

Please refer to the Integrated Impact Assessment (IIA) Guidance when completing this form.

Basic Details					
1. Title of proposal (include budget reference if applicable)		On the Move Midlothian: Our Active Travel Strategy for Everyone 2024-2034			
2. Service(s)		Place			
3. Lead officer (name, job title and date of IIA training)		Madeleine Bell Sustainable Transport Project Officer 20/03/2024			
4. Other officers/partners involved (name, job title and date of IIA training)		Steven Psihramis – Sustainable Transport Project Officer (20/03/2024) Rebecca Brotherstone – Sustainable transport Project Officer (20/03/2024) Anna Herriman – Strategic Transport Planning Manager (20/03/2024) Sam Murphy – Active Travel marketing Officer (20/03/2024)			
5. Date IIA completed		08/11/2024			
6. Nature of proposal		Review of an existing strategy or policy			
		Other (please specify)	New Active Travel Strategy		
7. Brief description of proposal - What are its main aims and objectives? What, if anything, will change as a result of this proposal?		IIA carried out in advance of the new draft Active Travel Strategy. The strategy will outline priorities for planning, infrastructure, and behaviour change activities relating to active travel in Midlothian until 2034.			
Equality and Rights					
8. Could the proposal have an impact on any of the following groups with protected characteristics under the Equality Act 2010? (select all that apply)					
Age (older people, young people and children)	<input checked="" type="checkbox"/>	Disability (people with disabilities)	<input checked="" type="checkbox"/>	Gender reassignment (trans people, anyone whose gender identity differs from their sex assigned at birth)	<input type="checkbox"/>
Marriage and civil partnership (people who are married or in a civil partnership)	<input type="checkbox"/>	Pregnancy and maternity (women who are pregnant and/or on maternity leave)	<input checked="" type="checkbox"/>	Race (people defined by their colour, ethnicity or nationality – e.g. Asian and black people)	<input checked="" type="checkbox"/>

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Religion and belief (people with different religions and beliefs, including no belief)	<input type="checkbox"/>	Sex (men or women)	<input checked="" type="checkbox"/>	Sexual orientation (lesbian, gay, bisexual, heterosexual/straight)	<input checked="" type="checkbox"/>
9. Could the proposal have an impact on children and young people under the age of 18?				Yes	
10. Could the proposal have an impact on human rights ? - See pages 14-15 of the IIA Guidance.				Don't know	
11. Is the proposal a 'strategic decision' under the Fairer Scotland Duty to actively consider how to reduce socio-economic disadvantage (i.e. poverty)? - Please select from the drop-down list. The proposal is a 'strategic decision' if it falls under any of the headings.		Development of new strategic frameworks			
		Yes	<input checked="" type="checkbox"/>		
		No	<input type="checkbox"/>		
		Don't know	<input type="checkbox"/>		
<p>If you answered 'yes' to any of questions 8-11, you must also answer questions 12-15.</p> <p>If you were unsure about any of questions 8-11, it is advised that you answer questions 12-15.</p> <p>If you answered 'no' to all of questions 8-11, please advance to question 16 (Environment).</p>					
12. What kind of impact could the proposal have on groups with protected characteristics under the Equality Act? (please explain your answers)					
Protected characteristic	Potential impact	Explanation			
Age	Positive	<p>A growing ageing population means a particular focus will be needed on creating accessible routes and forms of travel to allow for continued independence and accessibility in older age groups.</p> <p>Older people may currently rely on the car for transport due to a lack of available rest stops, shelter, dropped kerbs, street clutter and a lack of frequent public transport. Any new active travel infrastructure aimed at getting people to use alternative forms of travel to the car will need to ensure that these difficulties are addressed.</p> <p>Commitments in the strategy to provide and improve all of the above, where possible, and funding allows, will open up much greater opportunities for older people to travel actively.</p> <p>Promoting active travel will help with access to public transport and use of over 60s bus passes etc. Older people currently have difficulty in accessing public transport due to issues identified above. There is a need to provide services closer to where people live,</p> <p>Improved crossing times at crossing points would improve accessibility etc...</p>			

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Potentially negatively impacted by not having access to interactive maps and apps etc. less confident using new technology.

Potentially negatively impacted by the weight of hire bikes, need to use mobile phone apps, difficult to follow instructions etc.

Parents of younger children and people in their middle years may feel that the car is the easiest, quickest and cheapest form of travel if they have to make multi-stop and multi-purpose journeys. Commitments to pursuing aspects set out in the active travel strategy such as the creation of active travel hubs, opportunities for multi-modal journeys, improved access to services close to home, improved changing and bike storage facilities and safer routes to school for children to travel confidently independently could all allow more of this demographic to choose active travel as part or all of their daily journeys.

The network needs to connect as broad a range of origins and destinations as possible to account for a wide range of journeys. Many journeys, such as those made by people with caring responsibilities have unpredictable origins and destinations, and these journeys are likely to be made at all times of day.

Older children will have more opportunity to take part in recreation and outdoor activities and new use of free time etc... Health and social benefits, as well as greater autonomy for people in this age group should be encouraged under the ATS.

Young People: Aspirations and commitments to continue to pursue funding for Bikeability training and delivery set out in the active travel strategy, along with commitments to continue the development of school travel plans, led-rides, walk to school campaigns, bicycle maintenance skills; School Streets, and the delivery of infrastructure for safer routes to school will provide children and parents with the confidence to make active travel a part of their everyday journeys.

Need to add in other positive impacts like cost savings, fuel savings, environmental impacts, social benefits around travelling together etc...

Older children will have more opportunity to get to work and after school activities independently.

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<p>Disability</p>	<p>Positive</p>	<p>Disabled people are 2x as likely as non-disabled people to be physically inactive. A study from 2019 showed that two thirds of disabled people have been unable to park or store a non-standard bicycle. Inaccessible cycling infrastructure is cited as the biggest barrier to cycling.</p> <p>Delivery of the ATS and our aims to develop a policy on guardrail and barrier removal, creation of a 'dropped kerbs programme', regular clearing and maintenance of existing routes, creation of more rest stops and provision of multi-modal journey hubs and cycle parking could all positively impact disabled people and allow them to travel more.</p> <p>Disabled people less likely to drive so active travel will enable more opportunity for journeys.</p> <p>Health improvements from taking part in outdoor activity and long term physical health benefits from being more active.</p> <p>Wheelchair users will be able to get around easier. Long-term social impacts, health benefits, and reduced costs associated with travelling actively are all benefits of encouraging and facilitating active travel.</p> <p>Improved access and opportunity for visually impaired through more tactile paving. However, potential negative impacts of tactile paving for wheelchair users should be examined and considered.</p> <p>Hearing impaired individuals will benefit from wider infrastructure allowing them to walk side by side. Segregated infrastructure for pedestrian and cyclists sought by this strategy will help reduce conflict between cyclists and those who may not hear bike bells, etc.</p> <p>Use of visual imagery/signage should be considered. Pictograms are useful for those who are not English speakers, and have been recommended as dementia friendly signs, etc. Larger and clearer text is also useful for those with visual impairments.</p>
<p>Gender reassignment</p>	<p>Positive</p>	<p>Sexual minorities are more likely to report feeling unsafe in public spaces. Perceptions of safety in public places can be improved with lighting and passive surveillance (ie. more eyes on the street'). Issues around isolation could be increased through improved physical access via active travel. Public realm improvements will provide opportunities for socialising etc.</p>

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Marriage and civil partnership	Neutral	Greater access to social activities and physical exercise can provide benefits for those living alone.
Pregnancy and maternity	Positive	Pregnant women, mothers of young children will have more access through wider pavements and barrier removal, dropped kerbs. Rest stops, benches etc. will have positive impact on pregnant women. The ATS also promoted improved access and proximity to local services.
Race	Neutral	The ATS seeks to create inclusive, equitable access to social and economic opportunities within the community.
Religion or belief	Neutral	Active travel should open up opportunities for users of all cultural and religious backgrounds. This includes facilitating access to places of worship and other important community spaces.
Sex	Positive	<p>Women are statistically less likely to use active travel than men, with personal safety, perception of safety, confidence, lack of changing facilities, caring/parenting responsibilities and lack of cycling skills often cited as reasons. Commitments to get more people travelling actively will need to address these issues to avoid disproportionately affecting women. The new active travel strategy and aspirations to improve route safety and maintainance through vegetation clearing, lighting provision, quiet rural routes, winter gritting, cycle training sessions, staff changing and drying facilities, and multi-modal hub provision should all help to improve opportunities for everyday active travel for women.</p> <p>Staff and public hire bikes may not be as accessible to women due to limits in size etc.- addressed in the ATS by pursuing funding for a range of bike sizes.</p> <p>Men suffer more social isolation so this will open up more opportunity for social interaction etc. Women highlight harassment as a major barrier- addressed by the facilities above...</p> <p>Pregnant women, mothers of young children will have more access through wider pavements and barrier removal, dropped kerbs. Rest stops, benches etc. will have positive impact on pregnant women.</p>
Sexual orientation	Positive	Sexual minorities are more likely to report feeling unsafe in public spaces. Perceptions of safety in public places can be improved with lighting and passive surveillance (ie. more eyes on the street'). Issues around isolation could be increased through improved physical access via active travel. Public realm improvements will provide opportunities for socialising etc.

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13. What kind of impact could the proposal have on children and young people in terms of the requirements of the [UNCRC \(Scotland\) \(Incorporation\) Act 2023](#)?

- A full list of the UNCRC Articles can be found on pages 12-13 of the IIA Guidance.

UNCRC Article	Particular groups of children affected	Potential impact	Explanation
Article 3 (<u>best interests of the child</u>)	All children	Positive	The ATS encourages conditions that would allow for freer social interaction and access to educational, recreational, and play facilities. This should encourage greater autonomy and freedom amongst local children.
Article 6 (<u>life, survival and development</u>)	All children	Positive	The ATS encourages improved access to recreational, social, and natural spaces, and active travel presents opportunities for children to travel and socialise with greater freedom and autonomy.
Article 12 (<u>respect for the views of the child</u>)	Children attending educational institutions	Positive	The ATS seeks active engagement with children and young people, largely through school-based activities and consultations.
Article 19 (<u>protection from violence, abuse and neglect</u>)	All Children	Unknown	Improved active travel infrastructure can lead to greater autonomy amongst young people, but it is unclear whether this would provide benefits under article 19.
Article 23 (<u>children with a disability</u>)	All children	Positive	The ATS advocated for the removal of physical barriers along active travel infrastructure, and requires that new infrastructure meet the prescribed guidelines for accessibility.
Article 27 (<u>adequate standard of living</u>)	All Children. Particularly children living in SIMD target areas	Positive	Active Travel presents a cost-effective way for children and young people to travel. Onward connections to public transport connections is an important focus of this strategy as well, which can open up for opportunities for young people in receipt of bus passes. A stronger focus is placed on providing infrastructure and behaviour change activities in SIMD target areas.

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Article 29 (goals of education)	Children attending educational institutions.	Positive	Journeys to school are an important part of the active travel strategy, and many of the follow-up monitoring activities.
Article 31 (leisure, play and culture)	All children	Positive	The ATS looks to improve access to recreational spaces – referring to both Council/private facilities and natural spaces around Midlothian.
Other (please specify)	Click here to enter text.	Choose an item.	Click here to enter text.
Click here to enter text.			
<p>14. What kind of impact could the proposal have on people in terms of the Articles of the European Convention on Human Rights (ECHR)?</p> <ul style="list-style-type: none"> - See pages 14-15 of the IIA Guidance. 			
Article of ECHR	Particular groups of people affected	Potential impact	Explanation
Click here to enter text.	Click here to enter text.	Choose an item.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Choose an item.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Choose an item.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Choose an item.	Click here to enter text.
<p>15. What kind of impact could this proposal have on people experiencing or vulnerable to socio-economic disadvantage (i.e. poverty)?</p> <ul style="list-style-type: none"> - An explanation of the different features of socio-economic disadvantage and information on vulnerable population groups can be found on page 18 of the IIA Guidance. 			
Socio-economic disadvantage	Potential impact		Explanation
Low income	Positive		Active travel provides a cost-effective alternative to car ownership, and ensuring that adequate active travel infrastructure links to key local services is a priority

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		under this strategy. Onward connections to public transport is also an important consideration.
Low and/or no wealth	Positive	The cost of car ownership and maintenance can represent a significant financial burden for many households. By providing alternatives with a much lower user cost, the ATS aims to improve access to employment and social, recreational, and fitness opportunities.
Material deprivation	Positive	The ATS looks to address some of the barriers to cycling ownership through investigating potential for bikeshare programmes, and providing cycle parking and repair facilities within neighbourhoods.
Area deprivation	Positive	The ATS highlights areas listed in the Scottish Index of Multiple Deprivation as important priorities for improved infrastructure.
Socio-economic background	Positive	The ATS strives to address some of the economic challenges faced by some households. Additionally, the strategy encourages greater accommodations for many vulnerable groups, such as those with lower levels of English-language literacy, where improved signage, wayfinding, and consultation materials may be beneficial.
Other	Choose an item.	Click here to enter text.
Click here to enter text.		
Environment		
<p>16. What impact could the proposal have on the environment?</p> <ul style="list-style-type: none"> - Considerations relating to the environment, climate change and sustainability are described on pages 19-20 of the IIA Guidance. 		
Potential impact	Affected populations	Explanation

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Negative	Local wildlife. Particularly nocturnal populations	<p>In some cases, consideration for providing lighting (from a safety perspective) will need to be balanced with the need to mitigate harm to local wildlife. Nocturnal animals are particularly susceptible to the adverse effects of light pollution.</p> <p>In other cases, construction activities will need to be carefully planned to minimise harms to both local fauna (particularly protected species) and vegetation.</p>
Positive	Local residents	Active travel provides an alternative to motorised transport, which is a significant source of local pollutants. The ATS also encourages more compact forms of urban development, which can help to reduce many of the harmful impacts of urban sprawl.

If the proposal is likely to have a significant impact on the environment (positive or negative), it is advised that you undertake a Strategic Environmental Assessment (SEA). Further information on when an SEA is required can be found on page 19 of the IIA Guidance and on the [Scottish Government website](#).

If you have identified any impact (positive, negative or neutral) on protected characteristic groups, children and young people, human rights, socio-economic disadvantage or the environment, you **must** complete all of the remaining sections.

If you have not identified any potential impact on protected characteristic groups, children and young people, human rights, socio-economic disadvantage or the environment, please advance directly to **question 28 (Recommendation)**.

Evidence

17. What data, research or other evidence informed the proposal?

- Evidence can include, for instance, surveys, databases, census and population figures, focus groups, in-depth interviews, pilot projects, reviews of complaints, user feedback, academic publications and consulting reports.

Evidence source	Explanation (what does the evidence tell us about nature and scale of the potential impact?)	
	Quantitative (e.g. numbers, percentages)	Qualitative (e.g. surveys, interviews)
National Records of Scotland- Midlothian Area Profile.	Important demographic information, as well as information on populations in need.	Click here to enter text.

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Scottish Transport Statistics	Information on transport data and travel patterns, covering both active travel and other forms of transportation.	Click here to enter text.
Physical activity and sport - Scottish Household Survey 2021	Contains aggregated quantitative data from respondents.	Contains some qualitative information from survey respondents.
Sustrans Hands Up Survey	Quantitative data on journeys to and from school, with comparative data across Scotland.	Click here to enter text.
Midlothian Health and Social Care Data- Health and Inequality	Provides data on health and social care, as well as some data on deprivation and equalities.	Click here to enter text.
Key issues and evidence summary Transport Scotland	Some quantitative data is aggregated.	Provides information on many of the key issues surrounding the transport landscape in Scotland, and places them within the context of important National targets.
Sustrans, Arup (2020), Cycling for Everyone: A guide for inclusive cycling in cities and towns	Provides data on the uptake of cycling within Scotland.	Provides information on good-practice design of walking and cycling infrastructure.
Wheels for Wellbeing (2020), A Guide to Inclusive Cycling		Provides best-practice guidance on the creation of cycling infrastructure, with a particular focus on designing infrastructure to accommodate users with mobility difficulties.
Women's Aid teams meeting/discussion on active travel accessibility		A discussion round the everyday challenges faced by women in Midlothian. Provided data on personal experiences.
Engagement with the 'Living well in Central Dalkeith and Woodburn' group, and Dalkeith Regeneration Projects		Attendees were provided with information from the consultation to help inform discussions.
Online public consultation on the use of the Go-Ebike scheme (electric bike hire scheme)		User feedback on the go-ebike platform (now defunct) has provided information on the usage (and barriers to use) of bike sharing facilities.

Consultation and Engagement

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<p>18. How has the proposal been informed by consultation and engagement?</p> <ul style="list-style-type: none"> - Please explain who was consulted/engaged during the development of the proposal, the extent of their involvement, what their views were and how these have been taken into account. 	<p>Throughout the process, key stakeholders have been approached to provide feedback, and inform priorities for the strategy. Most recently, a comprehensive public engagement process has been carried out. An engagement report outlining the feedback received, and impacts on the final draft strategy have been submitted for review by Councillors in December 2024.</p>
Mitigating Actions	
<p>19. Could the proposal, in its current form, discriminate against people in a protected characteristic group?</p>	<p>Don't know</p>
<p>20. Could the proposal, in its current form, violate the rights of children and young people under the UNCRC Act?</p>	<p>No</p>
<p>21. Could the proposal, in its current form, violate human rights under the ECHR?</p>	<p>No</p>
<p>22. Could the proposal, in its current form, entrench or increase inequality of outcome due to poverty?</p>	<p>No</p>
<p>23. If applicable, please describe any actions which could be taken to remove or mitigate the potential negative impact of the proposal.</p> <ul style="list-style-type: none"> - Please provide estimates of the resource implications of adopting these actions. 	<p>In some cases, the needs to particular groups with protected characteristics may conflict. Varying needs may have competing solutions. In such cases, efforts will need to be made to ensure that reasonable accommodations can be provided, and that negative impacts on vulnerable groups can be minimised as much as possible.</p>
<p>24. If you have identified any potential negative impact which cannot be removed or mitigated, please clearly state your justification for continuing with the proposal.</p>	<p>At this time, there are likely to be no significant negative impacts that cannot be mitigated under the terms of the proposed ATS.</p>
<p>NOTE: If the proposal could be deemed discriminatory under the Equality Act, UNCRC or ECHR, you must revise the proposal to ensure that the Council acts lawfully.</p>	

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Monitoring and Review			
25. How will the implementation and impact of the proposal be monitored? How frequently and by whom?	We are proposing that the proposal be monitored in accordance with the objectives plan. This outlines the overall objectives of the strategy, as well as key performance indicators, and periods for review.		
26. How will the results of this monitoring be used to develop future proposals?	The ATS will see annual reviews to take into account changing circumstances within Midlothian. This will largely concern the route action plan, but will also include a review of the objectives and KPIs.		
27. When will the proposal be reviewed?	Annually, likely towards the end of each calendar year.		
28. If the proposal is to be delivered wholly or partly by contractors, what arrangements are in place to ensure equality, human rights and environmental issues are properly considered?	The Council will likely work in partnership with many contractors and consultants. Ensuring that these external partners are able to demonstrate their commitment to equality, human rights, and sustainability will be included as a requirement through the procurement process.		
Recommendation			
29. What is your recommendation for the proposal?	Adopt proposal with no amendments <input checked="" type="checkbox"/>		
	Adopt proposal with mitigating actions (outlined above) <input type="checkbox"/>		
	Reject proposal due to disproportionately negative impact on equality, human rights or the environment <input type="checkbox"/>		
30. Please give the reasoning behind your recommendation <ul style="list-style-type: none"> - Include reference to any potential impact you have identified during the IIA process. - If you have not conducted a full impact assessment by completing all sections of this form, please explain why. 	The proposals are in line with the Council's policies regarding equalities. The strategy aims to significantly improve accessibility and infrastructure within (and between communities). Where potential negative impacts have been identified, mitigation measures and strategies have been identified to ensure equitable outcomes.		
Authorisation by Director/Chief Officer/Head of Service			
Name	Derek Oliver	Job title	Chief Officer - Place

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Signature



Date

13/11/2024