1.1 Briefly describe the policy/proposal/activity you are assessing.**

*Set out a clear understanding of the purpose of the policy/ proposal/ activity being developed or reviewed (e.g. objectives, aims) including the context within which it will operate.*

In 2019, East Lothian Council (ELC) developed design options aimed at improved walking, wheeling and cycling conditions in the Belhaven area. The resulting report – [Safer Active Travel: Back Road, Dunbar (2019)](https://www.eastlothian.gov.uk/downloads/download/13686/safer_active_travel_back_road_dunbar_2019)[[1]](#footnote-2) outlined an action plan informed by input from the local community. ELC have since investigated these options further to identify locations in Belhaven where walking and cycling conditions could be improved, as part of the Belhaven Masterplan. The investigation resulted in the selection of locations outlined in Figure 1 below.



Figure 1 Belhaven Masterplan

The purpose of the Belhaven Masterplan is to create a safer, more accessible and more attractive area that meets the needs of all users by providing quality infrastructure and placemaking that prioritises walking, wheeling and cycling for every-day journeys and leisure trips.

Public consultation and stakeholder engagement have been undertaken as part of the study to understand the public perception of the area, particularly issues that affect people with protected characteristics. The design team have also worked closely with key stakeholders who have greater knowledge about the challenges, plans and aspirations for the area.

* 1. **What will change as a result of this policy?**

The identified design option aims to promote equal opportunities for all users by providing quality walking, wheeling and cycling infrastructure in Belhaven. The designs will give priority access to users based on the transport hierarchy, to improve the perception of safety for people walking, wheeling and cycling. Design options have been informed by feedback gathered via consultation events and adheres to requirements set out in the Equality Act (2010) and national placemaking standards.

* 1. **Deciding if a full Impact Assessment is needed.**

Please answer the following questions:

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| --- | --- | --- |
|  | **Yes** | **No** |
| 1. The policy/ proposal has consequences for or affects people e.g. how they can access a service?
 | ü |  |
| 1. The policy/proposal has potential to make a significant impact on equality and human rights, socio-economic disadvantage, the council’s role as a corporate parent, or the council’s commitment to tackling climate change?
 | ü |  |
| 1. The policy/proposal is likely to have a significant environmental impact as defined by the Environmental Impact Assessment (Scotland) Act 2005?
 |  | ü |
| 1. The policy/ proposal involves a data processing activity (storage / collection of personal data) that is likely to result in a high risk to individuals as determined by Article 35 of the General Data Protection Regulation?
 |  | ü |

* If you have answered yes to questions 1 and 2 above, please proceed to complete the Integrated Impact Assessment. If you have answered No then an IIA does not need to be completed. Please keep a copy of the screening paperwork.
* If you have answered yes to question 3, you will need to consider whether you need to complete a Strategic Environmental Assessment.
* If you have answered yes to question 4, you will need to consider whether you need to complete a Data Protection Impact Assessment. Please seek further advice from the Team Manager Information Governance.

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**Section 2: Integrated Impact Assessment**

* 1. **Have those who are directly affected by the policy had the opportunity to comment on new proposals?**

Yes, stakeholder and community engagement exercise has been undertaken.

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| **Activity** | **Audience** | **Dates** |
|
| Early engagement to key stakeholders  | Emails sent to local councillors, West Barns Community Council, Dubar Community Council, and key local stakeholders  | w/c 5th August  |
| Online stakeholder workshop | An online workshop with Community Council representatives and local Councillors. | w/c 26th August |
| Online survey | General public, local businesses, local residents and local councillors approached to facilitate communications for survey and provision of hard copy surveys where required. 236 responses were received | w/c 19th August until 7th October 2024 |
| Public event | Drop-in event to the general public (users of the local area, local businesses, local residents, local councillors, etc) | 5th September |
| Stakeholder workshops | A drop-in event for local stakeholders held prior to the public event.  | 5th September |

* 1. **What information/data have you used to inform the development of the policy to date?**

As above, and:

* Review of relevant local, regional and national policy
* Baseline review of public transport, walking and cycling network (accessibility analysis), parking provision (occupancy and duration of stay)
* Review of previous designs and Road Safety Audits
* Traffic flows
* Collision data
* Design Manual for Roads and Bridges (DMRB)
* Traffic Signs Regulations and General Directions 2016 (TSRGD)
* Designing Streets: A policy Statement for Scotland
* Cycling by Design Update 2021
* National Roads Development Guide by SCOTS
* Guidance on the Use of Tactile Paving Surfaces
* Edinburgh Street Design Guidance
* University College London Accessibility Research Group for Guide Dogs
	1. **What does the evidence/ research suggest about the policy’s actual or likely impact on equality groups and those vulnerable/ or experiencing socio-economic disadvantage?**

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| **Evidence**  | **Comment** |
| Which groups are in particular need of this service? | Currently, the project area is characterised by informal crossings, narrow footways, or a lack of footway provision. The groups in particular need of the proposed interventions include those with disabilities, older people, pregnant women or people travelling with young children, and children and younger people. Older people and those with mobility and sensory impairments may find the current walking and wheeling provision a challenge to navigate due to a lack of formalised crossings, tactile paving, and dropped kerbs. The lack of safe active travel infrastructure might also limit mobility for children and young people who are often more reliant on walking and cycling, and may conduct more local journeys.Pregnant women may also face challenges when walking due to a reduction in their mobility levels. Poorly maintained or non-existent footways, footpaths, pedestrian crossings, and high traffic speeds make walking whilst pregnant or with young children (including travelling with a pram) unattractive and less safe.  |
| What level of service uptake/access is there from protected and vulnerable groups? | There is limited data on the exact uptake of active travel in the area from protected and vulnerable groups. However, older people and disabled people are more likely to be impacted by physical accessibility issues. Some key barriers to walking, wheeling and cycling for older people, people with disabilities, and pregnant women include personal safety, declining health and disability, high-speed traffic, and a lack of confidence cycling on the road[[2]](#footnote-3). Safety is also a key issue for children and young adults. There were 68 child pedal casualties recorded in Scotland in 2019, 24 of which were seriously injured. This accounted for 12% of all cycle casualties of all ages. In addition, there were 331 child pedestrian casualties, accounting for 44% of all pedestrian casualties of all ages[[3]](#footnote-4). A lack of safe active travel infrastructure also acts as a barrier to uptake for children and young people who require safe environments to practice independent mobility. Sustrans’ Bike Life Report 2019 outlined that the age groups most likely to cycle were 36 to 45 year olds and 46 to 55 year olds with 19% and 18% respectively cycling at least once a week. People over the age of 56 are not as likely to cycle regularly, this may be due to increased likelihood of mobility issues. Appendix A presents the baseline demographic data for the project area. The key findings from the baseline data include: * Those aged 50 and over account for 40% of the population within West Barns and Dunbar.
* Those between 16 and 34 account for 18% of the population within West Barns and Dunbar.
* 12% of the West Barns population noted that their ‘day-to-day activities are ‘limited a lot’ due to a long-term health problem or disability that has lasted, or expected to last, at least 12 months, compared with 10% across Scotland on average.

The engagement programme gathered demographic data from respondents. The following findings were collected: * 58% of survey respondents stated they were a local resident of Belhaven.
* Around 10% of respondents to the online survey identified as having a disability.
* 45% identified as female, and 41% identified as male.
* 23% of respondents were over 65.
* 36% of respondents have young children or are pregnant.

The demographic profile of the project area, combined with the demographic findings from the community engagement indicate the potential level of service uptake and access across protected and vulnerable groups, particularly older people in the area, and those with a disability.  |
| Can you identify positive outcomes for service users | The provision of a signal-controlled crossing at the Shore Road and Beveridge Row junction will positively impact users with age associated mobility and sensory impairments, disabled people, pregnant women and those travelling with young children, and young people and children. The provision of a signal-controlled crossing combined with tactile surfaces provides these users with a designated, safe location to cross. It can also reduce waiting times and increase the time available for crossing for those who may have slower walking speeds or less able to walk far, particularly older people or those walking with young children. A signal-controlled crossing also provides these user groups with more priority and will be of particular benefit for those with a visual impairments. The provision of a consistent and evenly surfaced shared-use path on Beveridge Row and Back Road will particularly help those with mobility and visual impairments and those travelling with prams, by wheelchair, mobility scooter or for young children scooting and cycling. It will reduce conflict between pedestrians and motor vehicles, improving safety for all users. Widened footways, consistent kerbs and tactile surfaces on Duke Street and Brewery Lane, will particularly help visually impaired users who rely on the kerb and tactile surfaces for orientation. The provision of a raised table crossing at Shore Road car park junction to slow traffic speeds will particularly help users with age associated mobility and sensory impairments, disabled people, pregnant women and those travelling with young children, and young people and children.  |
| What is the service user experience of those from protected or vulnerable groups? | The experience of active travel for those from protected or vulnerable groups varies. Older people and people with disabilities can experience barriers to active travel due to barriers such as personal safety, declining health and disability, high-speed traffic, a lack of confidence cycling on the road, and a lack of appropriate infrastructure. Pregnant women and those travelling with young children also experience barriers to travelling actively, due to limited mobility associated with pregnancy and travelling with a pushchair. Children and young people are more reliant on active travel as they are less likely to drive. A lack of safe infrastructure can have negative impacts for perceptions of safety, limiting their independent mobility.  |
| What opportunity have those from protected groups had to co-produce or comment on the service/ plans? | As outlined above, a community engagement exercise has been undertaken |

* 1. **How does the policy meet the different needs of groups in the community?**

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| **Equality Groups**  | **Comments** |
| Older people, people in the middle years | There is a strong and well-established relationship between age and health as people age, they are more likely to suffer from health conditions and mobility impairments[[4]](#footnote-5) that reduce accessibility. The provision of a signalised crossing on Shore Road and Beveridge Row junction to reduce waiting times and improve safety will have a positive impact for all those walking and wheeling, especially older people who may have slower walking speeds or be less able to walk far. The provision of adequately segregated and maintained cycle paths is the single biggest enabler of cycling in people aged between 50 and 70, especially women[[5]](#footnote-6). Therefore, the initial proposal was to provide an advisory two-way cycle lane on Beveridge Row, which may allow and encourage older people to cycle within the area. However, an advisory cycle lane would have provided a reduced level of service compared with full segregation and the community engagement findings revealed that respondents felt pedestrians should be prioritised at this location. Therefore, given the low traffic volumes on this street and findings from community engagement, a shared use path along the length of Beveridge Row is proposed. This could positively impact this user group. Safe, obstruction-free walking routes with well-maintained, smooth and slip-free surfaces are key to facilitating increased walking and wheeling. It is determined that a shared use path at this location would deliver the most benefit to this user group as it would reduce the conflict between pedestrians and motorised vehicles. Older people and users with mobility impairments can be particularly affected by conflict between users on shared use paths[[6]](#footnote-7). Additionally, in some sections of the Back Road proposal, the footway narrows to 1.5m. This was noted as a concern during the community engagement. Even so, the net positive impact of providing a shared use path in this location outweighs the potential negative impact of this pinch point, which is necessitated by the constraints of the carriageway. The proposal for a shared use path along the length of Back Road and Beveridge Row might negatively impact this user group. The recommendation to restrict vehicle access on Back Road could address this concern as cyclists would be permitted to use the carriageway and pedestrians would remain on the footway. The proposal for the Shore Road off-road active travel path will support older people and those in their middle years as segregated active travel infrastructure is an enabler of walking, wheeling and cycling. The provision of a well-surfaced, segregated footway will also enable those with mobility impairments associated with age. The proposal of an uncontrolled crossing at Duke Street and Brewery Lane will positively impact this user group as it aims to reduce crossing distances. Dropped kerbs and accompanying tactile paving will positively impact those with age-related conditions, such as sensory or mobility impairments. Similar proposals at the Shore Road car park will also positively impact this user group. 63% of survey respondents fell between the age of 45 and 74 which is representative of the East Lothian area as this accounts for the largest percentage of the population. Between 2001 and 2022, the 65 to 74 age group saw the largest percentage increase (+53.1%)[[7]](#footnote-8). The proposals aim to accommodate for an ageing population and improve accessibility within the area, generating a positive impact.  |
| Children and young people children | A child-friendly environment is one where children have both high levels of independent mobility and a high number of potential experiences on offer[[8]](#footnote-9). Children and young people are also more reliant on sustainable travel modes such as walking, wheeling and cycling. To enable high levels of independent mobility, the environment for walking, wheeling and cycling must be safe. 21.4% of people in Dunbar are under the age of 16[[9]](#footnote-10) but those under 24 accounted for just 2% of survey respondents. The provision of a signalised crossing on Edinburgh Road, A1087 could improve safety for children walking, wheeling and cycling in the area, specifically a large proportion travel in this area to access local schools. Road traffic injury ranks among the top four global causes in death for children, making them vulnerable users. Due to their incomplete cognitive and physical development, it is harder for them to detect hazards while crossing the street.[[10]](#footnote-11) A controlled, signalised crossing would positively impact this user group as it would improve safety, and perceptions of safety, harnessing independent mobility and reducing the risk of collision. The proposed two-way cycle lane on Beveridge Row may enable children to cycle along this street. However, as the cycle lane proposed is advisory, this may discourage this user group as the route is not fully segregated. Following community engagement, it is recommended that a continuous, widened shared use path is provided at this location as an alternative to an advisory cycle lane. This provision would positively impact this user group as conflict between pedestrians and road users would be reduced. The provision of a shared use path along the length of Back Road will deliver similar benefits for this user group in terms of reduced risk of conflict with motor traffic and improved independent mobility. Additionally, for young children, the installation of a footway and restricted vehicle access is likely to bring benefit, as they are more likely to travel in a pram or walk two abreast with a parent or caregiver, which is currently difficult and dangerous as there is no existing footway. The proposal of an uncontrolled crossing at Duke Street and Brewery Lane and the Shore Road car park will positively impact this user group as it aims to reduce crossing distances. It is worth noting the proposals aim to improve perceptions of safety not just for children and young people but for parents and carers too. This is also conducive to independent mobility. |
| Women, men and transgender people (includes issues relating to pregnancy and maternity) | The experience of users in the project area may vary based on sex and gender reassignment. 45% of survey respondents identified as female and 36% stated they were pregnant or had young children at the time of completing the survey. Pregnant women can experience limited mobility due to symptoms associated with pregnancy. In particular, poorly kept or non-existent footways, footpaths, pedestrian crossings, and high traffic speeds make walking whilst pregnant or with young children relatively unattractive and often unsafe, creating a barrier to active travel for this user group. Measures to improve the safety and efficiency of crossings across the project area, including on Edinburgh Road, Duke Street and Brewery Lane, and the Shore Road car park will improve accessibility in the area for those using a pushchair, making it safer and easier for people to undertake walking and wheeling journeys. The proposals on Beveridge Row and Back Road to reduce or restrict vehicle access and install a shared use path where possible will positively impact all user groups, but particularly women who are more likely to walk as a means of transport than men. Men are more likely to hold a driving license than women and drive more frequently[[11]](#footnote-12). |
| Disabled people (includes physical disability, learning disability, sensory impairment, long-term medical conditions, mental health problems) | Disabled people are less likely to hold a driving license, have access to a car or drive every day, and are more likely to use public transport and be a car passenger[[12]](#footnote-13), making them more reliant on sustainable travel. Measures to improve the safety and efficiency of crossings at two locations on Edinburgh Road will make it easier and safer for people to undertake walking and wheeling journeys. The installation of dropped kerbs and accompanying tactile paving will positively impact this user group, including those with sensory impairments and those who use a wheelchair or mobility aid. Signal controlled crossings are often the preferred crossing type by all disabled street users and can provide the highest degree of confidence to disabled street users.Many people with disabilities will benefit from a signalised junction due to having more time to cross, increased priority over motor traffic and a designated safe location for crossing. Signalised crossings such as Puffin crossings are the most accessible. They have tactile paving, sounds, and rotating cones located under the push button boxes to let people know when they can cross. The sound and rotating cone allows visually impaired people to know when to cross and in what direction. Incorporating sight sound and touch improve pedestrian safety[[13]](#footnote-14). Concern was expressed by local residents about the impact of the noise associated with a pedestrian crossings. The beeping sound heard at Puffin crossings can work to a timer and only operate at certain times of day. Additionally, Puffin crossings have a sensor to detect if there are pedestrians waiting to cross the road. This allows the Puffin crossing to cancel the crossing demand if pedestrians are no longer detected. Currently, there is no footway provision along the length of Back Road. Vehicle access restrictions at this location could reduce the conflict between user groups. Visually impaired people can experience difficulty navigating along a footpath or footway if there is not kerb edge to guide them. The provision of a footway along the entirety of Back Road will positively impact those with a visual impairment.Shared space increases the risk of conflict and collisions between highway users. Users may be caused distress and alarm, for example when a pedestrian is passed by someone cycling quickly, with people with sensory impairments being particularly affected[[14]](#footnote-15). A shared use path along the length of Back Road may negatively impact this user group due to the potential conflict between pedestrians and cyclists. However, the recommendation to restrict vehicle access on Back Road would provide more space for all users, reducing conflict and positively impacting on all users.  |
| Minority ethnic people (includes Gypsy/Travellers, migrant workers) | The proposals across the project area will have no further impacts on minority ethnic people outwith those stated for women, men and transgender people.  |
| Refugees and asylum seekers  | The proposals aim to promote active travel, which is a low-cost option for people on a low-income.  |
| People with different religions or beliefs (includes people with no religion or belief) | The proposals are intended to bring benefit to all users regardless of region or belief. |
| Lesbian, gay, bisexual and heterosexual people  | The proposals are intended to bring benefit to all users regardless of sexuality.  |
| People who are unmarried, married or in a civil partnership | The proposals are intended to bring benefit to all users regardless of marital status. |

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| **Those vulnerable to falling into poverty*** Unemployed
* People on benefits
* Lone Parents
* Care experienced children and young people
* Carers (including young carers)
* Homeless people
* Those involved in the community justice system
* People with low literacy/numeracy
* Families with 3 or more children
* Those with a child/ children under 1
 | The proposals will aim to improve the experience of the place regardless of people’s economic status so that all can enjoy Belhaven and benefit physically and mentally.The proposals will promote the use of active travel in Belhaven, which is a low-cost and accessible transport option for people who are vulnerable to falling into poverty. |
| **Geographical communities*** Rural/ semi rural communities
* Urban Communities
* Coastal communities
* Those living in the most deprived communities (bottom 20% SIMD areas)
 | It is acknowledged that some people in Belhaven and nearby settlements have a degree of reliance on the car. The scheme will seek to accommodate these users, with ample opportunities for parking nearby and vehicle access maintained where appropriate.  |
| **People with communication needs:*** Gaelic Language Speakers {refer if necessary to the Council’s Gaelic Language Plan}
* British Sign Language (BSL) users {refer if necessary to the Council’s BSL Plan}
* English as a Second Language
* Other e.g. Deafblind, Plain English, Large Print
 | Not applicable to the proposal.  |

* 1. **Are there any other factors which will affect the way this policy impacts on the community or staff groups?**

No

* 1. **Is any part of this policy/ service to be carried out wholly or partly by contractors?**

If yes, how have you included equality and human rights considerations into the contract?

Yes, in the future and this will be built into the contract.

* 1. **Have you considered how you will communicate information about this policy or policy change to those affected e.g. to those with hearing loss, speech impairment or English as a second language?**

A range of communication methods will be used to reach out to different groups of people. Community involvement (listening to and acting on stakeholder views) will be a key element of the development of the designs.

Formats will be designed to be understood by a range of population groups. Specifically, material will be available in alternative formats upon request to ensure accessibility for all users. Guidance will be reviewed when producing materials.

* 1. **Please consider how your policy will impact on each of the following?**

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| --- |
| **Equality and Human rights*** Promotes / advances equality of opportunity e.g. improves access to and quality of services
* Promotes good relations within and between people with protected characteristics and tackles harassment
* Promotes participation, is inclusive and gives people control over decisions which affect them
* Preserves dignity and self-respect of individuals (does not lead to degrading treatment or stigma)
* Builds support networks, resilience, community capacity
 |
| Comments:Improved access to walking, wheeling and cycling in the local area will consequently improve access to key services and destinations. It may also improve access to public transport interchanges. Improved access will work towards advancing equality of opportunity. The proposals aim to improve access for all groups and create spaces that prioritise pedestrians. This will enhance the placemaking element of the local area, which has shown to promote good relations within and between people.  |
| **Socio-Economic Disadvantage / reducing poverty*** Maximises income and/or reduces income inequality
* Helps young people into positive destinations
* Aids those returning to and those progressing within the labour market
* Improves employability skills, including literacy and numeracy
* Reduces the costs of taking part in activities and opportunities
* Reduces the cost of living
 |
| Comments :Improves access to active travel, a more affordable mode of transport.  |
| **Tackling Climate Change*** Reduces the need to travel or increases access to sustainable forms of transport
* Minimises waste / encourages resource efficiency / contributes to the circular economy
* Ensures goods / services are from ethical, responsible and sustainable sources
* Improves energy efficiency / uses low carbon energy sources
* Protects and/or enhances natural environments / habitats / biodiversity
* Promotes the transition to a low carbon economy
* Prepares and/or adapts communities for climate change impacts
 |
| Comments:Strongly aligns to tackling climate change by encouraging short, local trips to be walked or cycled. |
| **Corporate Parenting and Care Experienced Young People*** Impacts on care experienced young people
* Provides opportunities or reduces opportunities to participate in activities which are designed to promote the wellbeing of young people
* Adversely affects the wellbeing of young people
* Adversely impacts on outcomes for care experienced young people
 |
| Comments: No clear relationship. |

**Section 3. Action Plan**

What, if any changes will be made to the proposal/ policy as a result of the assessment?

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Changes to be made** | **Expected outcome of the change** | **Resources Required** | **Timeline** | **Responsible person** |
| The proposals for Beveridge Row were altered to provide a shared use path as opposed to an advisory cycle lane. | Reduce potential conflict between user groups. | Officer and consultant time to progress detailed design. | Detailed design to be complete | Morag Haddow |
|  |  |  |  |  |
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**For consideration of the Head of Service**

Can you identify any cumulative impacts on equality groups or vulnerable people arising from this policy, when considered alongside other changes across other services?

The proposals are to be delivered as part of a wider implementation to improve walking, wheeling and cycling in the East Lothian area. This action will work to improve equality between groups in several ways. These include:

* **Accessibility:** Improved infrastructure makes it easier for all groups of different abilities to navigate local places. This improves access to key services and can reduce a reliance on private vehicles for more vulnerable users.
* **Health:** Increased opportunity for walking, wheeling and cycling can lead to better health outcomes for the council area, which can be unequally distributed across socio-economic groups.
* **Economic:** Better connectivity through walking, wheeling and cycling can provide better access to opportunities such as employment, education and training, particularly for those who are more reliant on sustainable travel.
* **Safety:** Safer walking, wheeling and cycling routes can reduce the risk of collision for more vulnerable groups such as children. This will work towards improving road safety across the council area.
* **Environmental:** Reducing a reliance on private cars through improved active travel infrastructure can lower emissions. The harmful effects of emissions often disproportionately affect children, pregnant women, disabled people and low-income communities.

Interventions, such as those proposed, aim to reduce several inequalities and can work towards a more inclusive society by addressing some of the barriers faced by the most vulnerable users.

**Sign off by Head of Service**

Name: Thomas Reid

Date: 27/2/25

# Appendix A Baseline Data

Table 1: Age profile by locality

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| --- | --- |
| **Protected Characteristic** | **Age (%)** |
| **Locality 2022** | **Aged 0-15**  | **Aged 16-24**  | **Aged 25-34** | **Aged 35-49** | **Aged 50-64** | **Aged 65 and over** |
| Dunbar | 21 | 8 | 9 | 21 | 21 | 19 |
| West Barns | 15 | 6 | 8 | 18 | 25 | 30 |
| Scotland | 9.3 | 11.5 | 9.1 | 8.6 | 18.2 | 11.3 |

Table 2: Disability profile by locality

|  |  |
| --- | --- |
| **Protected Characteristic** | **Disability (%)** |
| **Locality 2022** | **Day-to-day activities** **limited a lot** | **Day-to-day activities** **limited a little** | **Day-to-day activities** **not limited** |
| Dunbar | 8.1 | 13.1 | 78.7 |
| West Barns | 12 | 14.9 | 72.5 |
| Scotland | 10.7 | 13.3 | 75.9 |

Table 3: Sex profile by locality

|  |  |
| --- | --- |
| **Protected Characteristic** | **Sex (%)** |
| **Locality 2022** | **Male** | **Female** |
| Dunbar | 48.5 | 51.4 |
| West Barns | 48.2 | 51.5 |
| Scotland | 10.7 | 13.3 |

1. <https://www.eastlothian.gov.uk/downloads/download/13686/safer_active_travel_back_road_dunbar_2019> [↑](#footnote-ref-2)
2. [Centre for Ageing Better | Action today for all our tomorrows](https://ageing-better.org.uk/) [↑](#footnote-ref-3)
3. [Key issues and evidence summary | Transport Scotland](https://www.transport.gov.scot/publication/seqia-screening-report-draft-cycling-framework-and-delivery-plan-for-active-travel/key-issues-and-evidence-summary/#:~:text=Sustrans'%20Bike%20Life%20Report%202019,increased%20likelihood%20of%20mobility%20issues.) [↑](#footnote-ref-4)
4. <https://www.who.int/news-room/fact-sheets/detail/ageing-and-health#:~:text=Common%20conditions%20in%20older%20age,conditions%20at%20the%20same%20time>. [↑](#footnote-ref-5)
5. [best-foot-forward-report.pdf](https://ageing-better.org.uk/sites/default/files/2021-10/best-foot-forward-report.pdf) [↑](#footnote-ref-6)
6. [shared-use-routes-for-pedestrians-and-cyclists.pdf](https://www.winacc.org.uk/wp-content/uploads/2012/11/shared-use-routes-for-pedestrians-and-cyclists.pdf) [↑](#footnote-ref-7)
7. [East Lothian Council Area Profile](https://www.nrscotland.gov.uk/files/statistics/council-area-data-sheets/east-lothian-council-profile.html) [↑](#footnote-ref-8)
8. [aplaceinchildhood.org/wp-content/uploads/2024/05/How-To-Guide\_Final.pdf](https://aplaceinchildhood.org/wp-content/uploads/2024/05/How-To-Guide_Final.pdf) [↑](#footnote-ref-9)
9. [statistics.gov.scot | East Lothian](https://statistics.gov.scot/atlas/resource?uri=http%3A%2F%2Fstatistics.gov.scot%2Fid%2Fstatistical-geography%2FS12000010) [↑](#footnote-ref-10)
10. [Research on intervention methods for children’s street-crossing behaviour: Application and expansion of the theory of “behaviour spectrums” - ScienceDirect](https://www.sciencedirect.com/science/article/abs/pii/S0001457521000105) [↑](#footnote-ref-11)
11. [Motor vehicles, traffic and driving | Transport Scotland](https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2019-results-from-the-scottish-household-survey/motor-vehicles-traffic-and-driving/) [↑](#footnote-ref-12)
12. [Transport poverty: a public health issue](https://publichealthscotland.scot/media/24759/transport-poverty-briefing_jan2024.pdf) [↑](#footnote-ref-13)
13. [Understanding how blind and partially sighted people get around (rnib.org.uk)](https://media.rnib.org.uk/documents/Understanding_how_blind_and_partially_sighted_people_get_around_-_RNIB_2021.pdf) [↑](#footnote-ref-14)
14. [The path to inclusive footways | Local Government Association](https://www.local.gov.uk/publications/path-inclusive-footways) [↑](#footnote-ref-15)