

# EQUALITY IMPACT ASSESSMENT OF THE TACTRAN WALKING AND CYCLING STRATEGY

JUNE 2008

## INTRODUCTION

The Walking and Cycling Strategy sets out actions by which the region's walking and cycling provision will be improved. This strategy sits within the wider Regional Transport Strategy (RTS) which was submitted to the Scottish Government in May 2008.

A number of the early actions within the RTS involve developing sub-strategies that set out in more detail the policy and delivery framework for specific strands of the RTS; this strategy reflects Tactran's desire to work closely with key stakeholders to prepare a walking and cycling strategy for the region.

Under the Transport (Scotland) Act 2005, Regional Transport Partnerships (RTP) are required to show how transport will be improved to encourage equal opportunities, among other aspects. The Scottish Executive therefore suggested that each RTS and associated strategies should be subject to an Equality Impact Assessment (EQIA).

The aim of this EQIA is to set out how the RTP addressed the issue of equal opportunities in the production of the Walking and Cycling Strategy, including through focussing on its approach to consultation in the development of this document.

The production of this EQIA is based on the guidance provided by the Scottish Executive in "Scotland's Transport Future: Guidance on Regional Transport Strategies", 2006, Annex K; and the "Equality and Diversity Impact Assessment Toolkit" 2005.

The preparation and consultation phases for the RTS were designed so that the resulting strategy took account of the views of a wide range of stakeholders. The Scottish Executive Equality Unit provided contact details for representatives of equality groups and these were positively engaged through an invitation to comment on the strategy at draft stage and to contribute towards focus group and stakeholder workshops convened to consider various aspects of the emerging strategy. In developing the RTS, Tactran consulted with:

- its constituent councils;
- both Health Boards; and
- other relevant stakeholder groups.

The EQIA confirmed that the RTS contains measures to reduce inequality and address concerns of specific groups in society, for example, older people, women and young people, etc.

The consultation exercise for the Walking and Cycling Strategy built upon that undertaken for the RTS, expanding the list of consultees as appropriate with regard to the more specific content of this strategy.

## THE WALKING AND CYCLING STRATEGY OBJECTIVES

The RTS has been used as the high level framework for developing the objectives for this strategy, which is essentially a 'daughter' document to the RTS. An understanding of the key issues relevant to the region has played a significant role in the development of objectives that are appropriate for the region.

#### TACTRAN RTS Objectives

In developing objectives for the Walking and Cycling Strategy reference has been made to the six key objectives of the TACTRAN RTS namely:

1. Economy: To ensure transport helps to deliver regional prosperity.
2. Accessibility, Equity and Social Inclusion: To improve accessibility for all, particularly for those suffering from social exclusion.
3. The Environment: To ensure that the transport system contributes to safeguarding the environment and promotes opportunities for improvement.
4. Health and Well-Being: To promote the health and well-being of communities.
5. Safety & Security: To improve the real and perceived safety and security of the transport network.
6. Integration: To improve integration, both within transport and between transport and other policy areas.

#### Walking and Cycling Objectives

The following objectives have been developed in consultation with walking and cycling stakeholders in the TACTRAN area. They reflect and nest within the RTS overarching objectives which they relate to are included in brackets.

- O1 Permanently increase the number of walkers and cyclists and increase the frequency of trips made on foot and by cycle (4,5,6)
- O2 Improve information and facilities for walkers and cyclists (1,2)
- O3 Improve safety and security for walkers and cyclists (3,4,5)
- O4 Promote walking and cycling as a leisure activity and as a credible form of transport (6)
- O5 Integration with other policies (6)
- O6 Better integration with the existing transport system (2)
- O7 Improve existing expertise in the creation of walking and cycling facilities and promotion (6)
- O8 Establish a regional monitoring plan for walkers and cyclists (6)

#### GROUPS THE STRATEGY INTENDS TO PROVIDE BENEFITS FOR

The Walking and Cycling Strategy sets out the priorities and actions for investment in these travel modes over the next 15 years and it is intended that they will benefit

everyone who lives, works and travels within the region. Visitors to the region will also be affected by the strategy through improved pedestrian and cycle access to public transport interchanges and visitor attractions as well as offering more opportunity to use the greener modes of transport in areas such as the National Parks.

Through implementation of the Walking and Cycling Strategy there is the potential to improve access and safety whilst using pedestrian and cycling networks for the young, elderly, those with mobility difficulties, learning difficulties and those with hearing or visual impairments.

### IMPACT OF THE STRATEGY ON DIFFERENT EQUALITY GROUPS

During the strategy development process using the evidence available consideration was given to the impact that the different aspects of the strategy might have on different equality groups. Walking and, to some extent, cycling are particularly of relevance to those who cannot use private transport for age or health reasons, particularly those too young or old to drive. An element of the population also rely on walking and, to some extent, cycling for economic reasons, particularly those on low incomes who do not have access to a private car. Enhanced facilities on the pedestrian network due to improved walking links within the region, greater integration with other policies, and improved awareness and training among designers will produce benefits for people with disabilities. No actions are particularly focussed on groups defined by sexual orientation, gender, religious faith or political beliefs, as all interventions are designed to include all groups within the parameters described above, meaning all of these groups would also be included in the benefits of the interventions.

A number of actions will be of positive assistance to particular groups who experience difficulty in accessing essential services:

- Develop walking and cycling links to and within town and city centres and to employment, services, leisure and tourism activities in conjunction with Travel Plans
- Make the existing highway more cycle and pedestrian friendly including carrying out non-motorised user audits of all new transport schemes to ensure that all opportunities are taken to improve conditions for walking and cycling
- Improve walking and cycling facilities at public transport interchanges and on trains/buses
- Assign greater priority to pedestrians and cyclists in the design and management of the road network
- Produce guidance on implementing good practice in the provision of walking and cycling facilities
- Develop a rolling programme of training to encourage implementation of good practice and increase inter-disciplinary skills and awareness.

As specific measures within the Strategy are implemented they will be subject to an Equality Impact Assessment, where appropriate.

### POTENTIAL ADVERSE IMPACT OF THE STRATEGY ON PARTICULAR GROUPS

Based on the information available and due to the nature of transport policy and initiatives, it is not believed that the strategy will have any specific adverse/negative

impacts on the Lesbian/Gay/Bisexual/Transgender community, or to those with specific religious/political interest.

#### INCLUSION OF EQUALITY GROUPS AND/OR THEIR REPRESENTATIVES DURING CONSULTATION

A wide ranging consultation exercise has been undertaken to obtain an understanding of the key issues and opportunities in terms of walking and cycling across the TACTRAN area. This consultation included local authorities, health boards and walking/cycling user groups. A stakeholder workshop was held on 18 March to discuss the strategy's draft objectives, identify any specific gaps/shortcomings on the walking and cycling network and ensure that no potential actions were missed out. A full list of organisations invited is provided at the end of this report.

#### PUBLISHING OF THE STRATEGY

The EQIA will be included as a supporting document to the Walking and Cycling Strategy. Once published, the Strategy will be available on the TACTRAN website and copies distributed to all stakeholders involved in the consultation. Hard copies of the document will also be available.

## APPENDIX

### Organisations consulted

ByCycle

Cairngorms National Park Authority

Cycling Scotland

Cyclists Touring Club Tayside DA

Living Streets

Loch Lomond and Trossachs National Park

NHS Forth Valley

NHS Tayside

Paths to Health

Ramblers Association Scotland

Scottish Cyclists Union

Scottish Enterprise Forth Valley

Scottish Enterprise Tayside

Scottish Government

Scottish Rights of Way Society

Sustrans

Visit Scotland

Angus Council

Dundee City Council

Perth and Kinross Council

Stirling Council