



Equality Impact/Fairer Scotland Duty Assessment Form

(To be completed with reference to Guidance Notes)

Step 1

Name of Proposal (includes e. g. budget savings, committee reports, strategies, policies, procedures, service reviews, functions): **Active & Sustainable Travel Strategy**

Step 2

Is this only a **screening** Equality Impact Assessment

~~Yes/No~~

(A) If Yes, please choose from the following options **all** reasons why a full EIA/FSD is not required:

- | | |
|---|--------|
| (i) It does not impact on people | Yes/No |
| (ii) It is for information only | Yes/No |
| (iii) It is reflective e.g. of budget spend over a financial year | Yes/No |
| (iv) It is technical | Yes/No |

If you have answered yes to any of points above, please go to **Step 16**, and sign off the Assessment.

(B) If you have answered No to the above, please indicate the following:

Is this a full Equality Impact Assessment	Yes/No
Is this a Fairer Scotland Duty Assessment	Yes/No

If you have answered Yes to either or both of the above, continue with Step 3.

If your proposal is a **strategy** please ensure you complete Step 13 which is the Fairer Scotland Duty Assessment.

Step 3

(i) Lead Directorate/Service: **Infrastructure/Roads & Transportation**

(ii) Are there any **relevant** statutory requirements affecting this proposal? If so, please describe.

No.

(iii) What is the aim of the proposal? Please give full details.

- **Active and sustainable travel can make a big contribution to policy outcomes for health, the environment and social inclusion;**
- **More people walking, cycling and using sustainable travel will help achieve many outcomes of Angus' LOIP; and**
- **The Community Empowerment (Scotland) Act 2015 promotes co-design and delivery.**

(iv) Is it a new proposal? **Yes/No** Please indicate **OR**

Is it a review of e.g. an existing budget saving, report, strategy, policy, service review, procedure or function? **Yes/No** Please indicate

Step 4: Which people does your proposal involve or have consequences for?

Please indicate all which apply:

Employees **Yes/No**

Job Applicants **Yes/No**

Service users **Yes/No**

Members of the public **Yes/No**

Step 5: List the evidence/data/research that has been used in this assessment (links to data sources, information etc which you may find useful are in the Guidance). This could include:

Internal data (e.g. customer satisfaction surveys; equality monitoring data; customer complaints).

Not applicable.

Internal consultation (e.g. with staff, trade unions and any other services affected).

Not applicable.

External data (e.g. Census, equality reports, equality evidence finder, performance reports, research, available statistics)

Not applicable.

External consultation (e.g. partner organisations, national organisations, community groups, other councils).

Reference Appendices F & H for stakeholder workshop and Equality Impact Assessment.



Active Travel
Appendix 2.docx

Other (general information as appropriate).

Step 6: Evidence Gaps.

Are there any gaps in the equality information you currently hold? **Yes/No**

If yes, please state what they are, and what measures you will take to obtain the evidence you need.

Step 7: Are there potential differential impacts on protected characteristic groups?
Please complete for each group, including details of the potential impact on those affected.
Please remember to take into account any particular impact resulting from **Covid-19**.

Please state if there is a potentially positive, negative, neutral or unknown impact for each group. Please state the reason(s) why.

Age

Impact: Positive. Will create a transport system more able to be used by the youngest and oldest, whom are currently most often excluded

Disability

Impact: Positive. Will create a transport system more able to be used by people that have physical and/or mental health issues, whom are currently most often excluded

Gender reassignment

Impact: Neutral

Marriage and Civil Partnership

Impact: Neutral

Pregnancy/Maternity

Impact: Neutral

Race - (includes Gypsy Travellers)

Impact: Neutral

Religion or Belief

Impact: Neutral

Sex

Impact: Positive. Will create a transport system more able to be used by women, whom are currently most often excluded because of lower instances of driving licence holding (especially amongst older women) or personal security concerns

Sexual orientation

Impact: Neutral

Step 8: Consultation with any of the groups potentially affected

If you have consulted with any group potentially affected, please give details of how this was done and what the results were.

Reference Appendices F stakeholder workshop.

If you have not consulted with any group potentially affected, how have you ensured that you can make an informed decision about mitigating action of any negative impact (Step 9)?

Not applicable.

Step 9: What mitigating steps will be taken to remove or reduce potentially negative impacts?

Not applicable.

Step 10: If a potentially negative impact has been identified, please state below the justification.

Not applicable.

Step 11: In what way does this proposal contribute to any or all of the public sector equality duty to: eliminate unlawful discrimination; advance equality of opportunity; and foster good relations between people of different protected characteristics?

The proposal identifies the positive impact to advance equality of opportunity to transport.

Step 12: Is there any action which could be taken to advance equalities in relation to this proposal?

The proposal identifies the positive impact to advance equality of opportunity to transport. Actions to advance these will be sought through the Action Plan and delivery.

Step 13: FAIRER SCOTLAND DUTY

This step is only applicable to **strategies** which are key, high level decisions. If your proposal is **not** a strategy, please leave this Step blank, and go to Step 14.

Links to data sources, information etc which you may find useful are in the Guidance.

Step 13(A) What evidence do you have about any socio-economic disadvantage/inequalities of outcome in relation to this strategic issue?

Reference Appendix C for research undertaken, which includes consideration of socio-demographics.

Also reference the Regional EV Strategy Equality Impact Assessment, published by Tactran:



Tactran Regional EV
Strategy EQIA Aug 1

Step 13(B) Please state if there are any gaps in socio-economic evidence for this strategy and how you will take measures to gather the evidence you need.

The importance of monitoring and evaluating outcomes from the Strategy, Action Plan and deliverables will include socio-economic evidence, which does need to be strengthened.

Step 13(C) Are there any potential impacts this strategy may have specifically on the undernoted groupings? Please remember to take into account any particular impact resulting from Covid-19.

Please state if there is a potentially positive, negative, neutral or unknown impact for each grouping.

Low and/or No Wealth (e.g. those with enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future).

Impact: Positive. Active and sustainable travel options and delivery are considered to be lower cost than many other options, where these are available and accessible to those with low or no wealth.

In specific reference to the promotion of sustainable vehicles in the Angus Active & Sustainable Travel Strategy, as referenced in the Regional EV Strategy, published by Tactran, ensuring equitable access to shared mobility services may allow these groups to have better access to services and facilities.

Material Deprivation (i.e. those unable to access basic goods and services e.g. repair/replace broken electrical goods, warm home, leisure and hobbies).

Impact: Neutral

Area Deprivation (i.e. where people live (e.g. rural areas), or where they work (e.g. accessibility of transport)).

Impact: Positive. Active and sustainable travel options and delivery can address area deprivation directly.

In specific reference to the promotion of sustainable vehicles in the Angus Active & Sustainable Travel Strategy, as referenced in the Regional EV Strategy, published by Tactran, ensuring that infrastructure investment and service delivery is provided in rural as well as urban locations will benefit many in this group. All investment has to be undertaken in an Equitable manner.

Socio-economic Background i.e. social class including parents' education, people's employment and income.

Impact: Postive

In specific reference to the promotion of sustainable vehicles in the Angus Active & Sustainable Travel Strategy, as referenced in the Regional EV Strategy, published by Tactran, ensuring equitable access to shared mobility services may allow these groups to have better access to services and facilities.

Other – please indicate

Step 13(D) Please state below if there are measures which could be taken to reduce socio-economic disadvantage/inequalities of outcome.

Not applicable.

Step 14: What arrangements will be put in place to monitor and review the Equality Impact/Fairer Scotland Duty Assessment?

As noted in Step 13(B), the importance of monitoring and evaluating outcomes from the Strategy, Action Plan and deliverables do need to be strengthened.

Step 15: Where will this Equality Impact/Fairer Scotland Duty Assessment be published?

With the published report to council committee.

Step 16: Sign off and Authorisation. Please state name, post, and date for each:

Prepared by: **Walter Scott, Service Leader – Roads & Transportation, 1 February 2021**

Reviewed by: **Doreen Phillips, Senior Practitioner (Equalities), 5 February 2021**

Approved by: **Ian Cochrane, Director of Infrastructure, 5 February 2021**

NB. There are several worked examples of separate EIA and FSD Assessments in the Guidance which may be of use to you.
