

EAST DUNBARTONSHIRE COUNCIL
EQUALITY IMPACT ASSESSMENT (EqIA) FORM

Section 1 Details		
1.1	Name of Service	Place, Neighbourhood and Corporate Assets
1.2	Title of PPPS	Local Transport Strategy 2020-2025
1.3	Is this a new PPPS or an update to an existing one?	New
1.4	Officers involved in the EqIA	Christopher McGeough
		Land Planning Policy Officer (Transport)
		Alison Laurence
		Team Leader Land Planning Policy
1.5	Lead Officer carrying out the EqIA	Christopher McGeough
1.6	Date EqIA started	1/5/16

1.7	Date EqlA completed	7/2/20
1.8	What is the purpose and aims of the PPPS?	<p>Purpose</p> <p>The purpose of the LTS is to set out the Council's position in terms of transport policy and provide a framework and action plan for the Council's Roads and Environment Service, provide a transport policy link between the Local Outcomes Improvement Plan, Local Development Plan and other council strategies, as well as coordinating transport funding spend on a number of projects that will aim to address known transport issues within the authority area as part of a multi-benefit approach.</p> <p>Objectives</p> <ol style="list-style-type: none"> 1. Increase modal shift towards more sustainable modes of travel for both travel to work/study and leisure trips 2. Reduce inequality by providing high quality access for all 3. Reduce emissions through reduced vehicle mileage in East Dunbartonshire 4. Facilitate sustainable economic growth by improving connections across our boundaries and between our communities 5. Improve health by increasing walking and cycling rates 6. Improve safety on all modes of transport
1.9	Who does the PPPS intend to affect as a service user?	<p>The main audience groups for the LTS are:</p> <ul style="list-style-type: none"> • East Dunbartonshire Council employees • Contractors or organisations/individuals carrying out a service on behalf of the Council • Voluntary sector groups/organisations • Everyone living in East Dunbartonshire • People working, studying or volunteering in East Dunbartonshire • Visitors to East Dunbartonshire

1.10	Are there any aspects of the PPPS which explicitly address discrimination, victimisation or harassment? Please detail	No
1.11	Are there any aspects of the PPPS which explicitly promote equal opportunities? Please detail	Yes. One of the 6 Transport Planning Objectives is: Reduce inequality by providing high quality access for all.
1.12	Are there any aspects of the PPPS which explicitly foster good relations? Please detail	No

Section 2 Evidence			
Please outline what is known currently about the experiences of people under each characteristic, in relation to the services and/or activities which this PPPS addresses			Source
2.1	Age	Younger people generally earn lower wages than other age groups. This relatively low income impacts on how this age group generally travel. Younger people generally can't afford the expense of running their own car (due to a number of reasons including higher than average insurance premiums) and are therefore generally more reliant	<i>Academic research, Scottish Transport Statistics, SPT</i>

		<p>on the public transport system. The nature of young people's jobs also impacts on their travel behaviours. Younger people are much more likely to work jobs which require shift work which can result in requiring to travel out with peak times. The lower wages generally paid to this age group also affects their cost of travel as they are less likely to be able to pay the greater short term expense of season tickets resulting in this age group having a greater per day cost of travel. Where there is a gap in the transport network, either through infrastructure or in temporal terms, this can therefore have a greater impact on younger people compared with other age groups.</p> <p>Young people (16-20 year olds) are much more likely to walk or take public transport to work in Scotland. 34% walk to work, while 45% travel by bus or train. Compare this to 10% and 12% for 40-49 year olds walking and taking public transport respectively, this highlights a major difference age has on travel behaviours.</p> <p>The percentage of people who hold a full driving licence changes with age group. Following on from the research stated above, 17-19 year olds have the lowest proportion of driving licence holders with 30% stating this was the case. This figure then steadily rises with age to 80.8% for 40-49 year olds, and again steadily drops to 43.2% for those aged 80+.</p> <p>The percentage of people who don't walk as a means of transport generally rises with age. 22.8% of 16-19 year olds never walk as a means of transport, this drops to 19.3% for 20-29 year olds, and from this point steadily rises as age increases to 55.6% for those aged 80+.</p> <p>Those people aged 60+ can travel for free on nearly all local bus services and nearly all longer journeys between Scottish cities. A companion card may be available if certain conditions are met.</p>	
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		SPT operates a MyBus service which is well used by older people to allow them to travel to the shops, GP appointments, visiting friends and other leisure trips.	
2.2	Disability	<p>In 2011, 20% of people living in Scotland had a long term limiting health problem or disability. A low proportion of people who are permanently sick or disabled drive every day (12.3%), with just over a third holding a full driving licence. The proportion of people who are permanently sick or disabled who don't walk as a means of transport is 58.8%.</p> <p>Where assistance is required for people to travel on the rail network, the current conditions in place on ScotRail services requires this assistance to be reserved at least 3 hours in advance and where it may involve other operators, this timeframe extends to 24 hours. While this service is a benefit to those who require the assistance, the timeframe limits their ability to travel by rail on shorter notice, and can limit this groups travel choices.</p> <p>Those people who are disabled can travel for free on nearly all local bus services and nearly all longer journeys between Scottish cities. A companion card may be available if certain conditions are met.</p> <p>The Blue Badge Scheme provides a national arrangement in the UK, and a partnership arrangement in most European countries, of parking concessions for people with disabilities who travel either as drivers or passengers.</p> <p>There are currently 4,645 blue badge holders in East Dunbartonshire.</p>	<i>Census, Scottish Transport Statistics, ScotRail</i>
2.3	Ethnicity	The 2011 Census provides detailed analysis of travel patterns of groups of people with different ethnic backgrounds.	<i>Census</i>

		<p>People who recorded a 'Pakistani' ethnicity had high levels of car or van access with 20% having access to 3 or more cars. The 'African' group had the lowest level of car or van access with 53% of people having no access to a car or van and were the group most likely to take the bus to work (31%). 83% of 'White: Other British' and 'Pakistani' groups lived in households with at least access to one car or van. People who recorded an 'Indian' ethnicity were most likely to travel shorter distances to work (71% travelled less than 10km).</p> <p>A higher proportion of Gypsy/travellers aged 16 and over were in households with no access to a car or van compared to the population as a whole. Gypsy/travellers were less likely to travel to their place of study by car and more likely to study at home than the general population.</p>	
2.4	Gender	<p>More men (75.4%) hold a full driving licence than women (63.1%). Across a number of categories, women tend to travel by walking more often than men, with 15% walking to work compared to 10% for men. Slightly higher levels of men drove to work. 4% of males cycled to work compared to 1% of women. More women took the bus to work (12% compared to 9%) and more men took the train to work (7% compared to 4%).</p> <p>Women are more likely to trip-chain (where trips are combined for several purposes, e.g. travelling to work via shops and school) than men. Women are more likely to go to work via school than men.</p> <p>Women in Scotland are much more likely to be part-time workers (44% compared to 15%) with over 75% of Scotland's part time workforce being female. This will impact on the travel behaviours and can be linked to transport poverty and gender. The majority of public transport journeys and networks in Scotland are planned around a traditional 9-5 working pattern. Given that women are more likely to be working in</p>	<p><i>National Transport Strategy 2, Scottish Transport Statistics, Bike Life</i></p>

		<p>part-time work and more variable hours there is therefore a link in saying the public transport network is not properly designed or beneficial to the differences in travel behaviours for women in Scotland.</p> <p>A recent Bike Life report highlights the gender imbalance that exists in cycling. Men are twice as likely to use a bicycle for travel on a regular basis than women in all seven Bike Life cities in the UK.</p> <p>Safety and fears of violence may also shape women’s travel behaviour. Women are more likely than men to feel very or fairly worried about being sexually assaulted and are also less likely to report feeling very or fairly safe walking alone at night compared to men (66% compared to 89%).</p> <p>Gendered abuse and sexual harassment are particularly associated with public transport with concerns around personal safety when travelling. Sexual harassment can intersect with other forms of abuse such as racism, homophobia, transphobia, and disability-related harassment, and it is therefore crucial to consider how fears and risks of violence associated with public transport disproportionately affect women from ethnic minorities, lesbian, bisexual, trans women and disabled women.</p> <p>It should also be acknowledged that women are not a homogenous group. Their experiences of the transport system must be considered in terms of age, disability, ethnicity, sexuality, and class, dimensions which may exacerbate some of the issues and challenges faced.</p>	
2.5	Gender Reassignment	<p>Gendered abuse and sexual harassment are particularly associated with public transport with concerns around personal safety when travelling. Sexual harassment can intersect with other forms of abuse such as racism, homophobia, transphobia, and disability-related harassment, and it is therefore crucial to consider how fears and risks</p>	<i>National Transport Strategy 2</i>

		of violence associated with public transport disproportionately affect women from ethnic minorities, lesbian, bisexual, trans women and disabled women.	
2.6	Marriage and Civil Partnership	N/A	
2.7	Pregnancy / Maternity	N/A	
2.8	Religion / Belief	<p>The 2011 census provides detailed analysis of travel patterns and behaviours for groups who recorded different religions.</p> <p>Sikhs have the highest access to cars with Hindus having the lowest. People who recorded as 'Church of Scotland' had more access to cars or vans than those who recorded as 'Roman Catholic' and 'No Religion'</p>	<i>Census</i>
2.9	Sexual Orientation	Gendered abuse and sexual harassment are particularly associated with public transport with concerns around personal safety when travelling. Sexual harassment can intersect with other forms of abuse such as racism, homophobia, transphobia, and disability-related harassment, and it is therefore crucial to consider how fears and risks of violence associated with public transport disproportionately affect women from ethnic minorities, lesbian, bisexual, trans women and disabled women.	
2.10	Other marginalised groups	<p>Generally, those people living in rural areas have different travel behaviours than those living in urban areas. In Scotland in 2016, 75% of those living in urban areas drove to work, compared to 58% of those living in rural areas. Those living in rural areas used public transport to access their work far less than those in urban areas, 21.5% compared to 5%.</p> <p>Income has a significant impact on travel behaviours and the associated social impact on individuals. Those on lower incomes tend to travel by slower modes of transport including walking, cycling and</p>	<i>Academic research, Scottish Transport Statistics</i>

		<p>bus. This reduces the ability for these groups of people to travel further for employment opportunities. This can result in individuals missing out on employment opportunities or reducing their choice meaning they take up less well paid employment. Research has concluded that for every extra £1000 of attained by an individual in the Glasgow City Region, the sphere of employment is larger with longer travel distances and travel duration observed. A travel restriction in general can inhibit the ability for individuals to travel for social and leisure purposes which can increase the problem of social inclusion in the Glasgow City Region which includes East Dunbartonshire.</p>		
2.11	Have people who identify with any of the characteristics been involved in the development of the PPPS?	<p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p>		
2.12	Please outline any involvement or consultation relevant to the PPPS which has been carried out or is planned	Details	Date	Summary of Findings
		<p>A report of previous consultations has been completed which has reviewed all relevant Council consultations that has taken place in recent history. This includes consultations where transport has been a key component, such as the Local Development Plan.</p>	<p>These events took place over a number of years through the development of the LDP.</p>	<p>The extensive consultation process provided comments and feedback on a number of issues and topics that were incorporated in to principal policies within the LDP, which included transport.</p>
		<p>Following approval from Committee of the Transport Options Report, an extensive consultation period was held which included wide</p>	<p><i>3 December 2018 – 11 February 2019</i></p>	<p>EDVIP highlighted the importance of continued dialogue with community and equality groups as the strategy process</p>

		<p>consultation with a number of stakeholders. Key equality groups were contacted directly outlining the details of the consultation. Officers also met with a representative of East Dunbartonshire Visually Impaired Peoples Forum (EDVIP) to discuss the contents of the TOR and the future of the LTS.</p>		<p>is progressed the delivery of the actions moves to the project delivery stage.</p> <p>The importance of elderly people keeping their independence was highlighted including through disabled and sufficient parking provision at community and health facilities as well as by preserving and improving bus services.</p> <p>An East Dunbartonshire advocacy group “Changes” submitted a report to the consultation which outlined some access issues for community groups. The group would like to see:</p> <ul style="list-style-type: none"> • Improved information • Involve people with disabilities in consultation • Awareness raising sessions on disability across the local community • “disabled friendly” community • A programme of improvement • An end to “pavement parking” locally.
		<p>Following consultation on the Transport Options Report, the Council produced a Draft Local Transport Strategy 2020-2025 and undertook a further period of consultation on its contents.</p>	<p><i>17 September – 12 November 2019</i></p>	<p>Over 250 people engaged in the consultation which sought comments to help the Council in preparing a final Local Transport Strategy.</p>

				<p>A significant comment which was received by various individuals and bodies/organisations was that the LTS was not ambitious enough in terms of commitments to climate change and active travel, especially safe cycling infrastructure.</p> <p>The action plan has been updated to include a new action that the Council will produce a new Active Travel Strategy for East Dunbartonshire. The new Active Travel Strategy will reflect the Council's commitment to tackling climate change and the national and regional policy and funding position regarding safe active travel infrastructure for all to use.</p>
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Section 3 Impact			
Based on what is known in Section 2, please outline the impact you expect the PPPS to have	Possible positive (+) impact	Possible adverse (-) impact	Neutral impact likely (✓)

3.1	Age	As stated above, younger people in Scotland generally travel more by public transport. The LTS sets out a number of actions for improving public transport and therefore can have a positive impact on younger people's travel experiences.		
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3.2	Disability	<p>One of the overall objectives of the LTS is to increase modal shift to more sustainable modes of travel. Through the options listed in the LTS, a reduction in traffic levels can assist with improving local air quality. As poor air quality disproportionately affects those people with long term health conditions such as heart and lung issues and asthma, improving air quality can have a particular positive impact on these people.</p> <p>Reducing inequality by providing high quality access for all is also an objective of the LTS and there are actions included to help achieve this. Consultation on specific projects will also include discussions with all groups including those with disabilities to help achieve the LTS Transport Planning Objective.</p>		
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3.3	Ethnicity			✓
3.4	Gender	Some of the options within the LTS aim to improve the active travel infrastructure. In a recent survey completed by Bike Life, it was highlighted that women would be more likely to cycle and indeed would be more comfortable cycling with greater infrastructure. The LTS aims to reduce inequality by providing high quality access for all.		
3.5	Gender Reassignment			✓
3.6	Marriage / Civil Partnership			✓

3.7	Pregnancy / Maternity			✓
3.8	Religion / Belief			✓
3.9	Sexual orientation			✓
3.10	Other marginalised groups	The LTS aims to reduce inequality by providing high quality access for all. This includes the people living in our more rural areas. One particular example is the action of ensuring the continuation of the express bus service which serve the Campsie Glen. This is a key connection for rural villages in the north of the authority area.		

3.11	Cross Cutting	Where people are characterised by 2 or more of these categories, the LTS aims to reduce inequality by providing high quality access for all and facilitate social inclusion.		
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Section 4 Assessment				
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4.1	Select the assessment result, from 1-4, which applies and give a brief justification	1. No major change <input checked="" type="checkbox"/>	Justification:
		2. Continue the PPPS <input type="checkbox"/>	Justification:
		3. Adjust the PPPS <input type="checkbox"/>	Justification:
		4. Stop and remove the PPPS <input type="checkbox"/>	Justification:

Section 5 Actions		
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5.1	Please outline how you will monitor the impact of the PPPS	The PPPS will be subject to an extensive consultation process prior to a draft and final LTS. Within the LTS there is a full monitoring plan which details how the LTS will be monitored through: tracking progress in delivering the actions and tracking the progress made on a number of
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		indicators which will demonstrate how successfully the Transport Planning Objectives are being met.		
5.2	Please outline action to be taken in order to: <ul style="list-style-type: none"> • Mitigate possible adverse negative impact (listed under section 3); • Promote possible positive impacts and; • Gather further information or evidence 	Action	Lead	Timescale
		Engage with equality groups as part of the consultation period on the Draft LTS	Chris McGeough	September – October 19
		Engage with equality groups as part of the consultation required for certain actions within the Draft LTS action plan.	Respective delivery teams within the Council.	2020-2025
5.3	When is the PPPS due to be reviewed?	The final LTS will have a lifespan of 5 years. Therefore a refreshed LTS will be required at the end of the 5 years.		

Section 6 Approval			
6.1	Senior Officer who this PPPS will be reported by (Name and Job Title)	Thomas Glen – Depute Chief Executive – Place, Neighbourhood and Corporate Assets	
6.2	Signature	Thomas Glen	

6.3	Date	7/2/20
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