Cycling Framework- Social and Equality Impact Assessment (SEQIA)

Screening Report for Consultation

Transport Scotland

22/07/22

AECOM

Delivering a better world

Table of Contents

Figures

No table of figures entries found.

1.   Introduction

1.1   Purpose

AECOM has been commissioned by Transport Scotland (TS) to undertake a series of impact assessments on the Cycling Framework and Delivery Plan for Active Travel (the Cycling Framework). This includes the following:

- Equality Impact Assessment (EqIA),

- Health Inequality Impact Assessment (HIIA);

- Children's Rights and Wellbeing Impact Assessment (CRWIA)

- Fairer Scotland Duty Assessment (FSDA)

- Island Communities Impact Assessment (ICIA)

- Business Regulatory Impact Assessment (BRIA); and

- Strategic Environmental Assessment (SEA).

Due to similarities in baseline collection and transport issues shared by the groups covered by the EqIA, HIIA, CRWIA and FSDA, a combined approach has been taken to these assessments. Therefore, the term combined Social and Equality Impact Assessment (SEQIA) has been used to define these assessments. This report sets out a SEQIA screening assessment of the headline actions within the Framework based on existing evidence and previous assessment work.

This report sets out a screening assessment of the headline actions within the Cycling Framework based on existing evidence and previous assessment work.

This report will be updated and expanded following a 12 week period of consultation and the feedback and findings of the consultation will contribute towards completing a full assessment. The key activities and timescales for undertaking the assessment are as follows:

- **December 2021**: Pre-screening assessment produced

- **January-February 2022**: Engagement with Active Travel stakeholders

- **June 2022**: Screening report and consultation report produced

- **Summer 2022**: Public consultation on screening report

- **Autumn 2022**: Full assessments completed

1.2   Cycling Framework and Delivery Plan for Active Travel

The Cycling Framework and Delivery Plan sets out 38 Actions, under five strategic themes, which are aimed at achieving the cycling elements within the five objectives of Transport Scotland's Active Travel Framework:

- Cut carbon emissions and other pollution
- Delivering liveable, more pleasant communities
- Better health and safer travel for all
- Reducing inequalities - jobs, services, leisure
- Supporting delivery of sustainable economic growth

By helping to achieve the objectives of the Active Travel Framework, the actions within the Cycling Framework will contribute to achieving the Vision and the Priorities of Scotland's second National Transport Strategy (NTS2).

Alongside the Climate Change Plan and Scotland's fourth National Planning Framework, NTS2 provides the strategic policy basis for the active travel interventions detailed in the Cycling Framework.

The Climate Change Plan update (CCPu) provides emissions reduction pathways for the transport sector equating to a halving of emissions by 2028, 70% reduction by 2040 and net-zero by 2045. The CCPu outlines eight policy outcomes designed to achieve the required level of emissions reduction. Active travel interventions contribute directly to CCPu Outcome 1 (Reduce car kilometres by 20% by 2030). Impact assessments have been produced and are available here.

NPF4 sets out how the planning system will help to deliver on the net-zero carbon reduction target under its overarching spatial strategy and strategic policies. The Cycling Framework will help support the delivery of NPF4 strategic policies 7 (Local living) and 10 (Sustainable Transport). Impact assessments have been produced and are available here.

The Second Strategic Transport Projects Review (STPR2) will provide a suite of transport interventions intended to deliver the outcomes of NTS2 over the coming two decades. STPR2 will include a raft of active travel interventions which are likely to be delivered, in part, via the delivery mechanisms proposed in the Cycling Framework. Impact assessments have been produced and are available here.

Evidence on health and equalities was provided for Scotland's National Performance Framework and both statutory and non-statutory impact assessments, including SEQIA, have been conducted at each subsequent level of policy development, prior to the Cycling Framework.

In line with relevant guidance (see following sections) This assessment should be proportionate and specific to the scope of the cycling framework and delivery plan and recognise impact assessments already completed at higher levels of policy.

1.3   Relevant legislation

The SEQIA assesses the impacts of each of the actions within the Cycling Framework and will help to demonstrate TS's compliance with specific legislation to which it has a legal duty to consider in the delivery of its policies, programmes and projects. This legislation includes:

• The Equality Act 2010 and Public Sector Equality Duty (demonstrated through EqIA);

• The Fairer Scotland Duty (part 1 of the Equality Act 2010) (demonstrated through FSDA); and

• Children and Young People (Scotland) Act 2014 (demonstrated through CRWIA).

1.3.1   Equality Act 2010 and Public Sector Equality Duty

The Equality Act 2010 legally protects people from discrimination both in the workplace and in wider society. It ensures that individuals with the following nine protected characteristics are not indirectly or directly discriminated against:

• **Age:** This refers to persons defined by either a particular age or a range of ages;

• **Disability:** A disabled person is defined as someone who has a physical or mental impairment that has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities;

• **Gender Reassignment**: This refers to people who are proposing to undergo, are undergoing, or have undergone a process for the purpose of reassigning their gender identity;

• **Marriage and Civil Partnership:** Marriage can be between a man and a woman or between two people of the same sex. Civil partners must not be treated less favourably than married couples;

• **Pregnancy and Maternity**: Pregnancy is the condition of being pregnant and expecting a baby. Maternity refers to the period after the birth. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth;

• **Race**: The Equality Act 2010 defines race as encompassing colour, nationality (including citizenship) and ethnic or national origins;

• **Religion or Belief:** Religion means any religion a person follows. Belief means any religious or philosophical belief, and includes those people who have no formal religion or belief;

• **Sex:** This refers to a man or to a woman, or to a group of people of the same sex; and,

• **Sexual Orientation:** A person's sexual orientation relates to their emotional, physical and/or sexual attraction and the expression of that attraction

Section 149 of the Act sets out the Public Sector Equality Duty (PSED), to which Transport Scotland is subject in carrying out all its functions, including its consideration of Active Travel. Those subject to the PSED must, in the exercise of their functions, have due regard to the need to:

1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and,

3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The three aims of the duty apply to all protected characteristics, with the exception of marriage and civil partnership, where only the first aim is relevant.

The Equality Act 2010 explains that having due regard to the second aim involves:

- Removing or minimising disadvantages affecting people due to their protected characteristics;
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people; and
- Encouraging people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low.

The PSED requires public bodies to take proactive measures to address inequality and help contribute to the government's commitment to tackle disadvantage and discrimination, advance equality of opportunity, and encourage good relations between all people.

1.4   Fairer Scotland Duty

The Equality Act 2010 (Authorities subject to the Socio-economic Inequality Duty) (Scotland) Regulations 2018 (the 'Fairer Scotland Duty') extended Part 1 of the Equality Act 2010 to named public authorities in Scotland, including Transport Scotland (under the umbrella 'Scottish Ministers'). It places a legal responsibility on the relevant authorities to actively consider how they can reduce inequalities of outcome caused by socio-economic disadvantage. This differs from the Public Sector Equality Duty under Section 149 of the Equality Act which considers only reducing inequalities of opportunity.

Public bodies must also publish a written assessment under the Fairer Scotland Duty, demonstrating how they have considered inequalities of outcome when making any major strategic decision.

'The Fairer Scotland Duty - Interim Guidance for Public Bodies' (Scottish Government, 2018) identifies a need to consider both 'communities of place' and 'communities of interest' in terms of people who share an experience and are particularly impacted by socio-economic disadvantage. Demographic groups who share one or more of the protected characteristics listed in Section 4 of the Equality Act 2010 can be considered 'communities of interest', meaning there is a direct link between the Fairer Scotland Duty and the Public Sector Equality Duty.

1.5   Children and Young People (Scotland) Act (2014)

The Children and Young People (Scotland) Act reflects the United Nations Convention on the Rights of the Child (UNCRC) in domestic law. Under Part 1, Section 2(1) of the Act, a relevant authority (including Transport Scotland) must take steps to secure better or further effect of the UNCRC requirements within its area of responsibility. The general principles identified by UNICEF (2019) are:

- Non-discrimination;
- Best interest of the child;
- Right to survival and life development; and,
- Right to be heard.

The UNCRC considers a child as any human being below 18 years old, unless majority is attained earlier under the law applicable to the child. In Scotland, a minor is a person under the age of 18 in most circumstances (NSPCC, 2019).

Part 9 of the Children and Young People (Scotland) Act on corporate parenting is relevant to certain public

bodies, including Transport Scotland. Through corporate parenting, duties were introduced for the relevant public bodies to support certain children and young people; a child being every child looked after by a local authority and a young person being someone under the age of 26 and who was (but is no longer), on their 16th birthday or subsequently, looked after by the local authority.

The responsibilities of every corporate parent are:

a)   To be alert to matters which, or which might, adversely affect the wellbeing of children and young people to whom this Part applies;

b)   To assess the needs of those children and young people for services and support it provides;

c)   To promote the interests of those children and young people;

d)   To seek to provide those children and young people with opportunities to participate in activities designed to promote their wellbeing;

e)   To take such action as it considers appropriate to help those children and young people—

-    to access opportunities it provides in pursuance of paragraph (d); and,

-    to make use of services, and access support, which it provides; and,

f)   To take such other action as it considers appropriate for the purposes of improving the way in which it exercises its functions in relation to those children and young people.

1.6   Additional Guidance

Health Inequalities Impact Assessment (HIIA) is a non-statutory process that can help to raise health inequalities issues relevant to the SEQIA and other assessments being undertaken as part of an integrated approach. The objective of integrating HIIA methodology is to maintain, or provide opportunities to improve, human health for all demographic groups and communities across Scotland and minimise health inequalities. The HIIA exceeds Transport Scotland's legal duty in relation to the Equality Act 2010 by considering the distribution of potential impacts on health inequalities, human rights, socioeconomic circumstances and people with protected characteristics. It is not always necessary to complete a stand-alone HIIA and application of HIIA methodology should be proportionate to the nature, scale and scope of the proposal and kinds of impacts being assessed. Department of Health guidance also provides some simple screening questions, which have been considered in this assessment.

Guidance issued by the Scottish Health and Inequality Impact Assessment Network (SHIIAN) provides a conceptual framework for identifying the potential health impacts of a given plan or strategy by:

•   identifying the populations most likely to be affected by the plan or strategy

•   identifying the determinants of health (health related behaviour, social environment, physical environment, access to services) which are most likely to be affected by the plan or strategy

•   identifying the causal pathway between the proposed action, and its likely effect on the population of interest.

SHIIAN guidance recommends using a variety of sources of evidence including, but not limited to:

•   The community profile

•   involvement of stakeholders and affected populations

•   Literature review of relevant research findings

•   Other primary data or quantification.

A review of available evidence has been included within section 3 of this report.

2.　Methodology

2.1　Introduction

The approach for undertaking this SEQIA and compiling this screening report follows a two-stage process:

- **Review of key issues and evidence** – a review of pertinent equalities and socio-economic issues relating to Active Travel in Scotland

- **High level screening of impacts** – review of strategic themes and actions against SEQIA criteria, informed by consideration of the key issues and evidence.

2.2　Review of key issues and evidence

Evidence with regards to potential health and equality impacts was reviewed using the following sources of information:

- The Equality Evidence Finder

- NTS2 Delivery Plan SEQIA and HIIA

- Scottish Government, Planning & Architecture (2021) National Planning Framework Integrated Impact Assessment

- Cycling Scotland (2021) Annual Cycling Monitoring Report

- Sustrans (2020) Cycling for Everyone Report

- Sustrans (2019) Bike Life Report

- Transport for All (2021) Pave the Way Report

- Wheels for Wellbeing (2020) A Guide to Inclusive Cycling

- Scottish Health Survey

- Transport Scotland Key Reported Road Causalities (2020)

- Road Space Reallocation in Scotland HIA

2.3　Screening Impact Assessment

The SEQIA screening assessment presents an initial review of each of the actions under the strategic themes within the Cycling Framework and provides an initial high-level assessment of how the action has potential to differentially or disproportionately affect each of the protected characteristics and other groups identified.

A screening table has been used to record the initial findings and considerations with regards to the SEQIA and this can be found in Appendix A. A summary of the potential impacts is contained in Section 4 of this report.

The guide questions used to undertake the screening assessment are outlined below and are based on the requirements of the legislation and the available guidance outlined in Section 1.3 of this report.

Relevant groups/populations

Protected Characteristic Groups – existing evidence relating to these groups with regards to the action/policy and the negative and positive impacts for these groups.

- Age (all age groups but particularly children, younger people and older people)

- Disability

- Gender reassignment

- Marriage/Civil partnership

- Pregnancy and maternity

- Race (all ethnic groups)

- Religion or belief (all religions and groups)

- Sex

- Sexual orientation

Children and Young People – relevant impacts on this group and specific groups that might be affected:

- Children

- Young people

Those experiencing inequalities of income caused by socio-economic disadvantage, including:

- People on low incomes

- People living in deprived areas (and within particular communities of place and interest)

- People with no/low wealth or in debt

- People in material deprivation

- People from different social classes

- Refugees & asylum seekers

- Homeless people

- People involved in the criminal justice system

- People with low literacy/numeracy

- Communities of interest or communities of place, which could be more affected than others

Determinants of health

- What impact will the proposal have on **health-related behaviour**? (e.g. exercise & physical activity)

- What impact will the proposal have on the **social environment**? (e.g. participation & social interaction)

- What impact will the proposal have on the **physical environment**? (e.g. living conditions)

- How will the proposal impact on **access to & quality of services**? (e.g. transport and connections)

National outcomes

Contribution to the National Outcomes of Children and Young People, Communities, Culture, Economy, Education, Environment, Fair Work & Business, Health, Human Rights, International, Poverty.

Potential negative impacts of barriers

- Potential direct or indirect negative impacts of each action, including direct and indirect discrimination, and intended and unintended consequences

- What might prevent the desired outcomes from being achieved?

- Potential barriers e.g. issues that will need to be taken into account during consultation/engagement

Potential adjustments

- How might the action be adjusted to reduce negative impacts?

- Any evidence on alternative approaches, from the UK and internationally

- Identify where further evidence may be required to support the action and inform recommendations.

Opportunities for PSED

- Opportunities each policy might present for:

  – Advancing equality of opportunity e.g. by removing or minimising disadvantages suffered by people who share a relevant protected characteristic or by reducing or further reducing inequalities of outcome, particularly due to socio-economic disadvantage, or by benefiting particular communities of interest or of place

- Fostering good relations between persons who share a relevant protected characteristic and persons who do not share it, in particular by tackling prejudice and promoting understanding

- Increasing community cohesion e.g. by encouraging people who share a certain characteristic to participate in public life or in any activity in which participation by such people is disproportionately low

- Pros and cons of these opportunities

3.   Key Issues and Evidence Summary

This section outlines the key evidence relating to protected characteristic groups and the key populations most likely to be affected by the Cycling Framework.

3.1   EqIA & CRWIA

Age

The Annual Cycling Monitoring Report (2019) recorded that 5.2% of primary school pupils and 1.3% of secondary school pupils in Scotland cycled to school, ensuring suitable cycle routes in and around schools will help to promote sustainable transport modes from a young age.

Safety is a key issue for many when using transport however, a particularly vulnerable group is children and young adults. There were 68 child pedal casualties recorded in Scotland in 2019, 24 of which were seriously injured (Transport Scotland, 2019). 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. Evidence from Sustrans (2019) shows that the risk of being in a road accident increases for children travelling on foot or by bike as areas become more deprived. With an average of 0.25 incidents per data zone in the least deprived areas to an average of 0.83 incidents per data zone for the most deprived areas.

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.

Research by Wheels for Wellbeing (2019) shows that physical activity also declines with age, with 42% of people aged between 75 – 84 physically inactive, and 66% of 84-year-olds are inactive, compared with 25% of the population who are inactive. As well as this most disabled people are elderly, and therefore at greater risk of developing health conditions. With rising numbers of older people (Older people make up 18% of the UK population, with expectations that this will rise to 24% by 2038) it is important that older people are encouraged to cycle (Sustrans, 2020).

Accessibility issues are more likely to affect older people than other age groups with some older people having limited mobility, hearing or vision impairments, difficulties in understanding information or accessing digital resources and difficulties in alighting to and from transport services or standing for long periods of time.

Older people and children are more vulnerable to the health risks associated with poor air quality (WHO, 2018) and traffic-related noise compared to the overall population (Halonen et al, 2015). Children are at higher risk of exposure to air pollution than adults as are more likely to spend time outside and due to their height are in closer proximity to car exhausts (UNICEF, 2018).

Hands up Scotland Survey (2021) showed that 51.2% of school pupils travel in active way to school with 44.8%, 2.6% and 3.8% walking, wheeling and cycling respectively. Primary school pupils reported the highest level of active travel to school of all school types, at 55.3%, followed by secondary school pupils at 44.8%.

The Scottish Health Survey (2019) highlighted that 31% of children do not meet the guidelines for physical activity.

There is evidence that cycle training increases the skill and confidence of trainees and may result in increased frequency of cycling after training. However, consideration of the barriers to child cycling suggests that cycle training alone is unlikely to result in more cycling (Bikeability Trust).

Disability

Around 24% of Scotland's population live with a long-term physical or mental condition that affects their everyday life. Disabled people have a wide variety of differing requirements and should not be considered as a single, uniform group, evidence remains that those with a disability are far less likely to travel by bicycle.

Disabled people tend to make fewer journeys than those non-disabled people (an average of 1.63 journeys per day vs 2.07) and, on average, their journeys are shorter in distance (3.2km vs 4.5km) (Transport Scotland, 2019).

In addition, 39% of disabled people don't have access to car compared to 19% of non-disabled people (Sustrans, 2020).

78% of disabled people never cycle however 28% of disabled people who don't cycle would like to start (Sustrans, 2020), key issues which can prevent the uptake include inaccessible cycling infrastructure, costs of adaptive cycles and lack of recognition that cycles can act as mobility aids for disabled people (Wheels for Wellbeing, 2020).

75% of disabled cyclists find cycling easier than walking and use their cycles as mobility aids, however, are often asked to dismount their cycle in certain areas which detracts from its use as a mobility aid (Wheels for Wellbeing, 2020).

Disabled people are significantly more likely to encounter health problems than non-disabled people. Further to this disabled people tend to be much more likely to be socially isolated and have smaller support networks than non-disabled people (Sustrans, 2020). Research suggests that disabled people tend to be more reliant for day-to-day travel on the car, either driving or being driven. With a dependency on the car increasing sedentary living, reducing health equality and having a negative effect on the environment.

Disabled people are more likely to be physically inactive and socially isolated than non-disabled people as such accessible transport modes are key for their overall health and wellbeing (Wheels for Wellbeing, 2020).

Pregnancy and maternity

Pregnant women are more vulnerable to the adverse effects of air pollution including an increasing risk of miscarriage as well premature births and low birth weights (Leiser et al, 2019). Increased journeys made by active travel modes will contribute to the improvement of air quality.

Race

Evidence from studies of English local authorities and Greater London shows that ethnic minority groups are underrepresented among people who cycle.

Evidence from Aldred Woodcock and Goodman suggests that greater levels of cycling overall promotes greater diversity among those who cycle. Key to this is safe cycling infrastructure, which encourages uptake by those in more risk sensitive groups such as women and older people. However, increased modal share does not automatically lead to greater diversity and evidence suggests that in order to counter these trends, cycle policy and infrastructure must be specifically targeted towards underrepresented groups.

In 2019, people from all ethnic minority groups except the Indian, Chinese, White Irish and White Other groups were more likely than White British people to live in the most overall deprived 10% of neighbourhoods in England (UK Government, 2020). This may result in a greater proportion of ethnic minority groups being reliant on low-cost forms of transport such as walking, wheeling, cycling or public transport.

Religion or Belief

Over a third of the Scottish population (36.6%) do not have a stated religion and this is the largest category within the 2011 census. Next to this 32.4% of people identified the Church of Scotland as their main belief and 15.9% identified the Roman Catholic Church. There are a number of other religious minorities in Scotland, with Muslim being the largest of these at 1.5%.

The Scottish Government (2021) revealed that 52% of Muslim adults are living in relative poverty after housing costs compared to 18% of adults overall. The pay gap between Muslims and those of no religion was as high as 19.3% (Equality and Human Rights Commission, 2018). As such, this group might be more vulnerable to the costs of transport and face barriers in accessing employment, education, healthcare and other services as a result.

Sex

Though men and women are almost equally likely to travel for any purpose women are less likely to travel by bicycle and are, in general, more concerned over issues of personal safety when travelling (Transport Scotland, 2019; Cycling Scotland, 2021; Sustrans, 2018).

Only 9% of women cycle once a week and 73% of women living in Bike Life cities never ride a bicycle, compared to 21% of men cycling at least once a week (Sustrans, 2018 and 2019). Research by CoMoUK indicates that in Scotland, a higher proportion of women (68%) than men (54%) have started cycling for the first time or after a break greater than five years, as a result of a bike share scheme. Bike share schemes users have noted that 66% of users have reported benefits to their physical health and 44% reported mental health benefits.

The Scottish Government reveal that fewer women than men meet their recommended physical activity levels, and evidence from Cycling Scotland shows that overall men are twice as likely than women to travel by bicycle regularly. Sustrans elaborate that this disparity in cycling levels between the genders is likely to be more pronounced in cities which overall have a lower participation in cycling.

3.2   FSDA

The social determinants of health are the conditions in which people are born, grow, live, work and age. They include housing, education, employment, health services, social support, family income, communities and childhood experience. In the following section the social determinants of health are identified in relation to the scope of Cycling Framework.

Overview:

People living in deprived areas in Scotland tend to live in more hazardous environments, with greater proximity to high volumes of fast-moving traffic and high levels of on-street parking and, as such, they have higher levels of exposure to road traffic risk (Quayle, 2019). The gap between premature mortality rates (deaths occurring before 75) between the most and least deprived areas have increased to its highest point in 10 years. Cycling UK reveal that people are four times more likely to die early in the most deprived areas, compared to the least. At present, people who cycle for any journey in Scotland are more likely to be male, under 55 and in the AB social grade (Higher & intermediate managerial, administrative, professional occupations) (Cycling Scotland, 2019). Sustrans confirm that this trend is also present, UK wide.

Health Related Behaviour:

The Scottish Health Survey (2019) shows that 34% of adults and 31% of children do not meet the guidelines for physical activity. Evidence from the Scottish Government indicated that physical inactivity contributes to over 2,500 premature deaths in Scotland each year, at a cost to NHS Scotland of around £94.1 million annually.

Obesity Action revealed that in 2019 2 in 3 adults and 1 in 3 children were overweight in Scotland. This can have a negative impact on both physical and mental health. Obesogenic environments inactivity and overconsumption of energy dense foods are easy, affordable and widely accepted, making an unhealthy lifestyle the default option. The Foresight Report produced for the UK Government identified that barriers such as cost, perceived danger and walkability of surrounding environment can influence the uptake of physical activity.

Barriers to cycling can affect a wide range of people but can be amplified when inequalities already exist, this can be more pronounced for specific protected characteristics such as women, older and younger people, disabled people, people from ethnic minority groups and people experiencing or at risk of deprivation.

Research from Sustrans (2019) shows that keeping physically active through interventions like cycling can reduce the risk of heart and circulatory disease by as much as 35% and risk of early death by as much as 30%.

The NHS outline that regular physical activity and spending time outdoors can also be beneficial to people's mental health by reducing the likelihood of experiencing depression, anger and stress. People who exercise regularly have up to a 30% lower risk of depression. Other benefits of physical activity include improving sleep, mood, self-esteem and reducing tension, stress and mental fatigue. The Scotland Bike Share Users Survey highlighted that 41% of respondents reported that mental health benefits were why they chose to use bike share schemes.

Improving cycle facilities and access can help to encourage an uptake in physical activity through using cycling as a transport mode or for recreational purposes.

Social Environment:

Social norms are likely to influence the way people behave and the transport choices they make. People in socio-economic groups D and E (semi/unskilled not employed) were less likely to cycle and identified that reasons for not cycling included safety concerns (37%), lack of cycling confidence (26%) and cost of a suitable bike (20%). 34.4% of households in Scotland have access to one or more bikes for private use this leaves 75.6% of the population without access to any bike (Cycling Scotland, 2021).

The Scottish Government (2018) revealed that people living in deprived areas are more likely to experience social isolation, with 17% of men and 15% of women living in deprived areas reporting frequent loneliness. Research, including Appleyard (1980), has long-since established that that the lower the number of vehicle movements on a street, the greater the number of social interactions there are. Cycling provides a low-cost transport option which may be key to allow people from poor socio-economic backgrounds to access amenities, employment and education as well as supporting greater social interaction. It is also recognised that participating physical activity can promote social inclusion, improve health.

Physical Environment:

Deprived areas are more likely to suffer from poor air quality (Defra, 2006). Lucas et al (2019) indicates that there is potential for health inequalities to be widened by poor air quality, because people who live, work and shop adjacent to heavily trafficked roads tend to be among more disadvantaged groups. These inequalities in health can have a profound and lasting impact on children, with evidence to suggest that primary aged children living in highly polluted urban areas can have up to 5% less lung capacity than normal, putting them at risk of lung disease in adulthood and contributing to early death (Friends of the Earth, 2018). Because of their height, children are also at higher risk of exposure to air pollution that adults (UNICEF, 2018).

There is strong relationship between deprivation and pedestrian casualties. In particular, children and young people from deprived areas were found to be involved in traffic injuries, for whom the risk was highest on main roads and on residential roads near shops and leisure services (Christie et al, 2010).

Access to and quality of services:

People with the lowest incomes are more likely to rely on bus services than those in higher income brackets (Transport Scotland, 2021). Therefore, introducing measures aimed at reducing the number of bus services would disadvantage those on lower incomes. Bus travel is also a sustainable form of transport.

Three key issues experienced by low-income families include:

- Cost - the cost of journeys when using public transport is especially crucial when travelling with young children, as high fares can make short journeys expensive;

- Scheduling - inflexible timings often cause problems in terms of shift work, caring responsibilities or connecting between different forms of transport; and

- Infrastructure and Services - multiple providers (e.g. bus companies) often operate separately in both urban and rural areas. As a result, there are significant wait times between services and extended travel durations. Switching between providers can result in multiple expenditures and this is a major concern for low-income families.

Kellogg's (2018) estimated that 1.2 million people in the UK live in areas where access to healthy and affordable food is limited and where these choices are limited further for car-less residents. Improved cycling infrastructure supports access to healthy food by increasing ability to shop locally and supports improved access to healthcare facilities and other services that support health and wellbeing. Cycling is an affordable means to access key services and goods, and this will be a key consideration in planning cycling infrastructure.

4.   Screening Summary

This section summarises the results of the screening exercise which are presented in Appendix A. Below is a summary of the screening exercise, drawing out the potential impacts (positive and negative) from the actions within the delivery plan.

4.1   Protected Characteristic Groups

Safety is one of the most common reasons for people choosing not to cycle, although this affects all users, disabled people, women and older people are often more affected by safety concerns. Improvements to safe cycling infrastructure across the actions are likely to have a positive impact on these groups by providing them with greater confidence to cycle.

It is expected that the introduction of framework actions will contribute to modal shift from motorised vehicles to active travel modes which will have a positive impact on noise and air pollution. Older people and children are more vulnerable to the adverse health effects of transport-related emissions as such will experience a greater impact to this change. Therefore, actions to reduce emissions could also reduce health inequalities for these groups. However, the extent to which exposure to air pollution will be reduced will depend on the number of car journeys reduced and if actions are targeted in the areas with highest air pollution levels.

Ethnic minority groups are more likely to live in deprived communities which are often in proximity to higher speed and trafficked roads, this may act as barrier to the uptake of active travel. Improving safety in these locations will have a positive impact on people from this group.

Disabled people face a number of barriers when wishing to cycle this includes the cost of a suitable bike and inaccessible infrastructure for all bike types. Improved access to adaptive bikes and revision to cycling infrastructure will help to improve transport opportunities for disabled people.

Changes to Traffic Regulation Orders (TROs) and Experimental Traffic Regulation Orders (ETROs) have the potential result in negative impacts to older and disabled people. Rapid changes to infrastructure can have a disproportionate effect on older and disabled people, as they may result in changes to routes, they are required to take, potentially increasing journey times. Walking is the main mode of travel for blind and partially sighted people, and it is often very important to them that they can make walking journeys independently. Therefore, fast implementation of new infrastructure can have an adverse impact to this group of people affecting their independence to undertake everyday journeys. At present the TRO process mandates statutory minimum levels of consultation and objections must be addressed. Care is therefore needed when implementing any active travel scheme through a fast-track process to ensure that equality and disability groups are properly included and consulted to ensure unwarranted and negative health side effects occur for these groups.

4.2   Socio-economically Disadvantaged Groups

People who are from socio-economically disadvantaged groups are more likely to be reliant on low-cost modes of transport such as public transport or active travel. Deprived communities are more likely to live in proximity to busier, high speed roads and are more likely to be in a road traffic accident than more affluent areas. Greater provision of safe infrastructure and measures to encourage reduction in car use may help support active travel as a low-cost transport mode which can enable people in these communities to reach a wider range of employment, education and training opportunities.

People living in rural communities may be at greater risk of transport poverty due to barriers associated with remoteness, safety and public transport frequency, which can result in people becoming isolated or reliant on private car journeys. Actions include improving rural active travel links, may help to provide low-cost transport options to these communities.

Improving access to bikes and cycle training will contribute to the uptake of cycling among those affected by socio-economic disadvantage and provide an alternative low-cost transport option. Actions relating to the provision of comprehensive cycle training will also expand the pool of those likely to benefit from increased physical activity.

4.3　　Children and Young People

Children and young people are most at risk of being involved in a traffic accident out of all pedestrian casualties, supporting the improvement of cycling infrastructure and measures to reduce car usage may provide young people with the opportunity to reach wider destinations as well as travel independently.

Most households in Scotland do not have access to a bike for private use and not having access to a bike is one of the greatest barriers to the uptake of cycling ensuring improved access and provision of bikes to school children who cannot afford one will help to support equal opportunities between young people from all backgrounds. Improving access to bicycles, including adaptive bikes and providing free bicycles to school-aged children is expected to have a positive impact in terms of health and physical activity amongst those on lower incomes.

Appendix A :Cycling Framework SEQIA Screening Tables

Table A 1: EqIA Screening Table

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
Safe Cycling Infrastructure	Produce active travel strategies and maps for each local authority area setting out plans to improve active travel networks and facilities to 2030 using a robust evidence-led approach to network planning. The active travel strategies will provide the basis for funding applications by local authorities.	CI.1	Minor positive	Producing active travel strategies for each local authority will ensure that each area will have a plan that will best serve the needs of their communities. The implementation of actions will support the uptake of active travel through improved infrastructure, enabling measures or community initiatives. This may help to reduce the barriers that prevent different protected characteristic groups from taking up cycling as well as support people's overall wellbeing through promoting active travel as a travel mode. Currently physical activity levels in Scotland show that 34% of adults and 31% of children do not meet the guidelines for physical activity. Research shows that keeping physically active through interventions like cycling can reduce the risk of heart and circulatory disease by as much as 35% and risk of early death by as much as 30%. https://www.sustrans.org.uk/our-blog/get-active/2019/everyday-walking-and-cycling/health-benefits-of-cycling-and-walking At present, **people who cycle for any journey in Scotland are more likely to be male, under 55 and in the AB social grade** (Higher & intermediate managerial, administrative, professional occupations). https://www.cycling.scot/mediaLibrary/other/english/7268.pdf https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf In Scotland, fewer women than men meet their recommended physical activity levels, and although men and women are almost equally likely to travel for any purpose **women are less likely to travel by bicycle** and more concerned over issues of personal safety when travelling. Given this disparity in cycling levels between the genders it is likely to be more pronounced in cities which overall have a lower participation in cycling. https://www.transport.gov.scot/publication/travel-and-transport-in-scotland-key-findings-2019/who-travels/ https://www.cycling.scot/mediaLibrary/other/english/9444.pdf https://www.sustrans.org.uk/media/2930/2930.pdf

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
				https://www.gov.scot/publications/scottish-health-survey-2019-volume-1-main-report/pages/10/ Disabled people have a wide variety of differing requirements and though disabled people should not be considered as a single, uniform group, evidence remains that **those with a disability are far less likely to travel by bicycle**. https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf Evidence from studies of English local authorities and Greater London shows that **ethnic minority groups are underrepresented among people who cycle.** http://rachelaldred.org/wp-content/uploads/2018/05/APS_paper_TRF.pdf http://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf Evidence suggests that **greater levels of cycling overall promotes greater diversity among those who cycle.** Key to this is safe cycling infrastructure, which encourages uptake by those in more risk sensitive groups such as women and older people. However, increased modal share does not automatically lead to greater diversity and evidence suggests that in order to counter these trends, cycle policy and infrastructure must be specifically targeted towards underrepresented groups. https://www.tandfonline.com/doi/pdf/10.1080/01441647.2015.1014451 .

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
	Produce an active travel network 'blueprint' for Scotland, including the future network of Active Freeways and is informed by Local Authority Active Travel Strategies.	CI.2	Minor positive	A connected active travel network will help to support the uptake through signed routes, new infrastructure etc. This will likely have a positive impact on older people who are more vulnerable to noise and air pollution from motorised vehicles. https://academic.oup.com/eurheartj/article/36/39/2653/2398234

In addition, may encourage a wider uptake within age groups for travelling actively, Bike Life 2019 outlined that people over 56 are least likely to cycle as well as men are more likely to than women - an improved network may help support uptake for these groups. https://www.sustrans.org.uk/media/5942/bikelife19_aggregatedreport.pdf

Encouraging the uptake of cycling will help to support health and wellbeing for all protected characteristic groups. Keeping physically active through interventions like cycling can reduce the risk of heart and circulatory disease by as much as 35% and risk of early death by as much as 30%. https://www.sustrans.org.uk/our-blog/get-active/2019/everyday-walking-and-cycling/health-benefits-of-cycling-and-walking

Disabled people are more likely to be physically inactive, socially isolated and encounter health problems than non-disabled people. Providing a connected active travel network will help to support the uptake of cycling and corresponding benefits in relation to health and wellbeing. https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf

According to Sustrans' Cycling for Everyone report, 74% of people from ethnic minority groups do not cycle, 55% of which would like to start. It was also noted that for Mixed, Black and Other ethnic groups walking was the most common transport mode. An improved active travel network may help to support people from these groups to cycle and reach wider opportunities. https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf |

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
	Build and maintain a dense network of connected cycling infrastructure in every town and city that is separate from traffic and integrated with public transport, and rural routes that link to these networks and interface with the trunk road network and NCN.	CI.3	Minor positive	Segregated infrastructure may encourage the uptake of active travel through greater protection and feeling of safety. This may particularly benefit young people learning to cycle or novice cyclists in other age groups and may help to provide wider access and opportunities to those reliant on low-cost transport modes.

Young people are most likely to be involved in an accident when cycling. 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. https://www.transport.gov.scot/media/48120/sct07208424681.pdf

According to the Bike Life 2019 report over 56-year-olds are the least likely to cycle, in addition one of the most common reasons for not cycling is concerns about safety. https://www.sustrans.org.uk/media/5942/bikelife19_aggregatedreport.pdf

In the UK, an estimated 1.2 million people live in areas where access to healthy and affordable food is limited and where these choices are limited further for car-less residents. Improved cycling infrastructure supports access to healthy food by increasing ability to shop locally and supports improved access to healthcare facilities and other services that support health and wellbeing. https://www.kelloggs.co.uk/content/dam/europe/kelloggs_gb/pdf/Kelloggs_Food_Desert_Brochure.pdf |

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
	Work with other policy areas to introduce active travel networks as part of a larger package - such as 20 mph limits to create efficiencies.	Cl.4	Major positive	Enhanced active travel networks will help to support the uptake of walking, wheeling, and cycling. Initiatives such as 20mph can have positive impacts on air quality and safety. Older people and children are more vulnerable to the effects of traffic noise and emissions. Evidence suggests that primary aged children living in highly polluted urban areas can have up to 5% less lung capacity than normal, putting them at risk of lung disease in adulthood. As such measures that will promote active travel uptake will likely have a positive impact on this group. https://academic.oup.com/eurheartj/article/36/39/2653/2398234 Guide for local groups on School Streets_1.pdf (friendsoftheearth.uk) People living in deprived areas are more likely to be minor ethnicity groups and more likely to live next to higher speed roads, improvements that support reduction in vehicle speeds and active travel infrastructure will help to improve safety and may have a greater impact on this group.
	Use the information in the active travel strategies to prioritise investment in the creation of cycling infrastructure integrated with public transport in every town and city, and inter-urban / rural routes that link to these networks. This will build on the National Cycle Network and proposals for Active Freeways in STPR2.	Cl.5	Minor positive	Active travel links into cities and towns which are integrated with public transport will help support those reliant on low-cost transport option reach a wider range of opportunities. Increased infrastructure within towns and cities will help to reduce the number of short car journeys undertaken, reducing traffic noise and emissions which can have a greater impact on older and younger people. https://academic.oup.com/eurheartj/article/36/39/2653/2398234 Increasing cycling infrastructure will help to encourage the uptake of cycling and will help to support health and wellbeing for all protected characteristic groups. Keeping physically active through interventions like cycling can reduce the risk of heart and circulatory disease by as much as 35% and risk of early death by as much as 30%. https://www.sustrans.org.uk/our-blog/get-active/2019/everyday-walking-and-cycling/health-benefits-of-cycling-and-walking

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
				Disabled people are more likely to be physically inactive, socially isolated and encounter health problems than non-disabled people. Providing a connected active travel network will help to support the uptake of cycling and corresponding benefits in relation to health and wellbeing. https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf
	Avoid delays in implementation of cycling infrastructure by revising the TRO process.	CI.6	Minor negative	Potential for negative impacts due to loss of opportunity for consultation.

Rapid changes to infrastructure can have a disproportionate effect on older and disabled people, as they may result in changes to routes they are required to take, potentially increasing journey times. The Pave the Way Report undertaken by Transport for All highlighted that 72% of participants reported issues with how changes related to LTN's have been communicated, including the lack of information provided, its quality or accessibility due to the reduced consultation requirement for introduction. In addition, 42% raised issues relating to street space and a further 77% reported an increase in journey times as the result of these measures being introduced.

Walking is the main mode of travel for blind and partially sighted people, and it is often very important to them that they can make walking journeys independently therefore fast implementation of new infrastructure can have an adverse impact to this group of people affecting their independence to undertake everyday journeys. https://www.transportforall.org.uk/wp-content/uploads/2021/01/Pave-The-Way-full-report.pdf

At present the TRO process mandates statutory minimum levels of consultation and objections must be addressed. Any changes to the process that erode this requirement could negatively impact on these groups unless other effective means of input into the process are in place. |

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
	Develop an action plan to make it safer to walk, cycle and wheel across and along trunk roads, especially where they pass through towns and villages.	CI.7	Minor positive	Trunk road severance would likely have a greater impact on older and young people as well as disabled people as such improvements to active travel options to travel along and cross the network will be of greatest benefit to these groups.

Reducing barriers to active travel may help to encourage uptake and will have corresponding health benefits. |

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
	Continue to support fast implementation of temporary cycling infrastructure, introducing Experimental Traffic Orders to support road space reallocation and street trials.	CI.8	Minor negative	Potential for negative impacts due to loss of opportunity for consultation. Rapid changes to infrastructure can have a disproportionate effect on older and disabled people, as may result in changes to routes they are required to take potentially increasing journey times. The Pave the Way Report undertaken by Transport for All highlighted that 72% of participants reported issues with how changes related to LTN's have been communicated, including the lack of information provided, its quality or accessibility due to the reduced consultation requirement for introduction. In addition, 42% raised issues relating to street space and a further 77% reported an increase in journey times as the result of these measures being introduced. Walking is the main mode of travel for blind and partially sighted people, and it is often very important to them that they can make walking journeys independently therefore care is needed when implementing any active travel scheme through a fast-track process to ensure that equality and disability groups are properly included and consulted to ensure unwarranted and negative health side effects don't occur for these groups. https://www.transportforall.org.uk/wp-content/uploads/2021/01/Pave-The-Way-full-report.pdf https://www.disabilitynewsservice.com/review-calls-for-more-inclusive-approach-to-shared-space-schemes/

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
	Enhance permitted development rights for cycling facilities and infrastructure	CI.9	Neutral	Enhanced development rights may allow easier introduction of bike sheds on private properties. Cycle stores can be classed as an outbuilding or a shed as such are often not permitted to be constructed in front of house. https://www.bbc.co.uk/news/uk-england-57159538 This action is not anticipated to have a significant impact on protected characteristic groups or health inequalities.
	Respond to the needs of local people by expanding the resources needed to support more people to cycle, including appropriate cycle storage for every household.	CI.10	Neutral	Ensuring all households have access to cycle storage may help people feel confident in storing a bike however it is not anticipated that this action will have a significant impact on protected characteristic groups or health inequalities.
	Introduce fast-track powers to acquire land for cycling infrastructure.	CI.11	Minor negative	Potential for loss or dilution of existing rights of legal redress against any given development, or reduction in the level of consultation required. Potential to take advantage of vulnerable homeowners such as older or disabled people.

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
	Provide ongoing development and governance of design guidance, including mitigation of unintended impacts vulnerable road users and that infrastructure is suitable for adaptive bikes e.g. pedestrians.	**CI.12**	Major positive	Inaccessible cycle infrastructure is the single biggest difficulty faced by Disabled cyclists in the UK. Research suggests that disabled people tend to be more reliant for day-to-day travel on the car, either driving or being driven. Infrastructure design which is suitable for adaptive bikes will help to enable disabled people to utilise cycling as a transport mode. https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC_WfW-Inclusive-Guide_FINAL_V03.pdf Disabled and older and younger people are likely to be more vulnerable as a pedestrian as such mitigation measures will have a greater impact in supporting any journeys made on foot for these groups. Walking is the main mode of travel for blind and partially sighted people, and it is often very important to them that they can make walking journeys independently therefore mitigation measures that help ensure pedestrian provision is suitable will have a positive impact on this group. https://www.transportforall.org.uk/wp-content/uploads/2021/01/Pave-The-Way-full-report.pdf
	Develop a national approach to the creation of quiet road/cycle friendly roads in rural areas with everyday journeys prioritised.	**CI.13**	Minor negative	Roads in rural areas are often of higher speeds as such may deter people from utilising active travel options. Physical activity levels in Scotland show that 34% of adults and 31% of children do not meet the guidelines for physical activity. Improving travel options for everyday journeys within rural communities will help to encourage the uptake of active travel and corresponding health benefits. Older and younger people who may often be a passenger in a private car may benefit from having quiet routes to support everyday journeys by providing them greater independence. Safety is a key issue for many when using transport however, a particularly vulnerable group is 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. Actions to improve the delivery of quiet / cycle friendly roads will support the safety of young people.

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
	Designate the active travel network as a national development.	**CI.14**	Neutral	Action is expected to have a neutral impact on protected characteristic groups and health inequalities.
	Update design and asset management guidance to enable national, consistent principles of infrastructure	**CI.15**	Neutral	Consistent active travel principles across schemes will enable all to adapt to new infrastructure this may be particularly relevant to disabled people. However overall, this will have a limited direct impact on protected characteristic groups and health inequalities.
	Support cycling journeys, to and from public transport hubs as part of a multi-modal journey	**CI.16**	Minor positive	Women are more likely to make multi-stop and multi-purpose trips, combining travel to work with trips for other purposes such as taking children to school, looking after family members or shopping and are more likely to walk, be a passenger in a car or take a bus than men. However, women are also less likely to cycle than men. Physical activity levels in Scotland show that 34% of adults and 31% of children do not meet the guidelines for physical activity. Supporting multi-modal journeys may encourage people to travel actively for part of their journey. Keeping physically active through interventions like cycling can reduce the risk of heart and circulatory disease by as much as 35% and risk of early death by as much as 30%.

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
	Promote cargo bikes as the normal choice for local deliveries	Cl.17	Minor positive	Traffic-related noise has increased health risks for older people, and they are more vulnerable to the effects of poor air quality along with young people compared to the overall population. Increased use of cargo bikes over motorised vehicles will have a greater positive impact on these group of people. https://academic.oup.com/eurheartj/article/36/39/2653/2398234
	Support government funded agencies to remove on-site car parking spaces and replace them with cycle parking	Cl.18	Neutral	Traffic-related noise has increased health risks for older people and they are more vulnerable to the effects of poor air quality along with young people compared to the overall population. Reduction to parking spaces may help to encourage a reduction in car use which will support lower emissions. https://academic.oup.com/eurheartj/article/36/39/2653/2398234 Reduction in car parking spaces may adversely affect people who may have mobility issues and reliant on the private car.
	Promote the new Highway Code and implement requirements for cycle training	Cl.19	Major positive	Safety is one of the biggest barriers that prevent the uptake of cycling. Children, young adults and disabled people are more likely to be injured when walking and cycling than other groups. Actions to promote the new highway code and priorities given to pedestrians and cyclists may help new cyclists feel more comfortable on the roads. Road accidents disproportionally affects those in areas of low socio-economic status, with the risk for a child on foot or bike of being involved in a road traffic accident increasing as areas become more deprived. Making Children and young adults at higher risk of injury or death. https://www.sustrans.org.uk/our-blog/opinion/2019/may/children-s-road-safety-postcode-lottery-in-scotland Disabled people are five times more likely to be injured as a pedestrian than non-disabled people – reporting 22 motor vehicle injuries per million miles walked, compared to 4.8 among pedestrians without a disability. https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higher-risk-of-road-injury/

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
	Support the various deliverables set out in Scotland's Road Safety Framework 2030. Delivery Plans under its Active and Sustainable Travel Strategic Action	**CI.20**	Minor positive	Safety is one of the key barriers preventing disabled people, older people and women from cycling as such improvements to road safety in the framework may encourage these groups to take up cycling. https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf
Effective Resourcing	Provide multi-year long-term funding for infrastructure and behaviour change programmes, include trials for road space reallocation linked to active strategies and active travel network plans.	**ER.1**	Minor positive	Behaviour change initiatives will positively impact on specific groups, where interventions are targeted and tailored towards certain audiences and sustained through long-term support. Road space reallocation to active travel infrastructure can increase walking, wheeling and cycling with benefits including an increase in physical activity and social connections. Reallocation of space can reduce the number of motor vehicles and associated adverse health effects from noise and air pollution. This will positively effect children, older people and disabled people who are more vulnerable to the effects. A HIA for Road Space Reallocation has been undertaken by Public Health Scotland which further outlines the health impacts. Road space reallocation in Scotland: A health impact assessment (publichealthscotland.scot)
	Provide appropriate level of resource to support local authorities to develop and deliver active travel strategies ensuring that cycling for transport is prioritised appropriately.	**ER.2**	Neutral	This action is unlikely to have a significant impact on protected characteristic groups or health inequalities.

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
	Work with manufacturers, social enterprises and industry vocational partners to increase cycle and cycle parts production in Scotland, including e-bikes and e-cargo bikes and with Scottish businesses to grow the bike refurbishment industry especially through support for bike recycling and re-use enterprises.	**ER.3**	Neutral	This action is unlikely to have a significant impact on protected characteristic groups or health inequalities.

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
Fair Access	Expand access to bikes, including adaptive bikes.	**FA.1**	Major positive	Just over a third (34%) of households have access to at least one bicycle for adult use in 2019, and 18% had access to two or more. Improved access to all bike types will help support cycling as an inclusive mode of transport. 78% of disabled people never cycle however 28% of disabled people who don't cycle would like to start. As disabled people are more likely to physically inactive and socially isolated than non-disabled people, cycling can provide a range of health and wellbeing benefits. https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf bikelife19_aggregatedreport.pdf (sustrans.org.uk) One of the key barriers identified by Wheels for Wellbeing is the cost of adaptive cycles, improving access to all bike types will help to support those who would like to start cycling. https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC_WfW-Inclusive-Guide_FINAL_V03.pdf People from ethnic minority groups are more likely to live in deprived neighbourhoods and therefore may be more reliant on low-cost transport options as such may see a greater benefit through improved bike access. https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf In Scotland, higher proportion of women (68%) have started cycling for the first time or after a 5+ year break than men (54%), as a result of a bike share scheme. Bike share schemes have also shown benefits for both physical and mental health of their users. https://como.org.uk/wp-content/uploads/2021/03/CoMoUK-Scotland-Bike-Share-Survey-2020.pdf

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
	Review funding criteria to ensure that fair access is appropriately weighted and improving accessibility is given an appropriate level of priority.	**FA.2**	Minor positive	People from different ethnic groups are more likely to live in deprived areas and as such will be more affected by the proposed action. In 2019, people from all ethnic minority groups except the Indian, Chinese, White Irish and White Other groups were more likely than White British people to live in the most overall deprived 10% of neighbourhoods in England. https://www.ethnicity-facts-figures.service.gov.uk/uk-population-by-ethnicity/demographics/people-living-in-deprived-neighbourhoods/latest
	Improve quality and level of service of carriage of bikes on trains and require rural & island bus services to carry cycles, wherever possible	**FA.3**	Major positive	Allowing greater access to carrying bikes on trains will help to support multi-modal journeys which will include the reduction in overall emissions. Traffic-related noise has increased health risks for older people and they are more vulnerable to the effects of poor air quality along with young people compared to the overall population. https://academic.oup.com/eurheartj/article/36/39/2653/2398234 Some groups are more likely to rely on public transport such as young people, older people, women and people from certain ethnic minority groups.
	Implement safe cycle routes to public transport interchanges and increase the provision of high-quality bike storage.	**FA.4**	Minor positive	Some groups are more likely to rely on public transport such as young people, older people, women and people from certain ethnic minority groups. Improved access to stations may help increase multi-modal journeys. Women and people from certain minority groups may feel unsafe when cycling alone or in hours of darkness. Only one in four women (27%) felt cycling safety was good in their city leaving the majority feeling unsafe when cycling. https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
Training and Education	Provide a comprehensive cycle training offer for all life stages, including learning to ride in pre-school, learning to ride on-road through school bikeability training, and for adults of all ages, including cycle awareness training.	TE.1	Minor positive	All levels gaining competence in cycling, which may encourage greater usage providing more transport options for all age groups. People from ethnic minority groups are more likely to live in deprived neighbourhoods and therefore may be more reliant on low-cost transport options as such may see a greater benefit through improving access to multi-modal journeys. https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf Currently physical activity levels in Scotland show that 34% of adults and 31% of children do not meet the guidelines for physical activity. Evidence shows that physical inactivity contributes to over 2,500 premature deaths in Scotland each year. Improved cycling confidence across age groups may help to encourage people to be active. Safety is a key issue for many when using transport however, a particularly vulnerable group is 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. Cycle training will help children to be safer when cycling. Research shows that physical activity declines with age, with 42% of people aged between 75 – 84 physically inactive, and 66% of 84-year-olds are inactive, compared with 25% of the population who are inactive. Rising numbers of older people (older people make up 18% of the UK population, with expectations that this will rise to 24% by 2038) it is important that older people are encouraged to cycle.

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
	Provide a free bike to all children of school age who cannot afford one	TE.2	Minor positive	This action will have a direct impact on young people, helping to provide equal opportunities to all school pupils. The majority (51.2%) of school pupils travel to school in an active way however only 5.2% of primary school and 1.3% of secondary pupils cycled to School. https://www.sustrans.org.uk/media/9170/hands-up-scotland-survey-2020_statistical-news-release.pdf https://www.cycling.scot/mediaLibrary/other/english/9444.pdf

These positive impacts, however, may be short-lived as children grow out of their bicycles and need repairs or replacements due to wear. If a family cannot meet the ongoing costs of maintenance, the benefits may diminish quickly. An annual lease with the option to return and replace would perhaps address this issue.

In Scotland, 34.4% of households in Scotland have access to one or more bikes for private use, this leaves the majority of households without as such ensuring all school children have access to a bike will help support equal opportunities. https://www.cycling.scot/mediaLibrary/other/english/9444.pdf |
| | Support communities to introduce Play Streets, enabling roads to be closed to allow for small events and sports and introduce legislation to enable Auto Number Plate Recognition for the closure of school streets | TE.3 | Minor positive | School street closures have been observed to increase levels of active travel among school pupils, without significantly displacing traffic onto adjacent streets. https://www.napier.ac.uk/~/media/images/news/school-street-closures/school-streets-closure-traffic-displacement-literature-review-final.pdf?la=en

Inequalities in health can have a profound and lasting impact on children, with evidence to suggest that primary aged children living in highly polluted urban areas can have up to 5% less lung capacity than normal, putting them at risk of lung disease in adulthood and contributing to early death. Policy measures and interventions which reduce traffic and provide safer spaces for cycling can help to increase uptake of active travel, reduce harmful air emissions and support overall health and wellbeing. 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. Providing environments for street play and |

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
				school streets will help to support the number of children cycling, safety and associated health and wellbeing impacts.
	Use the Cycling World Championships to inspire people, especially young people to cycle.	**TE.4**	Uncertain	Action aimed at encouraging young people to take up cycling, which may provide them with wider opportunities.
	Introduce pilot schemes at schools to provide an alternative to the school bus with segregated cycle routes, cycle training, provision of bikes, facilities at school	**TE.5**	Minor positive	Cycling Scotland provides technical information and training for Primary and Secondary schools in Scotland. https://www.cycling.scot/what-we-do/cycling-friendly/primary-school https://www.cycling.scot/what-we-do/cycling-friendly/secondary-school Option could capitalise on Bike to School week which is a UK national event to encourage modal shift. https://www.sustrans.org.uk/our-blog/projects/uk-wide/schools/bike-to-school-week Schools could work with Local Authorities to identify constraints, opportunities and challenges relating to provision of infrastructure and physical measures to encourage cycling to / from educational facilities. Physical activity levels in Scotland show that 34% of adults and 31% of children do not meet the guidelines for physical activity. Evidence shows that physical inactivity contributes to over 2,500 premature deaths in Scotland each year. Research shows that keeping physically active through interventions like cycling can reduce the risk of heart and circulatory disease by as much as 35% and risk of early death by as much as 30%. Intervention programmes such as this may build up good physical habits for life.

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
	Develop a long-term communication plan that represents cycling as something that anyone can do, including with assistance/adaption and is a transport mode that brings many benefits to Scotland	**TE.6**	Minor positive	Substantial information relating to cycling and its associated sub-topics which are set out within Active Travel Strategies, Local Development Plans and Regional Transport Strategies in addition to communications from Cycling organisations such Sustrans, Cycling Scotland and also from Transport Scotland. A potential opportunity to consider development of a 'National Awareness Campaign' which brings these organisations, bodies and institutions together to present a coherent and concise message regarding cycling. Physical activity levels in Scotland show that 34% of adults and 31% of children do not meet the guidelines for physical activity. Research shows that keeping physically active through interventions like cycling can reduce the risk of heart and circulatory disease by as much as 35% and risk of early death by as much as 30%. In Scotland fewer women than men meet their recommended physical activity levels, and evidence shows that overall men are twice as likely than women to travel by bicycle regularly. By promoting cycling as a transport mode that anyone can utilise will have a positive effect on physical activity levels. Improved awareness of cycling options may have a positive impact on disabled users. The Cycling for Everyone Report produced by Sustrans showed that 28% of disabled people who don't cycle would like to start. In addition, disabled people are more likely to experience health problems and social isolation than non-disabled people. Therefore, increasing awareness of different cycle types and options may help encourage uptake and associated health and wellbeing benefits. https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
Network Planning & Monitoring	Support the travel demand management measures aligned with the national 20% car km reduction route map	NPM.1	Major positive	Reduction in car kilometres will help to improve noise and air pollution from vehicles which will have a positive impact on older people. https://academic.oup.com/eurheartj/article/36/39/2653/2398234 Young people are more likely to be involved in traffic accidents as such an overall reduction in car usage will have a positive impact in relation to safety.
	Conduct research on the social, environmental and economic factors influencing network planning, for example pandemic recovery and climate change impacts.	NPM.2	Neutral	Action is not anticipated to have a significant impact on protected characteristic groups or health inequalities.
	Continuously monitor and evaluate the impact of active travel infrastructure and embed learning in future investment decisions .	NPM.3	Neutral	Action is not anticipated to have a significant impact on protected characteristic groups or health inequalities. The 2020 Scottish Household Survey (SHS) could be used to understand any differential changes (which will require caveating due to significant impacts to travel as a result of the COVID-19 Pandemic) against the 2019 SHS. To fully capture this potential step-change in trips, from a leisure perspective, it would be useful to the outcomes of the 2021 and 2022 SHS results to provide a realistic sample size.

Strategic Theme	Action	Ref.	How is the Action likely to impact on any relevant groups/ populations?	Existing evidence relating to these groups/populations with regards to the action
				EqIA
	Review how active travel/cycling schemes are appraised – broaden the benefits to include social, economic and equality benefits.	**NPM.4**	Neutral	Action is not anticipated to have a significant impact on protected characteristic groups or health inequalities.
	Expand and where possible align monitoring and reporting of cycling levels at local, city, regional and national level and share learning	**NPM.5**	Neutral	Potentially utilise Meta Data which is utilised within the development of Strategic and Meso Traffic Models (e.g. INRIX, Mobile Phone Data, Bluetooth) to enable analysis and assessment of current travel patterns for commuting purposes. At a local level, this could involve enhancing / developing networks of ATCs for cycling. Edinburgh has already developed a network of non-intrusive counters https://www.edinburghlivinglab.org/blogposts/wrangling-edinburgh-bike-counter-data Development at a local level would in-turn facilitate development of Regional and eventually, National, understandings of cycling levels.

Table A 2: FSDA Screening Table

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
Safe Cycling Infrastructure	Produce active travel strategies and maps for each local authority area setting out plans to improve active travel networks and facilities to 2030 using a robust evidence-led approach to network planning. The active travel strategies will provide the basis for funding applications by local authorities.	CI.1	Minor positive	People experiencing social inequality are more likely to suffer from poor health related to inactivity and so are likely to benefit from a coordinated and strategic approach to planning for active travel.

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
	Produce an active travel network 'blueprint' for Scotland, including the future network of Active Freeways and is informed by Local Authority Active Travel Strategies.	CI.2	Minor positive	A wide range of connecting active travel routes will help promote walking, wheeling or cycling as a low-cost transport option which may support those reliant on these modes to reach wider opportunities.
	Build and maintain a dense network of connected cycling infrastructure in every town and city that is separate from traffic and integrated with public transport, and rural routes that link to these networks and interface with the trunk road network and NCN.	CI.3	Minor positive	Improved cycling infrastructure will help support the overall uptake of cycling especially for those reliant on low-cost transport modes. The Cycling Monitoring Report indicated that 26% of people in socio-economic groups D and E didn't cycle due to a lack of confidence, segregated infrastructure may help to improve confidence by being separate from motorised vehicles. https://www.cycling.scot/mediaLibrary/other/english/9444.pdf Safety is a key issue for many when using transport however, a particularly vulnerable group is children and young adults. Evidence shows that the risk of being in a road accident increases for children travelling on foot or by bike as areas become more deprived. Inequalities in health can have a profound and lasting impact on children, with evidence to suggest that primary aged children living in highly polluted urban areas can have up to 5% less lung capacity than normal, putting them at risk of lung disease in adulthood and contributing to early death. This may disproportionately effect children who live in poorer urban communities. Policy measures and interventions which reduce traffic, provide safer spaces for cycling and direct public transport located close to housing, help make active and sustainable travel options more diverse and easier to access for all. https://cdn.friendsoftheearth.uk/sites/default/files/downloads/Guide%20for%20local%20groups%20on%20School%20Streets_1.pdf

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
	Work with other policy areas to introduce active travel networks as part of a larger package- such as 20 mph limits to create efficiencies.	CI.4	Minor positive	Greater percentages of people living in a deprived area are more likely to be involved in a traffic accident, as such initiatives such as 20mph zones will help support a decrease in accidents.
	Use the information in the active travel strategies to prioritise investment in the creation of cycling infrastructure integrated with public transport in every town and city, and inter-urban / rural routes that link to these networks. This will build on the National Cycle Network and proposals for Active Freeways in STPR2.	CI.5	Minor positive	Integrated transport modes will help to support multi-modal journeys which may help people reliant on low-cost forms of transport to reach wider opportunities.

Ensuring that there are also inter-urban and rural routes will enable communities which may be vulnerable to transport poverty to access active travel routes easily. |

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
	Avoid delays in implementation of cycling infrastructure by revising the TRO process.	CI.6	Neutral	It is not expected that this action will have a significant impact on those affected by socio-economic disadvantage
	Develop an action plan to make it safer to walk, cycle and wheel across and along trunk roads, especially where they pass through towns and villages.	CI.7	Minor positive	People living in deprived areas are more likely to live in proximity to the trunk road network as such measures to improve active travel access may reduce community severance in the area and allow wider opportunities to be reached. In addition, people living in rural communities are more vulnerable to the risks of transport poverty, providing links will help enable low-cost transport options to be adopted.
	Continue to support fast implementation of temporary cycling infrastructure, introducing Experimental Traffic Orders to support road space reallocation and street trials.	CI.8	Minor negative	Potential for loss or dilution of existing rights of legal redress against any given development, or reduction in the level of consultation required. Potential to make decisions without gathering the opinions of socio-economically disadvantaged groups, who may be less able to represent their own interests: https://www.lse.ac.uk/business/consulting/assets/documents/how-poverty-affects-peoples-decision-making-processes.pdf

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
	Enhance permitted development rights for cycling facilities and infrastructure	CI.9	Neutral	Enhanced development rights may allow easier introduction of bike sheds on private properties. Cycle stores can be classed as an outbuilding or a shed as such are often not permitted to be constructed in front of house. Not all households particularly those in flatted developments will have the option to install their own cycle store in addition many may not own their own property to gain benefit from this action as such this action will likely have a negligible impact on disadvantaged socio-economic groups. https://www.bbc.co.uk/news/uk-england-57159538
	Respond to the needs of local people by expanding the resources needed to support more people to cycle, including appropriate cycle storage for every household.	CI.10	Minor positive	Deprived communities are more likely to see a higher crime rate than more affluent areas, secure cycle storage will help support people in deprived communities feel confident on relying on and investing in cycling as a mode of transport. Smaller homes built to minimum space standards, such as those used for housing association accommodation, will also benefit from secure external storage. A study undertaken in London showed that 80% more crimes were recorded in the most income deprived areas https://www.trustforlondon.org.uk/data/crime-and-income-deprivation/
	Introduce fast-track powers to acquire land for cycling infrastructure.	CI.11	Minor negative	Potential for loss or dilution of existing rights of legal redress against any given development, or reduction in the level of consultation required. Potential to make decisions without gathering the opinions of socio-economically disadvantaged groups, who may be less able to represent their own interests: https://www.lse.ac.uk/business/consulting/assets/documents/how-poverty-affects-peoples-decision-making-processes.pdf and Mullainathan & Shafir, 2013, Scarcity: Why having too little means so much

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
	Provide ongoing development and governance of design guidance, including mitigation of unintended impacts vulnerable road users and that infrastructure is suitable for adaptive bikes e.g. pedestrians.	**CI.12**	Minor positive	Those living in deprived areas are at greater risk of being involved in a traffic collision as such mitigation measures that will reduce adverse impacts to pedestrians and cyclists will have a positive impact on people living in socio-economic disadvantage.
	Develop a national approach to the creation of quiet road/cycle friendly roads in rural areas with everyday journeys prioritised.	**CI.13**	Major positive	People living in rural communities can be vulnerable to the impacts of transport poverty as such creation of quiet route networks to support everyday journeys will likely have a positive impact on people who may be reliant on low cost transport modes.
	Designate the active travel network as a national development.	**CI.14**	Neutral	Action is expected to have a neutral impact on those affected by socio-economic disadvantage.

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
	Update design and asset management guidance to enable national, consistent principles of infrastructure	CI.15	Neutral	It is not anticipated that updated guidance will have a particular impact on people affected by socio-economic disadvantage
	Support cycling journeys, to and from public transport hubs as part of a multi-modal journey	CI.16	Major positive	People living on low incomes are more likely to be reliant on low-cost transport options such as active travel and public transport, supporting journeys made by these modes and ensuring suitable connections may help this group reach wider education, employment and training opportunities. 21% and 24% of people travelling work on a household income of up to £15,000 travelled on foot or by bus respectively in comparison to 7% and 4% of people with incomes over £50,000. https://www.transport.gov.scot/publication/travel-and-transport-in-scotland-key-findings-2019/who-travels/
	Promote cargo bikes as the normal choice for local deliveries	CI.17	Minor positive	Increased use of cargo bikes may create greater employment opportunities for those without access to a car.
	Support government funded agencies to remove on-site car parking spaces and replace them with cycle parking	CI.18	Neutral	Removal of car parking spaces at government funded agencies is unlikely to have a particular impact on this group.

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
	Promote the new Highway Code and implement requirements for cycle training	CI.19	Major positive	Latest data from the MAST analysis platform on road safety indicates that the overall casualty rate in the most deprived 10% SIMD (Scottish Index of Multiple Deprivation) areas is 1.6, which is higher than the rate of 1.0 for the least deprived 10% SIMD areas - between 2015-19. Scotland's Road Safety Framework 2030. By reducing road causalities, you support socio economic growth through a reduction in health inequalities
	Support the various deliverables set out in Scotland's Road Safety Framework 2030. Delivery Plans under its Active and Sustainable Travel Strategic Action	CI.20	Minor positive	People living in deprived areas are more likely to live in proximity to high traffic high speed roads as such measures to improve safety will have a positive impact on this group
Effective Resourcing	Provide multi-year long-term funding for infrastructure and behaviour change programmes, include trials for road space reallocation linked to active strategies and active travel network plans.	ER.1	Minor positive	Road space reallocation can have a positive impact on people living in areas of deprivation by reducing the volume of motor vehicles on the roads. Air pollution is experienced more by deprived communities and can have adverse health impacts on the population. Reallocating space to active travel facilities can also support those who are reliant on low-cost transport modes to reach destinations. https://publichealthscotland.scot/media/12261/road-space-reallocation-in-scotland-a-health-impact-assessment.pdf

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
	Provide appropriate level of resource to support local authorities to develop and deliver active travel strategies ensuring that cycling for transport is prioritised appropriately.	ER.2	Neutral	This action is unlikely to have a significant impact on people affected by socio-disadvantage.
	Work with manufacturers, social enterprises and industry vocational partners to increase cycle and cycle parts production in Scotland, including e-bikes and e-cargo bikes and with Scottish businesses to grow the bike refurbishment industry especially through support for bike recycling	ER.3	Minor positive	This action could contribute to the transition towards green jobs, supporting socio-economically disadvantaged groups to access the green jobs market. https://thebikestation.org.uk/venture-trust/

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
	and re-use enterprises.			

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
Fair Access	Expand access to bikes, including adaptive bikes.	FA.1	Major positive	Households on lower incomes or from areas of deprivation may be more reliant on low-cost transport options, Cycling Scotland's Monitoring Report (2021) highlighted that 20% of people in socio-economic groups D and E stated that one of their reasons for not cycling was related to the cost of a suitable bike. However, 38% of people at risk of deprivation would like to start cycling therefore improved access to bikes are likely to benefit these groups and may support greater access to employment education and training opportunities. https://www.cycling.scot/mediaLibrary/other/english/9444.pdf https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf In 2019, 33.6% of households in Scotland had access to a bike for private use, which leaves the majority of households without access. As such, this action has the potential to improve this statistic and provide wider transport options. https://www.cycling.scot/mediaLibrary/other/english/9444.pdf Transport and Travel in Scotland 2019 report showed that household access to bikes increased with household income and household size; 62% of households with an income of £50,000 or more have access to one or more bikes, compared to 19% of households with an income up to £10,000, and 18% with an income of £10,000 to £15,000. https://www.transport.gov.scot/media/48317/sct09201490081.pdf

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
	Review funding criteria to ensure that fair access is appropriately weighted and improving accessibility is given an appropriate level of priority.	FA.2	Major positive	Ensuring socio-economic groups have equal transport options and facilities helps to support people to reach wider employment education and training opportunities. People in deprived areas are often exposed the higher volumes of fast-moving traffic, as such ensuring poorer served areas are prioritised will help to support people in these areas. 40% of low-income households in the UK have no access to a private vehicle. https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf
	Improve quality and level of service of carriage of bikes on trains and require rural & island bus services to carry cycles, wherever possible	FA.3	Major positive	Action will help support the availability of multi-modal journeys which will allow wider opportunities to be reached for those reliant on low-cost transport modes. Helping to ensure rural and island communities have facilities to carry cycles will help promote multi-modal journeys for those who may be isolated or reliant on private car.
	Implement safe cycle routes to public transport interchanges and increase the provision of high quality bike storage.	FA.4	Minor positive	Action will help support the availability of multi-modal journeys which will allow wider opportunities to be reached for those reliant on low-cost transport modes. Improved provision of bike storage

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
Training and Education	Provide a comprehensive cycle training offer for all life stages, including learning to ride in pre-school, learning to ride on-road through school bikeability training, and for adults of all ages, including cycle awareness training..	TE.1	Minor positive	Ensuring that everyone has access to cycle training may provide a new transport option for those who are reliant on low-cost modes.
	Provide a free bike to all children of school age who cannot afford one	TE.2	Major positive	One of the top 5 reasons for not cycling is not having access to a bike. In addition, 20% of people in socio-economic groups D and E who do not cycle stated it was related to the cost of a suitable bike. Household access to bikes increased with household income and household size; 62% of households with an income of £50,000 or more have access to one or more bikes, compared to 19% of households with an income up to £10,000, and 18% with an income of £10,000 to £15,000. Enabling young people access to a bike helps to provide equal opportunities across socio-economic groups. https://www.cycling.scot/mediaLibrary/other/english/9444.pdf https://www.transport.gov.scot/media/48138/transport-and-travel-in-scotland-2019.pdf Action will support young people reliant on low-cost transport modes to reach wider opportunities and be more social inclusive. In Scotland the gap between premature mortality rates (deaths occurring before 75) between the most and least deprived areas have increased to its highest point in 10 years. Evidence shows that people living in the most deprived areas experience more years of poor physical health such as mobility issues and chronic conditions such as diabetes, cancer and heart disease, as well as poor mental health, including stress, depression and anxiety. Keeping physically active through interventions like cycling can

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
				reduce the risk of heart and circulatory disease by as much as 35% and risk of early death by as much as 30% and can have a positive impact on mental health and wellbeing. These positive impacts, however, may be short-lived as children grow out of their bicycles and need repairs or replacements due to wear. If a family cannot meet the ongoing costs of maintenance, the benefits may diminish quickly. An annual lease with the option to return and replace would perhaps address this issue. Examples of improving access to bicycles include the cycle to work scheme, which has shown an increase in uptake among lower waged workers https://www.cyclescheme.co.uk/files/Employers/Unlocking-the-Cycle-to-Work-scheme.pdf
	Support communities to introduce Play Streets, enabling roads to be closed to allow for small events and sports and introduce legislation to enable Auto Number Plate Recognition for the closure of school streets	TE.3	Uncertain	This action will have an uncertain impact on disadvantaged communities as will be dependent on whether the measures would be introduced. As accidents are more likely to occur in deprived communities as such the introduction of school streets may help to reduce the number of accidents occurring.
	Use the Cycling World Championships to inspire people, especially young people to cycle.	TE.4	Uncertain	Uncertain / Negligible Impact

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
	Introduce pilot schemes at schools to provide an alternative to the school bus with segregated cycle routes, cycle training, provision of bikes, facilities at school	TE.5	Minor negative	In 2019, 52% of children in full-time education at school usually walked to school, 19% usually went by bus, 25% by car or van, 2% cycled (STS) People with the lowest incomes are more likely to rely on bus services than those in higher income brackets. Therefore, introducing measures aimed at reducing the number of bus services would disadvantage those on lower incomes. https://www.transport.gov.scot/publication/scottish-transport-statistics-no-39-2020-edition/
	Develop a long-term communication plan that represents cycling as something that anyone can do, including with assistance/adaption and is a transport mode that brings many benefits to Scotland	TE.6	Minor positive	Along with Safety the cost of a suitable cycle (19%), and 'cycling is not for people like me' (20%) were barriers that are preventing people more likely to be at risk of deprivation from cycling. Greater awareness of options may help to support the 38% of people that are at higher risk of deprivation who do not cycle and would like to start. https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf
Network Planning & Monitoring	Support the travel demand management measures aligned with the national 20% car km	NPM.1	Minor positive	People living in deprived areas are more likely to live in proximity to high traffic high speed roads as such measures to reduce number of vehicles on the roads will have a positive benefit on people in these areas. In addition, a reduction to traffic may help to make active travel a more attractive low-cost options which can help people to reach wider destinations.

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
	reduction route map			
	Conduct research on the social, environmental and economic factors influencing network planning, for example pandemic recovery and climate change impacts.	NPM.2	Neutral	This action is unlikely to have a significant impact on people affected by socio-disadvantage.
	Continuously monitor and evaluate the impact of active travel infrastructure and embed learning in future investment decisions.	NPM.3	Neutral	This action is unlikely to have a significant impact on people affected by socio-disadvantage.

Strategic Theme	Action	Ref.	How is the action likely to impact on those experiencing inequalities of income caused by socio-economic disadvantage	Existing evidence relating to these groups with regards to the action
	Review how active travel/cycling schemes are appraised – broaden the benefits to include social, economic and equality benefits .	**NPM.4**	Neutral	This action is unlikely to have a significant impact on people affected by socio-disadvantage.
	Expand and where possible align monitoring and reporting of cycling levels at local, city, regional and national level and share learning	**NPM.5**	Neutral	This action is unlikely to have a significant impact on people affected by socio-disadvantage.

Table A 3: CRWIA Screening Table

Strategic Theme	Action	Ref.	How is the action Likely to impact on the rights of Young People to: Non-discrimination; Best interest of the child; Right to survival and life development; and, Right to be heard.	Existing evidence relating to these groups with regards to the action
Safe Cycling Infrastructure	Produce active travel strategies and maps for each local authority area setting out plans to improve active travel networks and facilities to 2030 using a robust evidence-led approach to network planning. The active travel strategies will provide the basis for funding applications by local authorities.	CI.1	Minor positive	Young people will benefit from positive changes to their built environment for a longer period of their lives, if those changes are made now. They are therefore likely to benefit from a coordinated and strategic approach to planning for active travel.
	Produce an active travel network 'blueprint' for Scotland, including the future network of Active Freeways and is informed by Local Authority Active Travel Strategies.	CI.2	Minor positive	Improving facilities for active travel in urban areas will help create a safer environment for young people to utilise active travel.

Strategic Theme	Action	Ref.	How is the action Likely to impact on the rights of Young People to: Non-discrimination; Best interest of the child; Right to survival and life development; and, Right to be heard.	Existing evidence relating to these groups with regards to the action
	Build and maintain a dense network of connected cycling infrastructure in every town and city that is separate from traffic and integrated with public transport, and rural routes that link to these networks and interface with the trunk road network and NCN. .	CI.3	Minor positive	Improving facilities for active travel in urban areas will help create a safer environment for young people to utilise active travel. Children are at greatest risk of being involved in a transport accident with 44% of all pedestrian casualties in 2019 being children, as such improvements to infrastructure to support safety will have positive impact on young people.
	Work with other policy areas to introduce active travel networks as part of a larger package- such as 20 mph limits to create efficiencies.	CI.4	Minor positive	Facilitating measures for active travel uptake such as 20mph zones will help create a safer environment for young people to walk, wheel or cycle. Children are at greatest risk of being involved in a transport accident with 44% of all pedestrian casualties in 2019 being children, as such improvements that will support safety will have positive impact on young people. Primary aged children living in highly polluted urban areas can have up to 5% less lung capacity than normal, putting them at risk of lung disease in adulthood and contributing to early death, measures that promote active travel will likely have a positive impact on this group.

Strategic Theme	Action	Ref.	How is the action Likely to impact on the rights of Young People to: Non-discrimination; Best interest of the child; Right to survival and life development; and, Right to be heard.	Existing evidence relating to these groups with regards to the action
	Use the information in the active travel strategies to prioritise investment in the creation of cycling infrastructure integrated with public transport in every town and city, and inter-urban / rural routes that link to these networks. This will build on the National Cycle Network and proposals for Active Freeways in STPR2.	**CI.5**	Minor positive	Prioritising investment in line with local active travel strategies and public transport will help to ensure suitable networks for all people to travel by active travel means this may provide young people with greater opportunities to travel independently.
	Avoid delays in implementation of cycling infrastructure by revising the TRO process.	**CI.6**	Neutral	It is not expected that this action will have a significant impact on young people.

Strategic Theme	Action	Ref.	How is the action Likely to impact on the rights of Young People to: Non-discrimination; Best interest of the child; Right to survival and life development; and, Right to be heard.	Existing evidence relating to these groups with regards to the action
	Develop an action plan to make it safer to walk, cycle and wheel across and along trunk roads, especially where they pass through towns and villages.	CI.7	Minor positive	Improving facilities for active travel along and over the trunk road network will help create a safer environment for young people to utilise active travel. Children are at greatest risk of being involved in a transport accident with 44% of all pedestrian casualties in 2019 being children, as such improvements to infrastructure to support safety will have positive impact on young people.
	Continue to support fast implementation of temporary cycling infrastructure, introducing Experimental Traffic Orders to support road space reallocation and street trials.	CI.8	Neutral	It is not expected that this action will have a significant impact on young people.
	Enhance permitted development rights for cycling facilities and infrastructure	CI.9	Neutral	It is unlikely that this action will have a particular impact on young people. Benefit may be gained if their household is able to install a safe bike storage however overall, it is expected this action will have a negligible impact.

Strategic Theme	Action	Ref.	How is the action Likely to impact on the rights of Young People to: Non-discrimination; Best interest of the child; Right to survival and life development; and, Right to be heard.	Existing evidence relating to these groups with regards to the action
	Respond to the needs of local people by expanding the resources needed to support more people to cycle, including appropriate cycle storage for every household.	**CI.10**	Neutral	It is unlikely that this action will have a particular impact on young people. Benefit may be gained if their household has access to safe bike storage however overall, it is expected this action will have a negligible impact.
	Introduce fast-track powers to acquire land for cycling infrastructure.	**CI.11**	Neutral	It is not expected that this action will have a significant impact on Child Rights.
	Provide ongoing development and governance of design guidance, including mitigation of unintended impacts vulnerable road users and that infrastructure is suitable for adaptive bikes e.g. pedestrians.	**CI.12**	Minor positive	Children are at greatest risk of being involved in a transport accident with 44% of all pedestrian casualties in 2019 being children, as such improvements to infrastructure to support safety will have positive impact on young people.

Ensuring mitigation measures are in place for vulnerable users including children and young people travelling by active means will contribute to an overall improvement in safety. |

Strategic Theme	Action	Ref.	How is the action Likely to impact on the rights of Young People to: Non-discrimination; Best interest of the child; Right to survival and life development; and, Right to be heard.	Existing evidence relating to these groups with regards to the action
	Develop a national approach to the creation of quiet road/cycle friendly roads in rural areas with everyday journeys prioritised.	CI.13	Minor positive	Rural communities can be reliant on the private car to undertake regular journeys as such young people may be reliant on someone driving them for education or socialisation. Creation of quiet route networks may provide younger people with active travel options that will support their independence in reaching wider destinations.
	Designate the active travel network as a national development.	CI.14	Neutral	Action is expected to have a neutral impact on child rights.
	Update design and asset management guidance to enable national, consistent principles of infrastructure	CI.15	Neutral	It is not anticipated that updated guidance will have a particular impact on child rights.
	Support cycling journeys, to and from public transport hubs as part of a multi-modal journey	CI.16	Minor positive	Improved support to access low cost transport options may help young people to reach wider destinations independently.

Strategic Theme	Action	Ref.	How is the action Likely to impact on the rights of Young People to: Non-discrimination; Best interest of the child; Right to survival and life development; and, Right to be heard.	Existing evidence relating to these groups with regards to the action
	Promote cargo bikes as the normal choice for local deliveries	CI.17	Neutral	This action is unlikely to have a significant impact on Child Rights. However, discouraging number of people driving to work through reduction in parking provision may reduce the risks of traffic accidents occurring, as children and young people are more likely to be involved in a road traffic accident this group are more likely to affected.
	Support government funded agencies to remove on-site car parking spaces and replace them with cycle parking	CI.18	Neutral	Children and young people are more likely to be involved in a road traffic accident therefore a reduction in number of motorised vehicles through the change to cargo bike deliveries may help to reduce the likelihood of incidents occurring.
	Promote the new Highway Code and implement requirements for cycle training	CI.19	Major positive	Road accidents disproportionally affects those in areas of low socio-economic status, with the risk for a child on foot or bike of being involved in a road traffic accident increasing as areas become more deprived. Making Children and young adults at higher risk of injury or death https://www.sustrans.org.uk/our-blog/opinion/2019/may/children-s-road-safety-postcode-lottery-in-scotland
	Support the various deliverables set out in Scotland's Road Safety Framework 2030. Delivery Plans under its Active and Sustainable Travel Strategic Action	CI.20	Major positive	Road accidents disproportionally affects those in areas of low socio-economic status, with the risk for a child on foot or bike of being involved in a road traffic accident increasing as areas become more deprived, making Children and young adults at higher risk of injury or death. Improvements to road safety will help to support children and young people to travel safely by active travel means. https://www.sustrans.org.uk/our-blog/opinion/2019/may/children-s-road-safety-postcode-lottery-in-scotland

Strategic Theme	Action	Ref.	How is the action Likely to impact on the rights of Young People to: Non-discrimination; Best interest of the child; Right to survival and life development; and, Right to be heard.	Existing evidence relating to these groups with regards to the action
Effective Resourcing	Provide multi-year long-term funding for infrastructure and behaviour change programmes, include trials for road space reallocation linked to active strategies and active travel network plans.	ER.1	Minor positive	Road space reallocation will support a reduction in motor traffic. This can provide positive health impacts for children, who are more vulnerable to the effects of noise and air pollution. Reducing traffic and reallocating space to active travel facilities will help to improve road safety for children and support the uptake of active travel to reach wider destinations. https://publichealthscotland.scot/media/12261/road-space-reallocation-in-scotland-a-health-impact-assessment.pdf
	Provide appropriate level of resource to support local authorities to develop and deliver active travel strategies ensuring that cycling for transport is prioritised appropriately.	ER.2	Neutral	Action is unlikely to have a significant impact on Child Rights.
	Work with manufacturers, social enterprises and industry vocational partners to increase cycle and cycle parts production in Scotland, including e-bikes and e-cargo bikes and with Scottish businesses to grow the bike	ER.3	Neutral	Action is unlikely to have a significant impact on Child Rights.

Strategic Theme	Action	Ref.	How is the action Likely to impact on the rights of Young People to: Non-discrimination; Best interest of the child; Right to survival and life development; and, Right to be heard.	Existing evidence relating to these groups with regards to the action
	refurbishment industry especially through support for bike recycling and re-use enterprises.			
Fair Access	Expand access to bikes, including adaptive bikes.	FA.1	Minor positive	Improved access to bikes for young people may help provide them with greater opportunities, according to the Cycling Scotland Monitoring 2021 Report 75.6% of households have no access to bikes for private use, young people included in this as such improvements to access will help to support transport across all age groups.
	Review funding criteria to ensure that fair access is appropriately weighted and improving accessibility is given an appropriate level of priority.	FA.2	Minor positive	Young people from deprived areas are more likely to be involved in traffic injuries. Increased modal shift will contribute to a safer environment.

Strategic Theme	Action	Ref.	How is the action Likely to impact on the rights of Young People to: Non-discrimination; Best interest of the child; Right to survival and life development; and, Right to be heard.	Existing evidence relating to these groups with regards to the action
	Improve quality and level of service of carriage of bikes on trains and require rural & island bus services to carry cycles, wherever possible	FA.3	Major positive	An increase in carrying bikes on trains and bikes will help support multi-modal journeys and may support reaching wider opportunities for those reliant on low-cost transport. Action helps ensures young people from rural and island communities have same opportunities through active travel and public transport connections.
	Implement safe cycle routes to public transport interchanges and increase the provision of high quality bike storage.	FA.4	Major positive	Young people from deprived areas are more likely to be involved in traffic accidents as such the introduction of safe cycle routes will help improve this and encourage the uptake of active travel. Routes to public transport interchanges will also support young people in reaching wider destinations independently.

Strategic Theme	Action	Ref.	How is the action Likely to impact on the rights of Young People to: Non-discrimination; Best interest of the child; Right to survival and life development; and, Right to be heard.	Existing evidence relating to these groups with regards to the action
Training and Education	Provide a comprehensive cycle training offer for all life stages, including learning to ride in pre-school, learning to ride on-road through school bikeability training, and for adults of all ages, including cycle awareness training..	TE.1	Minor positive	Ensuring that all young people have the ability to ride a bike will help to support active travel modes from a young age and may provide greater opportunities
	Provide a free bike to all children of school age who cannot afford one	TE.2	Major positive	One of the main reasons for not cycling is not having access to a bike, in Scotland only 34.4% of households have access to a bike for private use (Cycling Scotland Monitoring Report 2020). In relation to this although the majority of pupils travel actively to school only 3.8% cycled, this likely is partly related to overall bicycle access.

Ensuring that all school children have access to a bike helps to support equal opportunities to all children and will support young people to travel independently to reach wider opportunities and be socially inclusive. |

Strategic Theme	Action	Ref.	How is the action Likely to impact on the rights of Young People to: Non-discrimination; Best interest of the child; Right to survival and life development; and, Right to be heard.	Existing evidence relating to these groups with regards to the action
	Support communities to introduce Play Streets, enabling roads to be closed to allow for small events and sports and introduce legislation to enable Auto Number Plate Recognition for the closure of school streets	TE.3	Minor positive	Introduction of play street and school streets will help to improve the safety of local areas for children. As the majority of pedestrian traffic accidents involve young people introduction of measures to improve safety will benefit this group.
	Use the Cycling World Championships to inspire people, especially young people to cycle.	TE.4	Uncertain	Action aimed at encouraging young people to take up cycling, which may provide them with wider opportunities.
	Introduce pilot schemes at schools to provide an alternative to the school bus with segregated cycle routes, cycle training, provision of bikes, facilities at school	TE.5	Minor positive	Encouragement of active travel journeys to school will help young people to travel independently. According to the Hands up Scotland survey the majority of school children travel in an active way to school however only 3.8% cycled.

Strategic Theme	Action	Ref.	How is the action Likely to impact on the rights of Young People to: Non-discrimination; Best interest of the child; Right to survival and life development; and, Right to be heard.	Existing evidence relating to these groups with regards to the action
	Develop a long-term communication plan that represents cycling as something that anyone can do, including with assistance/adaption and is a transport mode that brings many benefits to Scotland	TE.6	Neutral	Communication may help young people wishing to cycle know their options however it is not expected that this will have a significant impact on Child Rights.
Network Planning & Monitoring	Support the travel demand management measures aligned with the national 20% car km reduction route map	NPM.1	Minor positive	Reduction to car kilometres is likely to have a positive impact on young people as they are most likely to be involved in a traffic accident as such reduction in traffic will help to mitigate this.
	Conduct research on the social, environmental and economic factors influencing network planning, for example pandemic recovery and climate change impacts.	NPM.2	Neutral	This action is not anticipated to have a significant impact on child rights.

Strategic Theme	Action	Ref.	How is the action Likely to impact on the rights of Young People to: Non-discrimination; Best interest of the child; Right to survival and life development; and, Right to be heard.	Existing evidence relating to these groups with regards to the action
	Continuously monitor and evaluate the impact of active travel infrastructure and embed learning in future investment decisions .	**NPM.3**	Neutral	This action is not anticipated to have a significant impact on child rights.
	Review how active travel/cycling schemes are appraised – broaden the benefits to include social, economic and equality benefits .	**NPM.4**	Neutral	This action is not anticipated to have a significant impact on child rights.
	Expand and where possible align monitoring and reporting of cycling levels at local, city, regional and national level and share learning	**NPM.5**	Neutral	This action is not anticipated to have a significant impact on child rights.

aecom.com