

# Cycling Framework- Social and Equality Impact Assessment (SEQIA)

Screening Report

Transport Scotland

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# 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:

- A Combined Social and Equality Assessment (SEQIA), to include:
  - Equality Impact Assessment (EqIA);
  - Health Inequalities Impact Assessment (HIIA);
  - Child Rights and Wellbeing Impact Assessment (CRWIA); and
  - Fairer Scotland Duty Assessment (FSDA).
- Separate Impact Assessments for:
  - Island Communities Impact Assessment (ICIA); and
  - Business and Regulatory Impact Assessment (BRIA).

A separate Strategic Environmental Assessment (SEA) screening report was also submitted to the Scottish Government SEA Gateway. The screening assessment determined that a full SEA is not required.

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 an SEQIA assessment of the headline actions within the Framework based on existing evidence and previous assessment work.

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

This report has been updated and expanded, from an initial screening report, following a 12 week period of consultation and the feedback and findings of the consultation have contributed towards completing a full assessment. A record of consultation comments and actions taken in response is provided in Appendix B.

## 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 \(SHIAN\)](#) 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.

SHIAN 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 assessment report follows a three-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.
- **Final Assessment** – Updated screening report with input from a 12 week consultation.

### 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 HIA](#)
- [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 Casualties \(2020\)](#)
- [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. It was published for the purposes of consultation to gather responses which can be used to inform the full assessment.

### 2.4 Final Impact Assessment

This impact assessment is an updated version of the Screening Impact Assessment, with updated assessments for each of the actions under the strategic themes within the Cycling Framework, further informed by consultation responses. A record of consultation comments and actions taken in response is provided in Appendix B.

A 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 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 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](#)).

Feedback from disabled users of active travel infrastructure indicates that some approaches, such as “bus stop bypasses” present unique challenges in ensuring disabled people feel safe when interacting with cars and bikes. As a result, new measures introduced into the streetscape which prioritise cycles and pedestrians over cars and other motorised vehicles need to be carefully designed with the needs of disabled users in mind ([Living Streets, 2021](#)).

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**

Though Scotland specific statistics are not available, 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 promote 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 than 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. Assessment Summary

This section summarises the results of the Assessment exercise which are presented in Appendix A. Below is a summary of the assessment 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. Feedback from disabled users of active travel infrastructure indicates that some approaches, such as “bus stop bypasses” present unique challenges in ensuring disabled people feel safe when interacting with cars and bikes. As a result, new measures introduced into the streetscape which prioritise cycles and pedestrians over cars and other motorised vehicles need to be carefully designed with the needs of disabled users in mind.

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 Assessment Tables

Table A 1: EqIA Assessment Table

Strategic Theme	Action	How is the Action likely to impact on any relevant groups/populations?	Existing evidence relating to these groups/populations with regards to the action
<b>EqIA</b>			
<b>Safe Cycling Infrastructure</b>	Work with local authorities on creating active travel strategies to prioritise investment in the creation of a dense, coherent network of connected cycling infrastructure in every town and city that is segregated from traffic and integrated with public transport	Minor Positive	<p>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 and segregated infrastructure, enabling measures or community initiatives. This may help to reduce the barriers and perceived safety risk 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. 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.</p> <p>Increasing cycling infrastructure will help to encourage the uptake of cycling and will help to support health and wellbeing for all protected characteristic groups</p> <p>Measures to segregate cycling infrastructure from other traffic 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.</p> <p>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.  <a href="https://www.transport.gov.scot/media/48120/sct07208424681.pdf">https://www.transport.gov.scot/media/48120/sct07208424681.pdf</a></p>

Strategic Theme	Action	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			
			<p>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.</p> <p>Evidence suggests that greater levels of cycling overall promote 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.</p> <p><a href="https://www.tandfonline.com/doi/pdf/10.1080/01441647.2015.1014451">https://www.tandfonline.com/doi/pdf/10.1080/01441647.2015.1014451</a></p>
	Remove barriers to the fast implementation of cycling infrastructure, including through changes to the TRO process, and support the use of temporary and trial schemes	Minor Negative	<p>Simplifying the process of implementing infrastructure which prioritises active means over cars and other motorised vehicles will have broadly positive impacts on all groups. However, potential for negative impacts due to loss of opportunity for consultation persist and must be mitigated for.</p> <p>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.</p> <p>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, due to rapid changes in their known environment.</p> <p>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.</p> <p>Recommend wording be added to the action to ensure opportunities for consultation are retained: Remove barriers to the fast implementation of cycling infrastructure, including through changes to the TRO process, and support the use of temporary and trial schemes, <b>whilst retaining adequate opportunities for consultation, in-line with Scottish Government Guidance.</b></p> <ul style="list-style-type: none"> <li><a href="https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/">https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/</a></li> </ul>

Strategic Theme	Action	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	
	Make it safer to walk, cycle and wheel across and along the trunk road network, both where it passes through towns and villages and where it links two or more settlements	Minor Positive	<p>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.</p> <p>Reducing barriers to active travel may help to encourage uptake and will have corresponding health benefits.</p>
	Use the Scottish Government’s compulsory purchase reform programme to consider whether powers to acquire land for the purposes of cycling infrastructure are fit for purpose	Minor Negative	<p>Simplifying the process of implementing infrastructure which prioritises active means over cars and other motorised vehicles will have broadly positive impacts on all groups. However, there is potential for negative impacts due to loss of opportunity for consultation which may result in overlooking the needs of vulnerable or disabled people.</p> <p>Recommend wording be added to the action to ensure opportunities for consultation are retained: Use the Scottish Government’s compulsory purchase reform programme [...], <b>whilst retaining adequate opportunities for consultation, in-line with Scottish Government Guidance.</b></p> <ul style="list-style-type: none"> <li>• <a href="https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/">https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/</a></li> </ul>
	Provide ongoing development and governance of co-produced design guidance, including mitigation of unintended impacts on vulnerable road users and that infrastructure is suitable for non-standard cycles	Major Positive	<p>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.</p> <p><a href="https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC_WfW-Inclusive-Guide_FINAL_V03.pdf">https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC_WfW-Inclusive-Guide_FINAL_V03.pdf</a></p> <p>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.</p> <p>Feedback from disabled users of active travel infrastructure indicates that some approaches, such as “bus stop bypasses” present unique challenges in ensuring disabled people feel safe when interacting with cars and bikes. As a result, new measures introduced into the streetscape which prioritise cycles and pedestrians over cars and other motorised vehicles need to be carefully designed with the needs of disabled users in mind</p>

Strategic Theme	Action	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	
			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. <a href="https://www.transportforall.org.uk/wp-content/uploads/2021/01/Pave-The-Way-full-report.pdf">https://www.transportforall.org.uk/wp-content/uploads/2021/01/Pave-The-Way-full-report.pdf</a>
	Develop a national approach to the creation of quiet road/cycle friendly roads in rural areas with everyday journeys prioritised	Minor Positive	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.
	Update design and asset management guidance to enable national, consistent principles of infrastructure	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.
	Engage the business sector to embed active travel in wider corporate culture including through the use of cargo cycles as the normal choice for local deliveries	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. <a href="https://academic.oup.com/eurheartj/article/36/39/2653/2398234">https://academic.oup.com/eurheartj/article/36/39/2653/2398234</a>

Strategic Theme	Action	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 communities to close roads to allow for community events such as Play Streets and Car Free Days and to transition successful schemes to more permanent arrangements	Minor Positive	<p>School street closures have been observed to increase levels of active travel among school pupils, without significantly displacing traffic onto adjacent streets. <a href="https://www.napier.ac.uk/~media/images/news/school-street-closures/school-streets-closure-traffic-displacement-literature-review-final.pdf?la=en">https://www.napier.ac.uk/~media/images/news/school-street-closures/school-streets-closure-traffic-displacement-literature-review-final.pdf?la=en</a></p> <p>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.</p> <p>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 school streets will help to support the number of children cycling, safety and associated health and wellbeing impacts.</p>
	Support the various deliverables set out in Scotland's Road Safety Framework 2030 under its Active and Sustainable Travel Strategic Action, ensuring that road safety remains a key focus of active and sustainable travel in Scotland	Minor Positive	<p>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. <a href="https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf">https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf</a></p>
<b>Effective Resourcing</b>	Review options for multi-year, long-term funding for infrastructure and behaviour change programmes where appropriate	Minor Positive	<p>Behaviour change initiatives will positively impact on specific groups, where interventions are targeted and tailored towards certain audiences and sustained through long-term support.</p> <p>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. <a href="https://publichealthscotland.scot">Road space reallocation in Scotland: A health impact assessment (publichealthscotland.scot)</a></p>

Strategic Theme	Action	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	
	Increase active travel budget to £320 million or 10% of the transport budget, whichever is greater, by 2024-25	Minor Positive	The active travel budget is committed within the 'Bute House Agreement' The Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030 is a means by which this investment will be delivered. The impacts of the investment will therefore be in line with the overall assessment of the actions within this document.
	Ensure the appropriate level of resource is in place to develop and deliver active travel strategies ensuring that cycling for transport is prioritised appropriately	Neutral	This action is unlikely to have a significant impact on protected characteristic groups or health inequalities.
	Work with manufacturers, social enterprises and industry vocational partners to increase cycle and cycle parts production and recycling in Scotland with a focus on green skills and materials research and development	Neutral	This action is unlikely to have a significant impact on protected characteristic groups or health inequalities.
Fair Access	Expand access to cycles, including adaptive cycles, e-cycles and cycle share	Major Positive	<p>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 be physically inactive and socially isolated than non-disabled people, cycling can provide a range of health and wellbeing benefits.</p> <p><a href="https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf">https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf</a>  <a href="https://www.sustrans.org.uk/media/7377/bikelife19_aggregatedreport.pdf">bikelife19_aggregatedreport.pdf</a> (sustrans.org.uk)</p> <p>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.</p> <p><a href="https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC_WfW-Inclusive-Guide_FINAL_V03.pdf">https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC_WfW-Inclusive-Guide_FINAL_V03.pdf</a></p> <p>People from ethnic minority groups are more likely to live in deprived neighbourhoods and therefore may</p>

Strategic Theme	Action	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	
			<p>be more reliant on low-cost transport options as such may see a greater benefit through improved bike access.</p> <p><a href="https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf">https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf</a></p> <p>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.</p> <p><a href="https://como.org.uk/wp-content/uploads/2021/03/CoMoUK-Scotland-Bike-Share-Survey-2020.pdf">https://como.org.uk/wp-content/uploads/2021/03/CoMoUK-Scotland-Bike-Share-Survey-2020.pdf</a></p>
	Review funding criteria to ensure that fair access is appropriately weighted and improving accessibility is given an appropriate level of priority	Minor Positive	<p>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.</p> <p><a href="https://www.ethnicity-facts-figures.service.gov.uk/uk-population-by-ethnicity/demographics/people-living-in-deprived-neighbourhoods/latest">https://www.ethnicity-facts-figures.service.gov.uk/uk-population-by-ethnicity/demographics/people-living-in-deprived-neighbourhoods/latest</a></p>
	Improve quality and level of service of carriage of bikes on trains and require rural & island bus services to carry cycles, where appropriate	Major Positive	<p>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.</p> <p><a href="https://academic.oup.com/eurheartj/article/36/39/2653/2398234">https://academic.oup.com/eurheartj/article/36/39/2653/2398234</a></p> <p>Some groups are more likely to rely on public transport such as young people, older people, women and people from certain ethnic minority groups.</p>
	Support cycling journeys to and from public transport hubs as part of a multi-modal journey	Minor Positive	<p>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.</p> <p>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%.</p>

Strategic Theme	Action	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	
			<p>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. 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.</p> <p><a href="https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf">https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf</a></p>
	Provide a free bike to all children of school age who cannot afford one	Minor Positive	<p>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.</p> <p><a href="https://www.sustrans.org.uk/media/9170/hands-up-scotland-survey-2020_statistical-news-release.pdf">https://www.sustrans.org.uk/media/9170/hands-up-scotland-survey-2020_statistical-news-release.pdf</a>  <a href="https://www.cycling.scot/mediaLibrary/other/english/9444.pdf">https://www.cycling.scot/mediaLibrary/other/english/9444.pdf</a></p> <p>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.</p> <p>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.</p> <p><a href="https://www.cycling.scot/mediaLibrary/other/english/9444.pdf">https://www.cycling.scot/mediaLibrary/other/english/9444.pdf</a></p>
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,	Minor Positive	<p>All levels gaining competence in cycling, which may encourage greater usage providing more transport options for all age groups.</p> <p>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.</p> <p><a href="https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf">https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf</a></p>



Strategic Theme	Action	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	
	and for adults of all ages, including cycle awareness training		<p>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.</p> <p>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.</p> <p>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.</p>
	Use the Cycling World Championships to inspire people, especially young people to cycle	Uncertain	Action aimed at encouraging young people to take up cycling, which may provide them with wider opportunities.
	Promote the new Highway Code and implement requirements for cycle training	Major Positive	<p>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.</p> <p>Road accidents disproportionately 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.</p> <p><a href="https://www.sustrans.org.uk/our-blog/opinion/2019/may/children-s-road-safety-postcode-lottery-in-scotland">https://www.sustrans.org.uk/our-blog/opinion/2019/may/children-s-road-safety-postcode-lottery-in-scotland</a></p> <p>Disabled people are five times more likely to be injured as a pedestrian than non-disabled people –</p>

Strategic Theme	Action	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	
			reporting 22 motor vehicle injuries per million miles walked, compared to 4.8 among pedestrians without a disability. <a href="https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higher-risk-of-road-injury/">https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higher-risk-of-road-injury/</a>
	Provide local authorities with resources, including guidance and best practice examples, to enable effective local community engagement	Minor Positive	This action is likely to significantly benefit all groups by enabling greater engagement in the development of active travel schemes that are fit for purpose and for a range of users.
	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	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 as 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. <a href="https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf">https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf</a>

Strategic Theme	Action	How is the Action likely to impact on any relevant groups/populations?	Existing evidence relating to these groups/populations with regards to the action
<b>EqIA</b>			
<b>Network Planning</b>	<p>Produce active travel strategies for each local authority area, setting out plans to improve active travel networks and facilities to 2030</p> <p>Strategies should be in line with regional transport strategies, include detailed mapping and use an evidence-led approach to network planning</p>	Minor Positive	<p>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 and segregated infrastructure, enabling measures or community initiatives. This may help to reduce the barriers and perceived safety risk 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. 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.</p> <p>Increasing cycling infrastructure will help to encourage the uptake of cycling and will help to support health and wellbeing for all protected characteristic groups. 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%.  <a href="https://www.sustrans.org.uk/our-blog/get-active/2019/everyday-walking-and-cycling/health-benefits-of-cycling-and-walking">https://www.sustrans.org.uk/our-blog/get-active/2019/everyday-walking-and-cycling/health-benefits-of-cycling-and-walking</a></p> <p>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 &amp; intermediate managerial, administrative, professional occupations). 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.  <a href="https://www.sustrans.org.uk/media/5942/bikelife19_aggregatedreport.pdf">https://www.sustrans.org.uk/media/5942/bikelife19_aggregatedreport.pdf</a>  <a href="https://www.cycling.scot/mediaLibrary/other/english/7268.pdf">https://www.cycling.scot/mediaLibrary/other/english/7268.pdf</a>  <a href="https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf">https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf</a></p> <p>Measures to segregate cycling infrastructure from other traffic 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.</p>

Strategic Theme	Action	How is the Action likely to impact on any relevant groups/populations?	Existing evidence relating to these groups/populations with regards to the action
<b>EqIA</b>			
			<p>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.  <a href="https://www.transport.gov.scot/media/48120/sct07208424681.pdf">https://www.transport.gov.scot/media/48120/sct07208424681.pdf</a></p> <p>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.  <a href="https://academic.oup.com/eurheartj/article/36/39/2653/2398234">https://academic.oup.com/eurheartj/article/36/39/2653/2398234</a></p> <p>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.  <a href="https://www.transport.gov.scot/publication/travel-and-transport-in-scotland-key-findings-2019/who-travels/">https://www.transport.gov.scot/publication/travel-and-transport-in-scotland-key-findings-2019/who-travels/</a>  <a href="https://www.cycling.scot/mediaLibrary/other/english/9444.pdf">https://www.cycling.scot/mediaLibrary/other/english/9444.pdf</a>  <a href="https://www.sustrans.org.uk/media/2930/2930.pdf">https://www.sustrans.org.uk/media/2930/2930.pdf</a>  <a href="https://www.gov.scot/publications/scottish-health-survey-2019-volume-1-main-report/pages/10/">https://www.gov.scot/publications/scottish-health-survey-2019-volume-1-main-report/pages/10/</a></p> <p>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. 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.  <a href="https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf">https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf</a></p> <p>Evidence from studies of English local authorities and Greater London shows that ethnic minority groups are underrepresented among people who cycle.  <a href="http://rachelaldred.org/wp-content/uploads/2018/05/APS_paper_TRF.pdf">http://rachelaldred.org/wp-content/uploads/2018/05/APS_paper_TRF.pdf</a></p>

Strategic Theme	Action	How is the Action likely to impact on any relevant groups/populations?	Existing evidence relating to these groups/populations with regards to the action
<b>EqIA</b>			
			<p><a href="http://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf">http://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf</a></p> <p>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.  <a href="https://www.kelloggs.co.uk/content/dam/europe/kelloggs_gb/pdf/Kelloggs_Food_Desert_Brochure.pdf">https://www.kelloggs.co.uk/content/dam/europe/kelloggs_gb/pdf/Kelloggs_Food_Desert_Brochure.pdf</a></p> <p>Evidence suggests that greater levels of cycling overall promote 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.  <a href="https://www.tandfonline.com/doi/pdf/10.1080/01441647.2015.1014451">https://www.tandfonline.com/doi/pdf/10.1080/01441647.2015.1014451</a></p>
	Produce digital active travel mapping (“a network blueprint”) for Scotland, which is informed by local authority transport strategies	Minor Positive	<p>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.  <a href="https://academic.oup.com/eurheartj/article/36/39/2653/2398234">https://academic.oup.com/eurheartj/article/36/39/2653/2398234</a></p> <p>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.  <a href="https://www.sustrans.org.uk/media/5942/bikelife19_aggregatedreport.pdf">https://www.sustrans.org.uk/media/5942/bikelife19_aggregatedreport.pdf</a></p> <p>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%.  <a href="https://www.sustrans.org.uk/our-blog/get-active/2019/everyday-walking-and-cycling/health-benefits-of-cycling-and-walking">https://www.sustrans.org.uk/our-blog/get-active/2019/everyday-walking-and-cycling/health-benefits-of-cycling-and-walking</a></p>

Strategic Theme	Action	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	
			<p>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.  <a href="https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf">https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf</a></p> <p>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.  <a href="https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf">https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf</a></p>
	Work with other policy areas to introduce localised active travel networks as part of a larger package - eg local development plans - to create efficiencies	Major Positive	<p>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.</p> <p>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.  <a href="https://academic.oup.com/eurheartj/article/36/39/2653/2398234">https://academic.oup.com/eurheartj/article/36/39/2653/2398234</a>  <a href="#">Guide for local groups on School Streets 1.pdf (friendsoftheearth.uk)</a></p> <p>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.</p>
	Support the travel demand management measures aligned with the national 20% car km reduction route map	Major Positive	<p>Reduction in car kilometres will help to improve noise and air pollution from vehicles which will have a positive impact on older people.  <a href="https://academic.oup.com/eurheartj/article/36/39/2653/2398234">https://academic.oup.com/eurheartj/article/36/39/2653/2398234</a></p> <p>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.</p>

Strategic Theme	Action	How is the Action likely to impact on any relevant groups/populations?	Existing evidence relating to these groups/populations with regards to the action
			EqlA
	Review how active travel/cycling schemes are appraised – broaden the benefits to include social, economic and equality benefits	Neutral	Action is not anticipated to have a significant impact on protected characteristic groups or health inequalities.
Monitoring	Expand and where possible align monitoring and reporting of cycling levels at local, city, regional and national level and share learning	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 <a href="https://www.edinburghlivinglab.org/blogposts/wrangling-edinburgh-bike-counter-data">https://www.edinburghlivinglab.org/blogposts/wrangling-edinburgh-bike-counter-data</a>  Development at a local level would in-turn facilitate development of Regional and eventually, National, understandings of cycling levels.
	Continuously monitor and evaluate the impact of active travel investment and embed learning in future investment decisions	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.
	Conduct research on the social, environmental and economic factors influencing network planning, for example pandemic recovery and climate change impacts	Neutral	Action is not anticipated to have a significant impact on protected characteristic groups or health inequalities.

**Table A 2: FSDA Assessment Table**

Strategic Theme	Action	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
<b>Safe Cycling Infrastructure</b>	Work with local authorities on creating active travel strategies to prioritise investment in the creation of a dense, coherent network of connected cycling infrastructure in every town and city that is segregated from traffic and integrated with public transport	Minor Positive	<p>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. 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</p> <p>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.  <a href="https://www.cycling.scot/mediaLibrary/other/english/9444.pdf">https://www.cycling.scot/mediaLibrary/other/english/9444.pdf</a></p> <p>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.</p> <p>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.  <a href="https://cdn.friendsoftheearth.uk/sites/default/files/downloads/Guide%20for%20local%20groups%20on%20School%20Streets_1.pdf">https://cdn.friendsoftheearth.uk/sites/default/files/downloads/Guide%20for%20local%20groups%20on%20School%20Streets_1.pdf</a></p>



Strategic Theme	Action	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
	Remove barriers to the fast implementation of cycling infrastructure, including through changes to the TRO process, and support the use of temporary and trial schemes	Minor Negative	<p>Simplifying the process of implementing infrastructure which prioritises active means over cars and other motorised vehicles will have broadly positive impacts on all groups. However, potential for negative impacts due to loss of opportunity for consultation persist and must be mitigated for</p> <p>Potential to make decisions without gathering the opinions of socio-economically disadvantaged groups, who may be less able to represent their own interests:  <a href="https://www.lse.ac.uk/business/consulting/assets/documents/how-poverty-affects-peoples-decision-making-processes.pdf">https://www.lse.ac.uk/business/consulting/assets/documents/how-poverty-affects-peoples-decision-making-processes.pdf</a></p> <p>Recommend wording be added to the action to ensure opportunities for consultation are retained: Remove barriers to the fast implementation of cycling infrastructure, including through changes to the TRO process, and support the use of temporary and trial schemes, <b>whilst retaining adequate opportunities for consultation, in-line with Scottish Government Guidance.</b></p> <ul style="list-style-type: none"> <li><a href="https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/">https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/</a></li> </ul>
	Make it safer to walk, cycle and wheel across and along the trunk road network, both where it passes through towns and villages and where it links two or more settlements	Minor Positive	<p>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.</p> <p>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.</p>
	Use the Scottish Government’s compulsory purchase reform programme to consider whether powers to acquire land for the purposes of cycling infrastructure	Minor Negative	<p>Simplifying the process of implementing infrastructure which prioritises active means over cars and other motorised vehicles will have broadly positive impacts on all groups. However, potential for negative impacts due to loss of opportunity for consultation persist and must be mitigated for</p> <p>Potential to make decisions without gathering the opinions of socio-economically disadvantaged groups, who may be less able</p>

Strategic Theme	Action	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
	are fit for purpose		<p>to represent their own interests: <a href="https://www.lse.ac.uk/business/consulting/assets/documents/how-poverty-affects-peoples-decision-making-processes.pdf">https://www.lse.ac.uk/business/consulting/assets/documents/how-poverty-affects-peoples-decision-making-processes.pdf</a> and Mullainathan &amp; Shafir, 2013, Scarcity: Why having too little means so much</p> <p>Recommend wording be added to the action to ensure opportunities for consultation are retained: Use the Scottish Government's compulsory purchase reform programme [...], whilst retaining adequate opportunities for consultation, in-line with Scottish Government Guidance. <a href="https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/">https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/</a></p>
	Provide ongoing development and governance of co-produced design guidance, including mitigation of unintended impacts on vulnerable road users and that infrastructure is suitable for non-standard cycles	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	Minor 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.
	Update design and asset management guidance to enable national, consistent principles of infrastructure	Neutral	It is not anticipated that updated guidance will have a particular impact on people affected by socio-economic disadvantage

Strategic Theme	Action	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
	Engage the business sector to embed active travel in wider corporate culture including through the use of cargo cycles as the normal choice for local deliveries	Minor Positive	Increased use of cargo bikes may create greater employment opportunities for those without access to a car.
	Support communities to close roads to allow for community events such as Play Streets and Car Free Days and to transition successful schemes to more permanent arrangements	Minor Positive	This action will have a positive impact on disadvantaged communities in terms of air quality improvement. As accidents are more likely to occur in deprived communities as such the introduction of school streets will help to reduce the number of accidents occurring.
	Support the various deliverables set out in Scotland's Road Safety Framework 2030 under its Active and Sustainable Travel Strategic Action, ensuring that road safety remains a key focus of active and sustainable travel in Scotland	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	Review options for multi-year, long-term funding for infrastructure and behaviour change programmes where appropriate	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. <a href="https://publichealthscotland.scot/media/12261/road-space-reallocation-in-scotland-a-health-impact-assessment.pdf">https://publichealthscotland.scot/media/12261/road-space-reallocation-in-scotland-a-health-impact-assessment.pdf</a>

Strategic Theme	Action	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
	Increase active travel budget to £320 million or 10% of the transport budget, whichever is greater, by 2024-25	Minor Positive	The active travel budget is committed within the 'Bute House Agreement' The Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030 is a means by which this investment will be delivered. The impacts of the investment will therefore be in line with the overall assessment of the actions within this document.
	Ensure the appropriate level of resource is in place to develop and deliver active travel strategies ensuring that cycling for transport is prioritised appropriately	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 and recycling in Scotland with a focus on green skills and materials research and development	Minor Positive	This action could contribute to the transition towards green jobs, supporting socio-economically disadvantaged groups to access the green jobs market. <a href="https://thebikestation.org.uk/venture-trust/">https://thebikestation.org.uk/venture-trust/</a>
Fair Access	Expand access to cycles, including adaptive cycles, e-cycles and cycle share	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. <a href="https://www.cycling.scot/mediaLibrary/other/english/9444.pdf">https://www.cycling.scot/mediaLibrary/other/english/9444.pdf</a> <a href="https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf">https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf</a> In 2019, 33.6% of households in Scotland had access to a bike for private use, which leaves the majority of

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			<p>households without access. As such, this action has the potential to improve this statistic and provide wider transport options.  <a href="https://www.cycling.scot/mediaLibrary/other/english/9444.pdf">https://www.cycling.scot/mediaLibrary/other/english/9444.pdf</a></p> <p>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. <a href="https://www.transport.gov.scot/media/48317/sct09201490081.pdf">https://www.transport.gov.scot/media/48317/sct09201490081.pdf</a></p>
	Review funding criteria to ensure that fair access is appropriately weighted and improving accessibility is given an appropriate level of priority	Major Positive	<p>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.  <a href="https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf">https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf</a></p>
	Improve quality and level of service of carriage of bikes on trains and require rural & island bus services to carry cycles, where appropriate	Major Positive	<p>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.</p>
	Support cycling journeys to and from public transport hubs as part of a multi-modal journey	Major Positive	<p>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. 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.</p> <p>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.  <a href="https://www.transport.gov.scot/publication/travel-and-transport-in-scotland-key-findings-2019/who-travels/">https://www.transport.gov.scot/publication/travel-and-transport-in-scotland-key-findings-2019/who-travels/</a></p>

Strategic Theme	Action	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 a free bike to all children of school age who cannot afford one	Major Positive	<p>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.</p> <p><a href="https://www.cycling.scot/mediaLibrary/other/english/9444.pdf">https://www.cycling.scot/mediaLibrary/other/english/9444.pdf</a>  <a href="https://www.transport.gov.scot/media/48138/transport-and-travel-in-scotland-2019.pdf">https://www.transport.gov.scot/media/48138/transport-and-travel-in-scotland-2019.pdf</a></p> <p>Action will support young people reliant on low-cost transport modes to reach wider opportunities and be more social inclusive.</p> <p>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 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.</p> <p>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.</p> <p>Examples of improving access to bicycles include the cycle to work scheme, which has shown an increase in uptake among lower waged workers <a href="https://www.cyclescheme.co.uk/files/Employers/Unlocking-the-Cycle-to-Work-scheme.pdf">https://www.cyclescheme.co.uk/files/Employers/Unlocking-the-Cycle-to-Work-scheme.pdf</a></p>
Training and Education	Provide a comprehensive cycle training offer for all life stages, including learning to ride in pre-	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.

Strategic Theme	Action	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
	school, learning to ride on-road through school bikeability training, and for adults of all ages, including cycle awareness training		
	Use the Cycling World Championships to inspire people, especially young people to cycle	Uncertain	Uncertain / Negligible Impact
	Promote the new Highway Code and implement requirements for cycle training	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 casualties, you support socio economic growth through a reduction in health inequalities
	Provide local authorities with resources, including guidance and best practice examples, to enable effective local community engagement	Minor Positive	This action is likely to significantly benefit all groups by enabling greater engagement in the development of active travel schemes that are fit for purpose and for a range of users.

Strategic Theme	Action	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
	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	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. <a href="https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf">https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf</a>
Network Planning	Produce active travel strategies for each local authority area, setting out plans to improve active travel networks and facilities to 2030  Strategies should be in line with regional transport strategies, include detailed mapping and use an evidence-led approach to network planning	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.
	Produce digital active travel mapping ("a network blueprint") for Scotland, which is informed by local authority transport strategies	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.
	Work with other policy areas to introduce localised active travel	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.



Strategic Theme	Action	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
	networks as part of a larger package - eg local development plans - to create efficiencies		
	Support the travel demand management measures aligned with the national 20% car km reduction route map	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.
	Review how active travel/cycling schemes are appraised – broaden the benefits to include social, economic and equality benefits	Neutral	This action is unlikely to have a significant impact on people affected by socio-disadvantage.
Monitoring	Expand and where possible align monitoring and reporting of cycling levels at local, city, regional and national level and share learning	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 investment and embed learning in future investment decisions	Neutral	This action is unlikely to have a significant impact on people affected by socio-disadvantage.
	Conduct research on the social, environmental and economic	Neutral	This action is unlikely to have a significant impact on people affected by socio-disadvantage.

Strategic Theme	Action	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
	factors influencing network planning, for example pandemic recovery and climate change impacts		

**Table A 3: CRWIA Assessment Table**

Strategic Theme	Action	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	Work with local authorities on creating active travel strategies to prioritise investment in the creation of a dense, coherent network of connected cycling infrastructure in every town and city that is	Minor Positive	<p>Improving facilities for active travel in urban areas will help create a safer environment for young people to utilise active travel. 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.</p> <p>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.</p>

Strategic Theme	Action	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
	segregated from traffic and integrated with public transport		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.
	Remove barriers to the fast implementation of cycling infrastructure, including through changes to the TRO process, and support the use of temporary and trial schemes	Neutral	It is not expected that this action will have a significant impact on young people.
	Make it safer to walk, cycle and wheel across and along the trunk road network, both where it passes through towns and villages and where it links two or more settlements	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.
	Use the Scottish Government's compulsory purchase reform programme to consider whether powers to acquire land for the purposes of cycling infrastructure are fit for purpose	Neutral	It is not expected that this action will have a significant impact on Child Rights.
	Provide ongoing development and governance of co-produced design guidance, including mitigation of unintended impacts on vulnerable	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.

Strategic Theme	Action	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
	road users and that infrastructure is suitable for non-standard cycles		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.
	Develop a national approach to the creation of quiet road/cycle friendly roads in rural areas with everyday journeys prioritised	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.
	Update design and asset management guidance to enable national, consistent principles of infrastructure	Neutral	It is not anticipated that updated guidance will have a particular impact on child rights.
	Engage the business sector to embed active travel in wider corporate culture including through the use of cargo cycles as the normal choice for local deliveries	Neutral	This action is unlikely to have a significant impact on Child Rights.  However, discouraging the use of delivery vans for local deliveries 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 be affected.
	Support communities to close roads to allow for community events such as Play Streets and Car Free Days and to transition successful schemes to more permanent arrangements	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.
	Support the various deliverables set out in Scotland's Road Safety Framework 2030 under its Active	Major Positive	Road accidents disproportionately 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

Strategic Theme	Action	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
	and Sustainable Travel Strategic Action, ensuring that road safety remains a key focus of active and sustainable travel in Scotland		to road safety will help to support children and young people to travel safely by active travel means. <a href="https://www.sustrans.org.uk/our-blog/opinion/2019/may/children-s-road-safety-postcode-lottery-in-scotland">https://www.sustrans.org.uk/our-blog/opinion/2019/may/children-s-road-safety-postcode-lottery-in-scotland</a>
Effective Resourcing	Review options for multi-year, long-term funding for infrastructure and behaviour change programmes where appropriate	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. <a href="https://publichealthscotland.scot/media/12261/road-space-reallocation-in-scotland-a-health-impact-assessment.pdf">https://publichealthscotland.scot/media/12261/road-space-reallocation-in-scotland-a-health-impact-assessment.pdf</a>
	Increase active travel budget to £320 million or 10% of the transport budget, whichever is greater, by 2024-25	Minor Positive	The active travel budget is committed within the 'Bute House Agreement' The Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030 is a means by which this investment will be delivered. The impacts of the investment will therefore be in line with the overall assessment of the actions within this document.
	Ensure the appropriate level of resource is in place to develop and deliver active travel strategies ensuring that cycling for transport is prioritised appropriately	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 and recycling in Scotland with a focus on green skills and materials research and development	Neutral	Action is unlikely to have a significant impact on Child Rights.

Strategic Theme	Action	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
Fair Access	Expand access to cycles, including adaptive cycles, e-cycles and cycle share	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	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.
	Improve quality and level of service of carriage of bikes on trains and require rural & island bus services to carry cycles, where appropriate	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.
	Support cycling journeys to and from public transport hubs as part of a multi-modal journey	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.
	Provide a free bike to all children of school age who cannot afford one	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.
Training and Ed	Provide a comprehensive cycle training offer for all life stages,	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

Strategic Theme	Action	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
	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		
	Use the Cycling World Championships to inspire people, especially young people to cycle	Uncertain	Action aimed at encouraging young people to take up cycling, which may provide them with wider opportunities.
	Promote the new Highway Code and implement requirements for cycle training	Major Positive	Road accidents disproportionately 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 <a href="https://www.sustrans.org.uk/our-blog/opinion/2019/may/children-s-road-safety-postcode-lottery-in-scotland">https://www.sustrans.org.uk/our-blog/opinion/2019/may/children-s-road-safety-postcode-lottery-in-scotland</a>
	Provide local authorities with resources, including guidance and best practice examples, to enable effective local community engagement	Minor Positive	This action is likely to significantly benefit all groups by enabling greater engagement in the development of active travel schemes that are fit for purpose and for a range of users.

Strategic Theme	Action	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	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	Produce active travel strategies for each local authority area, setting out plans to improve active travel networks and facilities to 2030  Strategies should be in line with regional transport strategies, include detailed mapping and use an evidence-led approach to network planning	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 digital active travel mapping (“a network blueprint”) for Scotland, which is informed by local authority transport strategies	Minor Positive	Improving facilities for active travel in urban areas will help create a safer environment for young people to utilise active travel.
	Work with other policy areas to introduce localised active travel networks as part of a larger	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



Strategic Theme	Action	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
	package - eg local development plans - to create efficiencies		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.
	Support the travel demand management measures aligned with the national 20% car km reduction route map	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.
	Review how active travel/cycling schemes are appraised – broaden the benefits to include social, economic and equality benefits	Neutral	This action is not anticipated to have a significant impact on child rights.
Monitoring	Expand and where possible align monitoring and reporting of cycling levels at local, city, regional and national level and share learning	Neutral	This action is not anticipated to have a significant impact on child rights.
	Continuously monitor and evaluate the impact of active travel investment and embed learning in future investment decisions	Neutral	This action is not anticipated to have a significant impact on child rights.
	Conduct research on the social, environmental and economic	Neutral	This action is not anticipated to have a significant impact on child rights.

Strategic Theme	Action	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
	factors influencing network planning, for example pandemic recovery and climate change impacts		

## Appendix B : Consultation Responses and Actions

Name/ Organisation	Comment/Feedback	Actions
Jill Belch	This will help assuage inequalities as most people living along polluting road in lower SIMD and may not even own a car.	The assessment highlights that actions within the Cycling Framework have the potential to address some of the determinants of health inequalities by reducing traffic and improving access to alternatives. Evidence in support of this is outlined in Section 3.2
Withheld	I trust that any new cycle paths will not interfere with local wildlife. Also, I suspect that the local authority will need several full-time litter collectors - as evidenced from the recent pandemic - recreational cycling seems to produce an abundance of litter.	A Strategic Environmental Assessment (SEA) Screening exercise has been completed and submitted to the SEA gateway. Screening assessment determined that a full SEA is not required of the Cycling Framework. However, Transport Scotland expect all partners to conduct an applicable assessment of environmental impacts associated with any active travel planning or project. There would also be an expectation that any likely significant effects identified through these processes would be monitored proactively at the plan and project level
Withheld	<p>Many policies such as National Planning Framework 4 and others position Loch Lomond and Trossachs National Park as a key green/bluespace destination for large parts of the Central Belt - yet access by active and sustainable transport is currently not available, accessible and affordable by the majority - so is unlikely to be an inclusive destination.</p> <p>Fully integrated multimodal network approach is required.</p>	Noted
Withheld	Keep locals informed and listen to their views	Noted

Name/ Organisation	Comment/Feedback	Actions
Withheld	<p>The Impact assessment confirms that currently, the level of cycling is disproportionately high among white, non-disabled, young-to-middle aged men. The hypothesis that increasing the amount of dedicated cycling infrastructure will particularly benefit under-represented groups needs to be properly and objectively tested: it may be that instead, those who already cycle are the main beneficiaries.</p> <p>The EqIA needs to recognise that some disabled people find aspects of cycling infrastructure (eg bus stop bypasses) highly problematic.</p>	Action within the Framework to: “Provide ongoing development and governance of co-produced design guidance, including mitigation of unintended impacts on vulnerable road users and that infrastructure is suitable for non-standard cycles”, has been assessed as providing a positive impact in this regard and recognition of the specific needs of disabled users has been highlighted in the assessment, with specific reference to measures such as bus stop bypasses.
Neil Scoffield	Does the assessment include the shortfall in financing for local authorities?	Funding to implement not directly related to equality impacts, though the action to allocate 10% of the transport budget is included within the Framework.
Withheld	It has proved to be a great mode of public transport in more advanced countries, delivering benefits to social aspect of life, health in all forms, local finance , happiness levels , crime reduction and so on. Stop the bureaucracy, deliver quality active infra ASAP & of a good, smooth, quality	Final Cycling Framework and delivery plan will set out the priorities for investment over the next 5-10 years
Withheld	<p>Yes, current state of infrastructure is discriminative against families , pensioners , disabled , children and so on .</p> <p>we need to catch up with Europe , as we are lagging behind at least 30/40 years</p> <p>please deliver smooth , linked up , high quality , well designed , SAFE infra for everyone to enjoy .</p>	Action within the Framework to: Provide ongoing development and governance of co-produced design guidance, including mitigation of unintended impacts on vulnerable road users and that infrastructure is suitable for non-standard cycles, has been assessed as providing a positive impact in this regard and recognition of the specific needs of disabled users has been highlighted in the assessment.
Withheld	Disability and affordability issues should not exclude people being able to cycle. Cycle library would be great. Lots of bicycle and recycling groups would be able to help.	Actions within the Fair Access theme address access to bikes for a range of people including the action to: Expand access to cycles, including adaptive cycles, e-cycles and cycle share

Name/ Organisation	Comment/Feedback	Actions
Withheld	Too much focus on cycling and not enough focus on disabled access and the right infrastructure to support their travel. Let's get disabled people more easily to their work or holidays and, in turn, that should also benefit cyclists and other road users.	Actions within the Fair Access theme address access to bikes for a range of people including the action to: Expand access to cycles, including adaptive cycles, e-cycles and cycle share
Withheld	The majority of responses you will get will be from cyclists as it's doing the rounds in cycling chats. The mass majority of people will not even know you are consulting, then you will say you have consulted and got say 80% in favour , it's a tick box exercise, no more equality than fly in the air.	Noted
Jon Jewitt	Why do we need an impact assessment when we know what the impact would be. Look at the Netherlands...! Just look at what they have achieved and copy them. Don't spend half the budget on thinking about what we need to do. Just do it. Spend the money on the ground, not glossy brochures.	Noted
Withheld	The SEqIA is wholly inadequate and does not appear to have actually involved any people with protected characteristics; this is especially relevant to disabled people. Many (but not all) disabled people find cycling infrastructure problematic for example by reducing parking options and introducing pedestrian/cyclist conflict in shared spaces and at bus stop bypasses. It is also well-established that disabled people, women and some other groups cycle much less than non-disabled men. There is a risk that investment in cycling infrastructure will disproportionately benefit those who already cycle the most, especially non-disabled, professional men.	The assessment has drawn on consultation from a wide range of stakeholders and the public, including the feedback provided here. The needs of disabled users is highlighted in the assessment of the action relating to design guidance development, with specific reference to measures such as bus-stop bypasses. The protection of consultation rights has been asserted under the actions relating to changes to the TREO/ETRO and compulsory purchase actions.
Withheld	the assessment does not seem to have followed through with respect to other users and in particular pedestrians	Action within the Framework to: Provide ongoing development and governance of co-produced design guidance, including mitigation of unintended impacts on vulnerable road users and that infrastructure is suitable for non-standard cycles, has been assessed as providing a positive impact in this regard.

Name/ Organisation	Comment/Feedback	Actions
Withheld	Yes, it does not deliver anything for the many and should not impact anyone it will not help. The money needs to be spent on more important things like eating and heating. Stop pretending it's for 'everyones' benefit when it clearly is not	Noted
Graeme Robertson	These are not in line with bageism and discrimination aims	The evidence presented in support of the assessment process suggests older people and children benefit due to emission reduction and helps ethnic minorities who tend to live in more car dependant/heavily trafficked areas, making these safer for active travel improves inclusivity. Potential negative impacts arising from inappropriate design or reduction in consultation has been highlighted in the assessment.
Withheld	Equality means seeing more groups involved to keep this fair and inclusive	all protected characteristic groups are considered
Withheld	The assessment does not consider the differences between rural and urban areas when assessing social and equality impacts.	The potential for differential impacts on rural communities has been considered within the ICIA and, the potential for urban centric policies has been highlighted in this respect.
Withheld	Has this even taken disabilities in to account? All measures introduced thus far would suggest not	The assessment has drawn on consultation from a wide range of stakeholders and the public, including the feedback provided here. The needs of disabled users is highlighted in the assessment of the action relating to design guidance development and the protection of consultation rights has been asserted under the actions relating to changes to the TREGO/ETRO and compulsory purchase actions.
Withheld	It's bizarre that to reduce car usage the assessment suggests that space for cyclists should be increased when cyclists are entitled to the same space as other vehicles. Prioritising cycling discriminates against those who are unable to cycle - hence why it's better to share space instead of aiming for segregation	The assessment has drawn on consultation from a wide range of stakeholders and the public, including the feedback provided here. The needs of disabled users is highlighted in the assessment of the action relating to design guidance development and the protection of consultation rights has been asserted under the actions relating to changes to the TREGO/ETRO and compulsory purchase actions.

Name/ Organisation	Comment/Feedback	Actions
Withheld	<p>I haven't read these but my experiences of this type of thing are too fierce disabled people to comply with new schemes rather than asking ALL disabled people what they need.</p> <p>Until now there has been a thirst to install schemes without much thought about disabled people, their needs or equality laws with an attitude of let's see what we can get away with attitude.</p>	<p>The assessment has drawn on consultation from a wide range of stakeholders and the public, including the feedback provided here. The needs of disabled users is highlighted in the assessment of the action relating to design guidance development and the protection of consultation rights has been asserted under the actions relating to changes to the TREG/ETRO and compulsory purchase actions.</p>
Withheld	<p>&gt; 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</p> <p>Glad to see this point being stated so clearly. Training is probably worthwhile for kids, especially those completely new to cycling, but all the training in the world can't keep you safe from drivers.</p>	Noted
Withheld	<p>Minor negative effects have been identified in Cl.6, Cl.8, &amp; Cl.11 relating to loss of opportunity for consultation. How will these be mitigated?</p>	<p>Assessment has been updated to include recommendation that wording be added to protect opportunities for consultation are retained, in-line with Scottish Government Guidance.</p> <ul style="list-style-type: none"> <li>• <a href="https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/">https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/</a></li> </ul>
Withheld	<p>We acknowledge that the SEQIA report has included women and their concerns within their assessment, however it is worrying that women are not actively discussed during this consultation. The SEQIA report states that women are less likely to meet their recommended physical activity levels, and women are less likely to ride a bicycle due to concerns over their safety. Therefore, we must question why a gendered lens has not been utilised throughout the proposed plans, and actively urge the Scottish Government to reconsider.</p>	<p>Impact assessment shows that proposed actions such as Cl.1 active travel strategies could include policies and infrastructure directly targeted at these underrepresented groups such as segregated infrastructure (Cl.3), supporting Scottish Road Safety Framework (Cl.20) and improved access to bikes through bike share (FA.1)</p>

Name/ Organisation	Comment/Feedback	Actions
Withheld	<p>The Social and Equalities Impact Assessment is good at highlighting both problems and opportunities that the actions produced could create, the following three comments are worth making.</p> <p>&gt; CI.6 &amp; CI.8 recognise the demands of the blind and partially sighted population, when creating new infrastructure, which can disrupt their known behaviours. Therefore, it is important to do as much as possible in a scenario to make sure that new areas are safe spaces for those with a visual impairment, especially in the dense urban areas where this will be particularly important in order to keep blind and partially sighted citizens safe.</p> <p>&gt; The colour code on CI.13 is wrong, it has been put down as minor negative but is shaded in light green so this should be amended. However, the points made in the section are valuable as safety in rural communities is something that has to be addressed sufficiently.</p> <p>&gt; FA.2 highlights the potential of improving fair accessibility to areas of deprivation to have access to cycling opportunities. It is good to see it highlighted that 40% of low-income households in the UK have no access to a private vehicle. For those that do have access in low-income households, it can be a necessity but a significant financial burden. With the current cost of living, it is important to do as much as possible to increase cycling opportunities for the most financially disadvantaged in our societies.</p>	<p>The needs of disabled users is highlighted in the assessment of the action relating to design guidance development and the protection of consultation rights has been asserted under the actions relating to changes to the TREG/ETRO and compulsory purchase actions.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
Withheld	<p>Fellows agree that the plan has the potential to tackle inequalities. One Fellow emphasized that most people living along polluting roads located in more deprived areas identified in the Scottish Index of Multiple Deprivation may not even own a car.</p>	<p>Action point against CI.7 emphasising pollution exposure and low car ownership among low income groups</p>



Name/ Organisation	Comment/Feedback	Actions
Aberdeen City Council	<p>The wording of the actions subject to assessment does not match the wording of the actions in the overarching consultation document. While this is unlikely to impact on the overall assessment outcomes, consistency in the wording of the actions would be expected.</p> <p>CI.6 and CI.8 – assessment should balance the negative impacts mentioned with the positive impacts to various groups likely to accrue as a result of a speedier implementation of infrastructure.</p> <p>CI.11 – again perhaps needs balanced with the positive impacts likely to accrue to various groups as a result of a speedier implementation of infrastructure.</p> <p>CI.13 – ‘Minor negative’ rating does not match the narrative or colour-coding.</p>	<p>Wording corrected and assessment cross checked against previous order of actions. As noted, the outcome of the assessment is not significantly altered.</p> <p>Assessment has been updated to include recommendation that wording be added to protect opportunities for consultation are retained, in-line with Scottish Government Guidance, while noting possible benefits of more timely delivery.</p> <ul style="list-style-type: none"> <li>• <a href="https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/">https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/</a></li> </ul>
Mobility and Access Committee for Scotland	<p>The Equality Impact Assessment fails to adequately recognise that some cycling facilities can have a negative effect on some disabled people. Examples of some of the barriers include additional pavement clutter that can be difficult to detect and or manoeuvre around, ‘bus stop bypasses or boarders’ which put some disabled people in the path of cyclists whilst trying to get on or off buses, shared spaces where some disabled people have no traditional physical guidance (e.g. pavements, controlled crossings) to know what areas they are on. Often cycle lanes replace accessible car parking provision for blue badge holders.</p> <p>The Impact Assessment should explicitly recognise these negative impacts so that they can be addressed, acknowledged and mitigated. The promotion of cycling should not have a negative impact on some disabled people’s ability to navigate their local areas.</p>	<p>The needs of disabled users are highlighted in the assessment of the action relating to design guidance development, with specific reference to measures such as bus-stop bypasses. The protection of consultation rights has been asserted under the actions relating to changes to the TREO/ETRO and compulsory purchase actions.</p>

Name/ Organisation	Comment/Feedback	Actions
Withheld	<p>Disabled cannot ride bikes. The elderly and children cannot ride bikes easy due to balance issues and other limiting factors.</p> <p>The poor cannot afford a bike.</p> <p>Women in most dresses and skirts (nor men in these clothes) can ride a bike without ripping clothes.</p> <p>This policy really only favours able bodied, affluent men in their 20s to early 50s!</p>	<p>Many actions have positive impacts for disabled, women and low income groups by making cycling more inclusive.</p> <p>Evidence suggests otherwise for business impact</p>
Sustrans Scotland	<p>We would welcome statistics on race that are specific to Scotland. While the English example gives a good overview of the issues, having Scotland-specific statistics would help in planning.</p> <p>Sustrans welcomes the recognition that safety is one of the main issues when choosing to cycle, especially for children and young adult. We would also add women as a group particularly concerned about safety when choosing a transport mode. Convenience also plays an important role, with women making a lot more of the last mile journeys and multi-stop trips.</p> <p>Regarding the ETROs change process, we absolutely recognise that this needs to account for disabled people's needs. We would like to highlight that an ETRO process where the changes can be made quickly will benefit disabled people as changes can be done rapidly to accommodate their needs.</p> <p>Regarding socio-economically disadvantaged groups, studies have shown that the main way to change transport habits is access to affordable and reliable public transport. The integration of active travel infrastructure with public transport is key to encourage people from low-income households to cycle.</p>	<p>Evidence gathered to support the assessment, and reference within the assessment table, are UK-based and, wherever available, specific to Scotland.</p> <p>Noted, this is referenced in the evidence review in Section 3.1.</p> <p>Assessment has been updated to include recommendation that wording be added to protect opportunities for consultation are retained, in-line with Scottish Government Guidance, while noting possible benefits of more timely delivery.</p> <ul style="list-style-type: none"> <li>• <a href="https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/">https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/</a></li> </ul> <p>Noted, this is referenced in the evidence review in Section 3.2.</p>
MRC/CSO Social and Public Health Sciences Unit	<p>25.1 Numerous socio-demographic factors are associated with physical activity levels. Currently, this impact assessment lacks consideration of sexual orientation, gender identity, or occupation. The PROGRESS-Plus framework, as</p>	<p>The methodology outlined in Section 2.4 ensures that each action is checked against potential impacts on any relevant groups/populations. The assessment also highlights that actions within the Cycling Framework have the potential to address some of the determinants of health inequalities by reducing traffic and improving access to alternatives. Evidence in support of this is outlined in</p>

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	applied to physical activity (e.g. Rigby, 2020), may be useful to consider the different strata against which to base this impact assessment.	Section 3.2. The PROGRESS_Plus framework is noted as a useful reference in cross checking the assessment.
Withheld	To be effective the SEQIAs must hold significant weight in the process and their implementation must be regularly reviewed to ensure that their intention of ensuring equitable access and no discriminatory impacts is being delivered.	Noted
Withheld	How will the draft Social and Equalities Impact Assessment consider whether the Active Travel interventions have delivered water resilience?	A Strategic Environmental Assessment (SEA) Screening exercise has been completed and submitted to the SEA gateway. Screening assessment determined that a full SEA is not required of the Cycling Framework. However, Transport Scotland expect all partners to conduct an applicable assessment of environmental impacts associated with any active travel planning or project. There would also be an expectation that any likely significant effects identified through these processes would be monitored proactively at the plan and project level
Withheld	We note that disabled people are more likely to express concerns about the impact of cycling infrastructure on their ability to travel safely, in particular by walking/ wheeling and when using public transport. We would like to see consideration of the particular importance of considering and including disabled people both as cyclists and otherwise when planning infrastructure and investment.	The assessment has drawn on consultation from a wide range of stakeholders and the public, including the feedback provided here. The needs of disabled users are highlighted in the assessment of the action relating to design guidance development and the protection of consultation rights has been asserted under the actions relating to changes to the TRO/ETRO and compulsory purchase actions.
Edinburgh Access Panel	Please ensure protected characteristics groups are involved in developing impact assessments and the assessments are published.	The assessment has drawn on consultation from a wide range of stakeholders and the public, including the feedback provided here.

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Kenneth law	<p>You are not taking the impact that this policy will have on our elderly people into consideration. It is unfair that elderly people will just have to like it or lump it.</p>	<p>Measures to improve cycling will positively impact on traffic noise and air pollution and connections to public transport (older people more vulnerable to this) in CI.4, CI.17, CI.18, ER.1, FA.3, FA.4, TE.1, NPM.1)                      Action CI.20 improving safety will remove a barrier older people feel towards cycling</p>
Withheld	<p>As a regular cycle commuter (over the age of 56) I am not surprised by the evidence of vulnerability to traffic as cars have been allowed to dominate for too long in the UK and this has had a particularly nefarious effect on the economically disadvantaged. For the physically disadvantaged, segregated cycle paths offer more travel options and this can be observed in The Netherlands. It is a sad reflection on our society that cycling has become the preserve of middle-class/income youngish men, and this has to change. Cycling has to have advantages over driving and given priority where possible, for example the negation of one-way streets/roads for cycles and lights which allow faster departure for bikes at crossings. Cycling reduces expenditure on buses, which have become expensive in my city and cycle maintenance could be taught at schools and colleges to make cycling more affordable too. Cycle storage is very important for older groups who often lose strength with age. In Scotland, due to the prevalence of tenements, no bike storage often means carrying your bike up a staircase at the end of your journey. This is challenging for any group with less upper body strength. Rural roads are just too frightening for me, and this means I cannot visit a friend who live in the countryside. The distance is not a problem, but the speed and proximity of the cars is.</p>	<p>Action CI.3 states cycling infrastructure in every town and city will be "separate from traffic" with positive impacts on inclusivity and feeling of safety for vulnerable groups.                      Action TE.1 is a comprehensive cycling training programme with positive impacts on currently low cycling groups                      Action CI.10 is for appropriate cycling storage for every household                      Action CI.13 is designation of quiet roads/cycle friendly roads in rural areas</p>

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	<p>There is too little cycle parking in the suburbs, so nowhere to secure your bike when visiting a friend.</p>	

