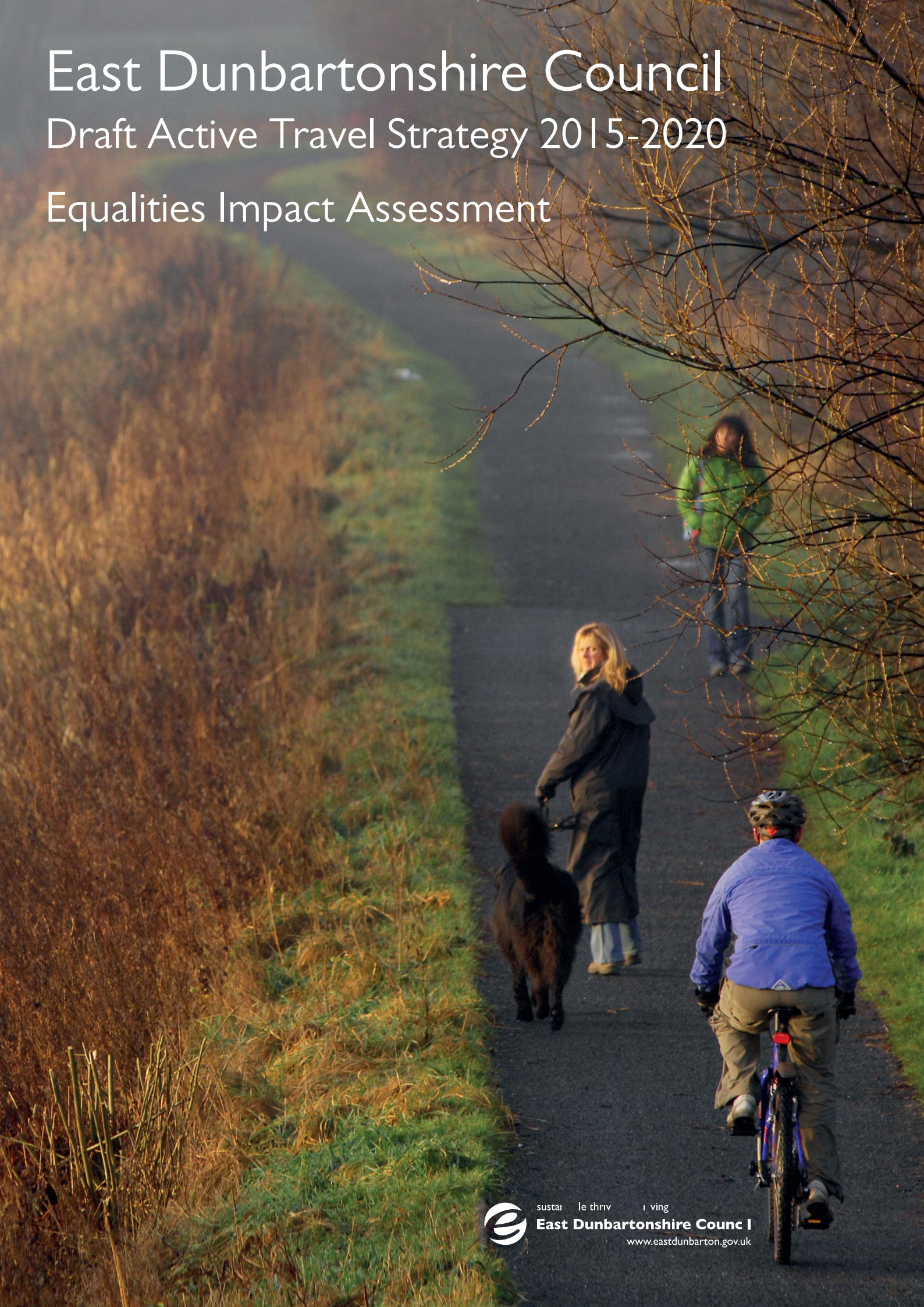


East Dunbartonshire Council

Draft Active Travel Strategy 2015-2020

Equalities Impact Assessment



sustainable thriving

East Dunbartonshire Council

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Appendix 2: EQUALITY IMPACT ASSESSMENT TEMPLATE

Equality Impact Assessment

This form will assist in carrying out an equality impact assessment of new, revised and existing policies and practices. Guidance on how to complete assessments is given in the Council's **Equality Impact Assessment Toolkit**. The form is mandatory and must be published on the Council website once the policy or practice has been approved.

Section 1 - Details

1.1 Service/Department/Team

Development and Regeneration,
Land Planning Policy

1.2 Name of Policy or Practice being assessed:

Active Travel Strategy

1.3 Is this a new or existing policy?

New	<input checked="" type="checkbox"/>	Existing	<input type="checkbox"/>
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(Please tick)

1.4 List of participants in Equality Impact Assessment Process

Ewan Wilson – Land Planning Policy Officer
Alison Laurence – Team Leader – Land Planning Policy

1.5 Manager responsible for impact assessment

Name: Heather Holland

Job Title: Land Planning & Development Manager

1.6 Timetable

Date assessment started: (dd/mm/yyyy)

19/02/2015

Completion date: (dd/mm/yyyy)

9/11/2015 – Final Report Deadline for D&R Committee on 17 November 2015.

Section 2 – Aim and Relevance

2.1. What is the purpose of the policy or practice?

- To increase walking and cycling as a means of transport for everyday journeys and, for leisure and tourism purposes in East Dunbartonshire.
- Delivery of a strategy that outlines how EDC will increase participation in cycling and walking in East Dunbartonshire.
- Deliver a more connected network of active travel routes and infrastructure.
- Facilitate delivery of behavioural change, through activities such as training and promotion of active travel.

2.2. What are the anticipated outcomes?

Increased proportion of everyday journeys carried out by walking or cycling for residents, commuters or visitors in East Dunbartonshire and subsequently fewer car journeys, this aims to deliver:

- Reduced congestion on road network
- Improved integrations with public transport for walkers and cyclists
- Quieter, more attractive streets with less noise and vehicle emissions
- Improved access for all to town centres, green network assets and residential areas
- Improved health and well being
- Improved air quality
- Growth of active travel leisure and tourism
- Climate change mitigation (reduced CO2 emissions.)
-
- Reduced Inequalities/deprivation
- Increase access to jobs and services
- Increased attractiveness for economic development and as a place to live and visit.

2.3. Who is affected by the policy or practice as an internal or external service user?

All those who travel within East Dunbartonshire either using active travel, public transport or by private car. All persons accessing employment or education, leisure attractions and services, town centres, retail sites will be at least indirectly affected.

2.4. Please indicate the equality groups likely to be affected by the policy:

Older people, people with mobility difficulties, the visually or hearing impaired.

2.5 Which aspects of the policy eliminate unlawful discrimination, harassment and victimisation?

Enhanced access delivered through infrastructure changes generally will improve opportunities for all groups to become physically active and facilitate greater access to services, attractions and employment.

2.6 Which aspects of the policy advance equality of opportunity between people which share a relevant protected characteristic and those who do not?

The infrastructure actions within the action plan will deliver enhancements that will improve general access for all by providing new or improved routes with surfacing that can be accessed by all groups. Particularly, town centre strategies will deliver improvements that will improve access for all.

Behaviour Change actions within the action plan aims to support events, initiatives that support active travel. These events will promote active travel and advance access for all. New signage will benefit many members of communities by providing information and improving access. Online information will advance equality of opportunity especially when partnered with provision of pocket sized guides of routes.

2.7 Which aspects of the policy foster good relations between people who share a protected characteristic and those who do not?

Promotion of active travel events which are aimed at increasing participation in active travel. Events will be of an inclusive nature and not aimed at elite athletes and are very intended to foster improved relations in communities so that no groups experience alienation.

Pilot dedicated walking groups in order to establish buddy schemes will provide opportunities for greater interaction in communities. Assisting community groups to own sections of routes and actively maintain and enhance sections provides opportunities for greater interaction in communities.

2.8 Which equality groups and communities have been involved in the development of the policy?

Invitations were sent to all community councils, residents associations, key agencies

and the NHS. There was a public online survey. Equality groups included: Kirkintilloch and District Seniors Forum, ED Youth Council, ED Access panel, ED Ethnic Minority Forum.

2.9 Are there any other groups to be consulted?

Public was consulted on the draft strategy for a period of 6 weeks. Paper copies will be available on request of the online survey and copies of the draft strategy were placed in libraries for the public to review.

Section 3 – Collecting Information

3.1. What evidence is available about the needs of relevant groups?

Source of Evidence

Demographic data, including Census	Data gathered through desk study of national and regional trends from National Census, Household Panel Survey and Cycling Action Plan for Scotland and Cycling Scotland annual monitoring report. Also, utilised EDC's Human Resources data on staff home and work locations to guide strategy.
Research	Consultants Capita carried out an access audit of existing routes to assess current state of the network and potential issues. This informed development of the action plan with all groups in mind.
Consultation & survey reports	3 workshops and 2 online surveys. Report of Engagement included in strategy appendices.
Equality Monitoring Data	N/A
Inspection & audit reports	Capita Background Report published with draft strategy.
Service user feedback & complaints	Participants' feedback has all been documented and is available in appendices or on request.
Ombudsman reports & case law	N/A
Officer knowledge & experience	Knowledge of the existing network was provided by EDC officers and has helped shape the process. This aspect has helped identify gaps in the network and potential

3.2. Are there any gaps in evidence?

Lack of accurate data for current usage of cycle routes within EDC.
Data on walking to and from public transport infrastructure would be beneficial.

Section 4 – Impacts

4.1. Could the proposed policy or practice have an impact on any of the following protected characteristics?

Protected Characteristic	Yes	No	Please explain
Age (Older people, children and young people)	x		<p>Children</p> <ul style="list-style-type: none">• Improved safe facilities for walking or cycling to school• Cycling training provided for school children• AT events and schemes will benefit children• Provision of school travel plans/co-ordinator will provide assistance to children to travel actively• Reduced motorised traffic in some town centres will improve access which would be more attractive for older people <p>Older people</p> <ul style="list-style-type: none">• There are numerous proposals in the strategy that aim to make walking and cycling safer for all. Proposals that aim to reduce traffic in the area will reduce noise and air pollution, improving the general environment for walking or cycling. While some older people may find walking or cycling longer distances difficult, the proposals aim to improve conditions for short journeys and reduce the need for people to use motor vehicles. It is considered that many older people would benefit greatly from improved walking and cycling provision, through creation of a more pleasant environment with reduced traffic.
Disability			<ul style="list-style-type: none">• Improved surfacing through a surfacing review and strategy within the ATS will deliver improved transport conditions for wheelchair users and people with visual impairments.

			<ul style="list-style-type: none"> Community actions such as active travel events, buddy scheme walks/cycles and community adoption of routes will provide extra opportunities for disabled people to participate in active travel and their community life more generally. It is considered that all of the projects which facilitate walking will also be suitable for wheelchair users. Any works that include resurfacing or review of walking infrastructure will consider suitability for wheelchair users wherever possible and will consider specific requests for infrastructure to assist with any mobility difficulties. For any new infrastructure, the Council will endeavour to ensure compliance with the Disability Discrimination Act wherever possible.
Gender reassignment (Where a person is living as the opposite gender to their birth)			N/A
Pregnancy and Maternity			<ul style="list-style-type: none"> Improved surfacing through a surfacing review and strategy within the ATS will deliver improved transport conditions for those with buggies or prams
Race, ethnicity, colour, nationality or national origins (including Gypsy/ Travellers, refugees, asylum seekers)			N/A
Religion or belief (including non-belief)			N/A
Sex/Gender			N/A
Sexual Orientation			N/A
Other (Poverty,			<ul style="list-style-type: none"> Generally active travel has benefits in

homelessness, ex offenders, isolated rural communities, carers, part-time workers, or people in a marriage/civil partnership)			reduction of inequality as improved facilities for walking and cycling allow transport without financial resources required for a car or public transport
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Section 5 – Assessment

5.1. Is there any evidence that the policy:

- may result in less favourable treatment for particular groups?
- may give rise to direct or indirect discrimination?
- may give rise to unlawful harassment or victimisation?

Yes		No	x	No Evidence	
If yes, give details					

5.2. If you have identified a negative impact, how will you modify this?

N/A

5.3. Is the policy or practice intended to promote equality by permitting positive action or action to remove or minimise disadvantage?

Yes	X	No	
If yes, please give details			
<p>Generally, the strategy aims to increase access for all by active travel specifically. However any proposals that aim to improve access by walking will also enhance access for wheelchair users. Enhanced walking and cycling provision along with enhanced information aims to minimise disadvantage and improve opportunities for people to access town centres, places of employment or study, public transport or leisure services without relying on a car.</p>			

Section 6 – Consultation & Recommendations

6.1. Describe the consultation undertaken with equality groups, including details of the groups involved and the methods used.

Early engagement events:

- 1 x EDC staff workshop 3/06/15
- 2 x external organisation stakeholder workshops 9/06/15 & 9/07/15
- 1 x public online survey 16/06/2015 – 09/07/2015

Draft Strategy consultation events:

- 2 x public Drop in sessions 21/09/15 and 23/09/2015
- 1 x public online survey 26/08/15 – 07/10/2015 (6 weeks)

A Report of Engagement which summarises the engagement that has taken place along with issues raised has been produced and is available on the Council website on the same webpage as the ATS. The report lists the engagement carried out, summary of responses and the EDC response. The report also lists any changes that were made to the strategy as a result of the engagement.

Each workshop has had a report issued to participants with option to comment on report.

Groups included community councils, residents associations and key agencies. Equalities groups were invited but did not attend. Groups included: Kirkintilloch and District Seniors Forum, ED Youth Council, ED Access panel, ED Ethnic Minority Forum.

Section 7 - Outcome of Assessment

7.1. Please detail the outcome of the assessment:

No major change	✓ No major change
Adjust the policy	
Continue the policy	
Stop and remove the policy	

7.2. Please detail recommendations, including any action required to address negative impacts identified

In general, equalities groups have been considered during the development of the strategy and access will be generally enhanced.

In the case of the Kirkintilloch Town centre Masterplan which is an action in the ATS, steps should be taken to ensure that equalities groups are consulted throughout the design phase. We have consulted with the Masterplan Team and engagement with all groups is ongoing.

Section 8 – Monitoring

8.1. Describe how you will monitor the impact of this policy e.g. performance indicators used, other monitoring arrangements, who will monitor progress, criteria used to measure if outcomes are achieved.

Biennial monitoring of active travel journeys collected through the Scottish Households Survey, National Census will be carried out. Provision of cycle counters on main routes will enhance data gathering opportunities and the council will investigate the potential for commissioning some manually collected active travel surveys.

8.2. Describe how you will publish the results of monitoring arrangements?

The monitoring report will be presented to the D and R committee and published on the Council's website following approval.

8.3. When is the policy or practice due to be reviewed?

2020

8.4. Director who has approved impact assessment

Please insert name and title of the Director who has approved this assessment

Name: **Thomas Glen**

Title: **Director – D & R**

Date:	9 November 2015

Section 9 – Publication

9.1 All Equality Impact Assessments must be published on the Council website.

Useful Guidance

Equality and Human Rights Commission: Assessing impact and the public sector duty: A guide for public authorities (Scotland) (2012)

<http://www.equalityhumanrights.com>