

Local Transport Strategy for Fife 2023-33

Equality Impact Assessment



Equality Impact Assessment Summary Report

Which Committee report does this IA relate to (specify meeting date)?

Cabinet Committee (30 November 2023)

What are the main impacts on equality?

Transport is crucial for all Fifers to access their daily activities, but it disadvantages those who do not have access to a car and some protected characteristics, especially women and disabled people. The Equality Impact Assessment indicates that the four priorities of the Local Transport Strategy generally improve equality:

- Fair access to daily activities: tackles socio-economic disadvantage by focussing on those who do not have access to a car
- Safe and secure travel for all: tackles issues of accessibility, road safety and personal security
- A just transition to net zero: supports the fair decarbonisation of transport and will particularly benefit children and young people
- A resilient transport network: keeps the transport network operational to support the other priorities

What are the main recommendations to enhance or mitigate the impacts identified?

Minor mitigation is required for some strategy actions. General recommendations include the following:

- Set up a transport/equality working group to review the delivery of the strategy
- Ensure new online services are fully accessible and manage data privacy appropriately
- Ensure traffic reduction measures do not disadvantage those who rely on a car
- Ensure electric vehicle charging is rolled out equitably

If there are no equality impacts on any of the protected characteristics, please explain.

Not applicable

Further information is available from: Name / position / contact details:

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1.0 Part 1: Background and information

1.1 Equality Impact Assessment document information

Title of proposal	Local Transport Strategy for Fife 2023-2033
Brief description of proposal (including intended outcomes & purpose)	<p>The Local Transport Strategy for Fife sets out Fife Council's vision and priorities for transport for the next ten years, until 2033.</p> <p>The strategy will help us prioritise our operations and investments to tackle the most important issues. This will ensure we can act on future opportunities, for example technology and government funding.</p>
Lead Directorate / Service / Partnership	Roads & Transportation Services
EqlA lead person	Matthew Roberts (Lead Consultant – Local Transport Strategy)
EqlA contributors	Michael Houghton (Technician)
Date of EqlA	Version 1 draft for consultation: 16 February 2023 Version 2 final: 22 August 2024

Table 1. Equality Impact Assessment document information

1.2 Background

This Equality Impact Assessment identifies how the Local Transport Strategy for Fife 2023-2033 impacts on one or more of the protected characteristics (equality groups) and on a range of equality legal duties.

The Equality Act 2010 places a general duty on public authorities to have 'due regard' to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other prohibited conduct
- Advance equality of opportunity between people who share a protected characteristic and those who do not
- Foster good relations between people who share a protected characteristic and those who do not

The Fairer Scotland Duty, Part 1 of the Equality Act 2010, places a legal responsibility on public bodies to have due regard to how they can reduce inequalities of outcome caused by socio-economic disadvantage when making strategic decisions.

1.3 Methodology

We have developed this Equality Impact Assessment alongside the Local Transport Strategy, based on the Fife Council Equality Impact Assessment process. This included extensive stakeholder and community consultation; and a desktop review of demographic data and evidence of equality issues on the transport system.

We have also undertaken an assessment of the effect of all strategy objectives, policies and actions on the protected characteristics (Appendix A).

This report presents:

- How the strategy meets the general duties under the Equality Act 2010
- How the strategy affects the protected characteristics
- A summary of the evidence used to inform this assessment
- Recommendations to include in the delivery of the Local Transport Strategy

The strategy is divided into four complementary but distinct priorities. We have therefore undertaken this Equality Impact Assessment on each priority in turn.

Fair access to daily activities	Access to work, education, healthcare, leisure and green space is crucial for our wellbeing and our economy. We will provide opportunities for all by focussing on walking, wheeling, cycling and public transport; and supporting town centres.
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Safe and secure travel for all	Our transport system is for all members of the community. We will focus on improving safety, security and accessibility for all Fifers, especially groups who have previously been disadvantaged using transport.
A just transition to net zero	Fife Council declared a climate emergency in September 2019 and has committed to a just transition to net zero by 2045. We will provide leadership in working with others to decarbonise the transport sector, by encouraging sustainable travel and enabling the roll-out of zero emission vehicles.
A resilient transport network	Our transport network is crucial to keeping Fife moving. We will focus on maintenance and resilience to keep our infrastructure in good condition and tackle extreme weather caused by climate change.

Table 2. Local Transport Strategy priorities

1.4 Equality Impact Assessment consultation

Alongside the main Local Transport Strategy consultation, we held a range of specific Equality Impact Assessment consultation sessions. Consultation activities and key results are summarised in Table 3.

Date	Activity	Format and subject	Key results
November 2021-April 2023	Targeted stakeholder consultation	Workshops and interviews with Fife Council elected members, Fife Council officers and industry stakeholders	Detailed feedback on a range of specialist issues, including equality
January-March 2022	Main Issues consultation	Survey and workshop events to explore the community's transport issues and ideas for improvements	1300 survey responses raising a range of equality issues, especially around access to public transport and accessibility of walking, wheeling and cycling
February 2022	Main Issues workshops with Coaltown of Balgonie Primary School and Auchmuty High School pupils	Workshops to explore transport issues and ideas for improvements	Feedback from circa 40 pupils, with a focus on challenges to walking, wheeling, cycling and taking public transport to school

Date	Activity	Format and subject	Key results
March 2022	Fife Equality Collective: 'Let's Plan Transport' workshop	Equality group workshop to explore transport issues for service users, hosted by Fife Centre for Equalities	Detailed feedback of lived experience of transport system, especially for disabled people
January 2023	Fife Centre for Equalities: 'Let's Talk Transport in Fife' workshop	Workshop to develop the Equality Impact Assessment by exploring how the proposed strategy affects different people, hosted by Fife Centre for Equalities	Attended by service users and officers representing a range of protected characteristics, with specific feedback on how strategy policies affect individuals
February-April 2023	Draft Strategy consultation	Survey, workshops and pop-up consultation events to seek feedback on the proposed Local Transport Strategy and Equality Impact Assessment	500 survey responses, with many highlighting the importance of the Equality Impact Assessment and key areas to include in final version
March 2023	Draft Strategy workshop with Auchmuty High School pupils	Workshop to explore how pupils would prioritise elements of the strategy	Feedback from circa 20 pupils, including some focus on car-based measures as well as focus on measures to accelerate the transition to net zero

Table 3. Equality Impact Assessment consultation activities

We have incorporated feedback from consultation into this assessment and specific results are referenced throughout.

1.5 Demographics

1.5.1 Population

The population of Fife is 371,340.

Scotland's population is estimated to peak and then reduce from the early 2030s, whereas Fife's population is expected to reduce sooner, in the next couple of years, and at a faster rate than Scotland, with an estimate of around 8,000 (-2%) fewer people by 2044 (based on 2018 projection figures).¹

¹ Fife Council (2024) *Fife Strategic Assessment 2024*. Available at: [Fife-Strategic-Assessment-2024-Final.pdf](#) (Accessed: 22 August 2024).

Fife's population is predicted to age between 2018 and 2043, with a reduction in children and working age residents and a growth in pension age residents. This will result in a larger proportion of older adults using the transport network in the future.

1.5.2 Deprivation

There are 169,573 households in Fife, of which 31,285 are defined as low income.

3.3% of Fifiers are seeking out-of-work benefits with significantly higher rates in Mid-Fife. This rate is higher than in Scotland (3.1%) but lower than pre-pandemic figures.²

Many areas of Mid-Fife, especially Levenmouth, are among the most deprived areas in Scotland. Other sections of Fife are among the least deprived, especially North-East Fife and areas around the Forth Bridgehead.³

Mid-Fife is among the most deprived areas in Scotland for employment, which is linked with deep-seated poverty. North-East Fife and the Forth Bridgehead are among the least deprived areas in Scotland.

Education, skills, and training also rank poorly in Mid-Fife, further contributing to poverty. Some localised areas around the Forth Bridgehead and St Andrews also rank poorly.

Fife is made up of a series of Other Urban Areas, Accessible Small Towns and Accessible Rural areas.⁴ The number of medium-sized towns instead of a single urban centre means that transport solutions which may work in a large city are not always applicable to Fife. The dispersed population leads to challenges in access to employment, education, and services.

1.5.3 Health

68% of adults in Fife are overweight or obese and 39% have a limiting long-term illness.

61% of Fifiers meet recommended physical activity levels, but this varies across demographic groups. Across Scotland:

- 16% fewer people meet recommendations in the most deprived areas compared with the least deprived areas
- 10% fewer females meet recommendations than males
- Activity decreases with age, with only 37% of those over the age of 75

² Fife Council (2024) *Monthly labour market update: June 2024*. Available at: <https://www.investfife.co.uk/life-in-fife/economy/> (Accessed: 21 August 2024).

³ Scottish Government (2020) *Scottish Index of Multiple Deprivation 2020*. Available at: <https://www.gov.scot/collections/scottish-index-of-multiple-deprivation-2020/> (Accessed: 21 August 2024).

⁴ Scottish Government (2022) *Scottish Government Urban Rural Classification 2020*. Available at: <https://www.gov.scot/publications/scottish-government-urban-rural-classification-2020/pages/2/> (Accessed: 21 August 2024).

meeting the recommended targets. However, activity levels have risen in this age group in recent years.⁵

Physical inactivity is estimated to contribute to 2500 premature deaths in Scotland and cost the Scottish NHS £94 million every year.⁶

1.6 Equality Act 2010 general duties

This section sets out how the strategy meets the general duties under the Equality Act 2010.

1.6.1 Fair access to daily activities

General duties	Strategy meets duty
Eliminating discrimination, harassment, and victimisation	
Advancing equality of opportunity	✓
Fostering good relations	
Socio-economic disadvantage	✓
Inequalities of outcome	✓

Table 4. Fair access to daily activities - Equality Act 2010 general duties

Advancing equality of opportunity

The priority focusses on those who do not have access to a car, which will particularly benefit young people, older adults, women, and people from some ethnic groups, who are more likely to rely on public transport.⁷

Inequalities of outcome caused by socio-economic disadvantage

Improving access to services such as education, work, and leisure for those without access to a private vehicle will reduce socio-economic disadvantage. 60% of people in the most deprived areas have access to a car, versus 90% in the least.^{8,9} Improved public transport can increase people's chances of reaching employment or education activities, which in turn can improve their socio-economic position.

1.6.2 Safe and secure travel for all

General duties	Strategy meets duty
Eliminating discrimination, harassment, and victimisation	✓

⁵ Scottish Government (2022) *Scottish Health Survey*. Available at: <https://scotland.shinyapps.io/sg-scottish-health-survey/> (Accessed: 21 August 2024).

⁶ Transport Scotland (2020) *National Transport Strategy 2*. Available at: <https://www.transport.gov.scot/media/47052/national-transport-strategy.pdf> (Accessed: 25 July 2024).

⁷ Transport Scotland (2022) *Health Inequalities Impact Assessment (HIIA) – NTS Delivery Plan*. Available at: <https://www.transport.gov.scot/publication/health-inequalities-impact-assessment-hiia-nts-delivery-plan/key-issues-and-evidence/> (Accessed: 25 July 2024).

⁸ Scotland's Census (2011) *Scotland's Census 2011 Results*. Available at: <https://www.scotlandscensus.gov.uk> (Accessed: 25 July 2024).

⁹ Scottish Government (2020) *Scottish Index of Multiple Deprivation 2020*. Available at: <https://www.gov.scot/collections/scottish-index-of-multiple-deprivation-2020/> (Accessed: 25 July 2024).

General duties	Strategy meets duty
Advancing equality of opportunity	✓
Fostering good relations	✓
Socio-economic disadvantage	✓
Inequalities of outcome	✓

Table 5. Safe and secure travel for all - Equality Act 2010 general duties

Eliminating discrimination, harassment, and victimisation

Improving accessibility on the transport system will remove barriers where past designs or decisions meant that all groups were not reasonably provided for, for example disabled people.

Advancing equality of opportunity

Improving accessibility of the transport network will particularly help protected characteristics including disabled people, older adults and children, who are most dependent on high quality infrastructure and public transport services.

Fostering good relations

Improving personal security on the walking, wheeling and cycling network, and public transport, will reduce abuse and violence against vulnerable groups. Improving road safety and personal security can foster good relations by providing safe public places for all members of society to interact.

Inequalities of outcome caused by socio-economic disadvantage

Improving safety on the transport system will help reduce socio-economic disadvantage as those without access to a car are more likely to rely on walking, wheeling, cycling and public transport. Improving road safety will reduce inequalities of outcome as, across Scotland, road crashes are more likely to occur in areas of deprivation.¹⁰

1.6.3 A just transition to net zero

General duties	Strategy meets duty
Eliminating discrimination, harassment, and victimisation	
Advancing equality of opportunity	✓
Fostering good relations	
Socio-economic disadvantage	✓
Inequalities of outcome	✓

Table 6. Just transition to net zero - Equality Act 2010 general duties

Advancing equality of opportunity

The just transition to net zero will particularly benefit children and young people, as they are more likely to experience the delayed effects of climate change over their lifetimes.

¹⁰ Transport Scotland (2022) *Monitoring and Evaluation 2019 Baseline Report – May 2022 – National Transport Strategy (NTS2)*. Available at: <https://www.transport.gov.scot/publication/monitoring-and-evaluation-2019-baseline-report-may-2022-national-transport-strategy-nts2/improves-our-health-and-wellbeing/> (Accessed: 25 July 2024).

Inequalities of outcome caused by socio-economic disadvantage

The strategy considers how the costs and benefits of decarbonisation are shared equitably. For example, solutions to on-street electric vehicle charging will support households who do not have off-street parking.

1.6.4 A resilient transport network

General duties	Strategy meets duty
Eliminating discrimination, harassment, and victimisation	
Advancing equality of opportunity	✓
Fostering good relations	
Socio-economic disadvantage	✓
Inequalities of outcome	✓

Table 7. Transport network resilience - Equality Act 2010 general duties

Advancing equality of opportunity

A greater focus on maintenance of walking, wheeling and cycling infrastructure will particularly support those who do not have access to a car.

Inequalities of outcome caused by socio-economic disadvantage

Keeping the transport network in good condition will support all Fifers to access their daily activities. People in more rural or deprived areas are more likely to be vulnerable to the effects of flooding and road closures, with fewer alternative travel options available due to fewer route options and less car ownership, respectively.

2.0 Part 2: Evidence and impact assessment

This section sets out the impacts of the strategy on the protected characteristics.

We have only recorded a positive or negative impact where there is evidence of a specific impact on that protected characteristic.

2.0.1 Fair access to daily activities

Protected characteristic	Positive impact	Negative impact	No impact
Disabled people			✓
Sexual orientation			✓
Women	✓		
Men			✓
Transgendered people			✓
Race (includes gypsy travellers)	✓		
Age (including older people aged 60+)	✓		
Children and young people	✓		
Religion or belief			✓
Pregnancy & maternity			✓
Marriage & civil partnership			✓

We have also considered the effects on the following groups:

	Positive impact	Negative impact	No impact
Looked after children and care leavers			✓
Privacy (e.g. information security & data protection)		✓	
Economy	✓	✓	

Table 8. Fair access to daily activities - protected characteristics impact assessment

Women

51% of Main Issues consultation survey respondents identifying as female and 50% of those identifying as other find it easy to get to their daily activities, compared with 60% of males.

Women are more likely to walk to work when compared with men.¹¹ Supporting walking, wheeling, cycling and public transport can benefit women, who are more likely to have caring duties and need to undertake multiple trips.¹²

Race

42% of Main Issues consultation survey respondents from a minority ethnic background find it easy to get to their daily activities, compared with 55% with no minority ethnic background. People from some ethnic groups are more likely to rely on public transport, so this policy will support those groups.¹³

Age (including older people aged 60+)

Attendees at the Equality Impact Assessment workshop noted that improved access to daily activities is important to reduce social isolation for those who do not own a car or have given up driving.

Children

Improving walking, wheeling, cycling, public transport and access to town centres will improve children's access to services while they are too young to drive. Pupils at the school workshops indicated this is essential for their access to education and leisure.

Privacy

Some Draft Strategy survey respondents indicated concern that the increased digitisation of public transport services requires the collection of more personal data. This must be managed in accordance with legislative duties.

Economy

Supporting walking, wheeling, cycling and public transport helps those who cannot afford a car to reach their daily activities.

Provision of new infrastructure and services is expensive and must be funded equitably.

Draft Strategy survey respondents noted that focussing support on walking, wheeling, cycling and public transport does not support those who rely on a car to travel. Public transport from rural areas is often not viable as it is less frequent and more expensive. For example, across Scotland, the average cost of return travel to college by public transport is £10.50 in rural areas compared with £6.00 in all areas.¹⁴ However, private cars already enjoy significant priority in road space and land use, therefore less support is required.

¹¹ Transport Scotland (2019) *Transport and Travel in Scotland 2019*. Available at: <https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2019-results-from-the-scottish-household-survey/> (Accessed: 21 August 2024).

¹² Transport Scotland (2020) *National Transport Strategy 2*. Available at: <https://www.transport.gov.scot/publication/national-transport-strategy-2/> (Accessed 25 July 2024).

¹³ Transport Scotland (2022) *Social and Equality Impact Assessment (SEQIA) – NTS Delivery Plan*. Available at: <https://www.transport.gov.scot/publication/social-and-equality-impact-assessment-seqia-nts-delivery-plan/2-key-issues-and-evidence/> (Accessed 25 July 2024).

¹⁴ Poverty and Inequality Commission (2019) *Transport and Poverty in Scotland – Report of the Poverty and Inequality Commission*. Available at: <https://povertyinequality.scot/wp-content/uploads/2019/06/Transport-and-Poverty-in-Scotland-Report-of-the-Poverty-and-Inequality-Commission.pdf> (Accessed 25 July 2024).

2.0.2 Safe and secure travel for all

Protected characteristic	Positive impact	Negative impact	No impact
Disabled people	✓		
Sexual orientation	✓		
Women	✓		
Men			✓
Transgendered people	✓		
Race (includes gypsy travellers)	✓		
Age (including older people aged 60+)	✓		
Children and young people	✓		
Religion or belief			✓
Pregnancy & maternity	✓		
Marriage & civil partnership			✓

	Positive impact	Negative impact	No impact
Looked after children and care leavers			✓
Privacy (e.g. information security & data protection)			✓
Economy	✓		

Table 9. Safe and secure travel for all - protected characteristics impact assessment

Disabled people, age (including older people aged 60+)

Improving accessibility across the walking, wheeling, cycling, and public transport networks will specifically benefit disabled people and older adults. The Main Issues survey indicated that 61% of disabled people find it hard to use public transport compared with 56% of those with no disability, and 61% of disabled people find it hard to access daily activities compared with 43% of those with no disability. Attendees at the 'Let's Talk Transport in Fife' Equality Impact Assessment workshop indicated that improved accessibility is essential both for walking, wheeling and cycling routes and public transport.

Sexual orientation, women, transgendered people, race (includes gypsy travellers)

The sexual orientation, women, transgendered people and race groups are more

likely to be affected by violence while walking, wheeling, cycling or using public transport.^{15, 16, 17} In the Main Issues consultation survey, 72% of men reported feeling safe on public transport, compared with 65% of women and 57% of those identifying as another gender.

29% of lesbian, gay, bisexual and transgender (LGBT) people avoid certain streets altogether because they don't feel safe. LGBT people are more likely than heterosexual people to have encountered inappropriate sexual behaviour or hate crime while using public transport facilities, including bus and train stations.

71% of women of all ages in the UK have experienced some form of sexual harassment in a public space (increasing to 86% among those aged 18-24).

Racial discrimination, harassment or abuse can create a barrier to travel for ethnic minority groups, who are more likely to be subject to hate crimes.

Improving safety and security on the transport network is likely to benefit these groups.

Children and young people

Across Scotland, children account for 28% of all pedestrian casualties.¹⁸ Road safety improvements, including the specific target to reduce casualties for children, will significantly benefit children, for example on routes to school.

Pregnancy & maternity

Improving accessibility on walking, wheeling and cycling routes will support those with children in push chairs.

Economy

Providing safe and accessible walking, wheeling, cycling, and public transport particularly benefits those who cannot afford a car.

2.0.3 A just transition to net zero

Protected characteristic	Positive impact	Negative impact	No impact
Disabled people	✓	✓	

¹⁵ Transport Scotland (2022) *Social and Equality Impact Assessment (SEQIA) – NTS Delivery Plan*. Available at: <https://www.transport.gov.scot/publication/social-and-equality-impact-assessment-seqia-nts-delivery-plan/2-key-issues-and-evidence/> (Accessed: 25 July 2024).

¹⁶ Stonewall.org.uk (2017) *LGBT in Britain – Hate Crime (2017)*. Available at: <https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination> (Accessed: 25 July 2024).

¹⁷ UN Women (2021) *Prevalence and Reporting of Sexual Harassment in UK Public Spaces*. Available at: https://www.unwomenuk.org/site/wp-content/uploads/2021/03/APPG-UN-Women-Sexual-Harassment-Report_Updated.pdf (Accessed: 25 July 2024).

¹⁸ Transport Scotland (2024) *Key Reported Road Casualties Scotland 2023*. Available at: [Casualties by gender and age | Transport Scotland](#) (Accessed: 21 August 2024).

Protected characteristic	Positive impact	Negative impact	No impact
Sexual orientation			✓
Women			✓
Men			✓
Transgendered people			✓
Race (includes gypsy travellers)			✓
Age (including older people aged 60+)	✓	✓	
Children and young people	✓		
Religion or belief			✓
Pregnancy & maternity			✓
Marriage & civil partnership			✓

	Positive impact	Negative impact	No impact
Looked after children and care leavers			✓
Privacy (e.g. information security & data protection)			✓
Economy	✓	✓	

Table 10. Just transition to net zero - protected characteristics impact assessment

Disabled people, age (including older people aged 60+)

An increase in digital services may improve access for disabled people or older adults who are less able to travel. However, it is also likely to be a barrier for those who do not have digital access, again likely to be a greater proportion of disabled people and older adults.¹⁹ Online services must be made fully accessible, and the strategy notes that physical and in-person options will be retained for those who need them.

Children and young people

Children and young people will live longer to experience the benefits of the just transition to net zero. 83% of Draft Strategy survey respondents under the age of 24 strongly agreed that this priority is important, compared with 52% of other age groups.

¹⁹ Good Things Foundation (2021) Health Inequalities and Mitigating Risks of Digital Exclusion. Available at: <https://www.goodthingsfoundation.org/insights/health-inequalities-and-mitigating-risks-of-digital-exclusion/> (Accessed: 25 July 2024).

Economy

The just transition to net zero has numerous co-benefits. For example, blended homeworking and the provision of digital services will improve access to daily activities for many people; and electric vehicle charging and new vehicle technologies offer potential new revenue streams for Fife communities and businesses.

Transport decarbonisation requires significant investment and activities to decarbonise transport were perceived by some Draft Strategy survey respondents as unaffordable. However, a more sustainable transport system benefits many of the protected characteristics and people in lower socio-economic groups, as demonstrated across the other strategy priorities.

2.0.4 A resilient transport network

Protected characteristic	Positive impact	Negative impact	No impact
Disabled people	✓		
Sexual orientation			✓
Women			✓
Men			✓
Transgendered people			✓
Race (includes gypsy travellers)			✓
Age (including older people aged 60+)	✓		
Children and young people	✓		
Religion or belief			✓
Pregnancy & maternity			✓
Marriage & civil partnership			✓

	Positive impact	Negative impact	No impact
Looked after children and care leavers			✓
Privacy (e.g. information security & data protection)			✓
Economy	✓		

Table 11. Transport network resilience - protected characteristics impact assessment

Disabled people, age (including older people aged 60+)

Attendees at the 'Let's Talk Transport in Fife' Equality Impact Assessment workshop noted that improved maintenance of the active travel network will particularly support disabled people and older adults, who rely most on well-maintained surfaces for wheelchairs, mobility scooters and walking.

Children and young people

Mitigating the effects of climate change on the transport network will specifically benefit children and young people as they will live longer to experience the benefits. They may also live through increasing levels of extreme weather resulting from the delayed effects of climate change.

Economy

Keeping the transport network in good condition will support all Fifers to access their daily activities. People in more rural or deprived areas are more likely to be vulnerable to the effects of flooding and road closures, with fewer alternative travel options available due to fewer roads and less car ownership, respectively.

2.1 Assessment of policies and actions

Our assessment of all strategy objectives, policies and actions is presented in Appendix A.

Most policies and actions benefit all protected characteristics equally. Only groups which are specifically affected are scored.

Most policies and actions will have a positive effect. Recommendations to mitigate effects are included in the Comments column.

2.2 Evidence

Table 12 presents a summary of the evidence used in this assessment.

Evidence used	Source of evidence
1. Qualitative experiences of the transport system, split by protected characteristic, for example ease of access to daily activities and feelings of safety	Consultation
2. Qualitative transport issues on a range of strategy and equality topics	Consultation
3. Specific feedback on strategy actions and priorities from a range of protected characteristics	Consultation

Evidence used	Source of evidence
4. Data on car ownership, levels of access, safety and security	Analysis of local and national datasets, including Transport and Travel in Scotland 2022, Scottish Index of Multiple Deprivation 2020, Scotland's Census, and the Fife Strategic Assessment 2024
5. Data on user volumes and passenger numbers	Analysis of Fife Council datasets

Table 12. Evidence used

We have identified a number of evidence gaps, presented in Table 13.

Evidence gaps	Planned action to address evidence gaps
1. Quantitative assessment of accessibility of the walking, wheeling, cycling and public transport networks is required to prioritise improvements	Accessibility audits are included as strategy actions
2. Some evidence used throughout this Equality Impact Assessment is Scotland-wide. This is considered proportionate for this assessment.	Take opportunities to develop Fife-specific transport equality datasets, for example in future Fife Strategic Assessment updates

Table 13. Evidence gaps

3.0 Part 3: Recommendations

We have developed recommendations based on the outcomes of the assessment of the strategy priorities as well as the policies and actions.

Recommendations will be included in subsequent Local Transport Strategy Delivery Plans.

Recommendation	Service	Timescale
1. Implement the policies and deliver the actions of the Local Transport Strategy	Roads & Transportation Services	Ongoing
2. Set up a transport/equality working group to review the delivery of the strategy	Roads & Transportation Services	Year 1
3. Monitor key equality data as part of the strategy monitoring plan	Roads & Transportation Services	Ongoing
4. Manage privacy of new transport digital services in accordance with legislative duties	Roads & Transportation Services	Ongoing
5. Ensure all new online transport services are fully accessible	Roads & Transportation Services	Ongoing
6. Ensure car reduction measures do not disadvantage those who rely on a car, for example disabled people or people in rural areas	Roads & Transportation Services	Ongoing
7. Ensure electric vehicle charging facilities support all of Fife's communities, not just those that provide best commercial returns, as part of the EV Strategy and Expansion Plan	Roads & Transportation Services	Year 1
8. Accelerate the roll-out of on-street electric vehicle charging solutions, to provide more equal access to charging, as part of the EV Strategy and Expansion Plan	Roads & Transportation Services	Year 1

Table 14. Recommendations

Sign off

This Equality Impact Assessment represents a thorough and proportionate analysis of the Local Transport Strategy for Fife 2023-2033 based on evidence listed above, there is no indication of unlawful practice and the recommendations are proportionate.

Date completed: 16 August 2024	
Senior Officer: Susan Keenlyside name	Designation: Service Manager, Sustainable Transport and Parking

Appendix A. Assessment of objectives, policies and actions

Reference	Priority	Objective, policy or action	Protected Characteristics											Additional assessment		Comments			
			Disabled people	Sexual orientation	Women	Men	Transgendered people	Race (including gypsy travellers)	Age (including older people aged 60+)	Children and young people	Religion or belief	Pregnancy and maternity	Marriage and civil partnership	Looked after children and care leavers	Privacy (e.g. information security & data protection)		Economy		
Objective 1	1. Fair access to daily activities	Increase the proportion of trips that are walked, wheeled or cycled to 30% by 2033, from a baseline of 23% in 2019.																	Reduces socio-economic disadvantage between those who can afford a car and those who cannot
Objective 2	1. Fair access to daily activities	With partners, increase the proportion of Fife communities with access to key daily activities within one hour by public transport by 20% by 2033.	+						+	+					+				
Objective 3	1. Fair access to daily activities	With partners, increase the proportion of trips by bus to 10% by 2033, from a baseline of 6% in 2019.	+						+	+					+				

Reference	Priority	Objective, policy or action	Protected Characteristics											Additional assessment		Comments	
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Objective 4	1. Fair access to daily activities	With partners, reduce public transport journey times between Dunfermline and Stirling and between Glenrothes and Perth by 20% by 2033.	+						+	+		+		+			
Objective 5	1. Fair access to daily activities	With partners, reduce public transport journey times between St Andrews and Scotland's major towns and cities by 2033.	+						+	+		+		+			
Objective 6	1. Fair access to daily activities	Contribute to an increase in footfall in major town and city centres by 10% by 2033.															No specific effect on any group

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Objective 7	2. Safe and secure travel for all	Increase the proportion of bus infrastructure, active travel infrastructure and town centres that meet modern accessibility standards by 20% by 2033.	+						+			+						
Objective 8	2. Safe and secure travel for all	With partners, reduce road deaths and serious injuries by 50% by 2030, and by 60% for children. Seek to achieve Vision Zero, a long-term aim for no road casualties, by 2050.									+							
Objective 9	2. Safe and secure travel for all	Increase the proportion of people who feel safe when walking, wheeling and cycling, and on public transport by 20% by 2033.	+	+	+		+	+	+	+	+	+						

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Objective 10	3. A just transition to net zero	Provide leadership in working with others to reduce Fife’s transport emissions by 56% by 2030, compared to a 1990 baseline.																Children and young people will experience more of the effects of climate change throughout their lifetimes
Objective 11	3. A just transition to net zero	Support a reduction in total car kilometres travelled by 20% by 2030, compared with a 2019 baseline.	-															Measures should be fair and not disadvantage those who rely on a car
Objective 12	3. A just transition to net zero	All newly approved developments within settlements, with greater than five dwellings or employees, will be accessible by quality active travel and public transport by 2030.	+						+	+		+					+	
Objective 13	3. A just transition to net zero	Contribute to an increase in the proportion of 20-minute neighbourhoods in Fife by 10% by 2033.	+						+	+		+						+

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Objective 14	3. A just transition to net zero	Enable appropriate numbers of electric vehicle chargers and levels of reliability to match increasing demand.																Investment may benefit those who can afford electric vehicles. Locations should be planned to support areas of deprivation.
Objective 15	3. A just transition to net zero	Support partners to reduce truck tonne kilometres by 15% by 2030, compared with a 2019 baseline, while maintaining effective movement of goods.																
Objective 16	3. A just transition to net zero	Support the Scottish Government target to purchase no new petrol or diesel light commercial fleet vehicles by the end of 2025.																

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Objective 17	3. A just transition to net zero	Reduce transport carbon emissions across Fife Council's services by 75% by 2030, compared to a 1990 baseline, with a view to achieve net zero emissions by 2045. This includes emissions from employee travel and commuting.																
Objective 18	4. A resilient transport network	Retain current transport network condition and availability from 2023.																
Objective 19	4. A resilient transport network	Reduce the number of weight, width or height restricted bridges from 5% in 2023 to 3% by 2033.																
Objective 20	4. A resilient transport network	All Fife Council projects will deliver biodiversity net gain by 2033.																
Policy 1	1. Fair access to daily activities	Adopt the Sustainable Travel Hierarchy.																+

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Policy 2	1. Fair access to daily activities	Support community groups from all areas to deliver community-led active travel projects.																-	Groups in areas of deprivation may have less resources. Support should be focussed in these areas.
Policy 3	1. Fair access to daily activities	Support the adoption of new types of personal mobility, for example e-bikes, where they are legal and safe.	+						+	+								+	New forms of mobility can enable some groups to travel by active travel
Policy 4	1. Fair access to daily activities	Support community transport providers (including minibus services) to complement the public transport system.	+						+	+		+						+	

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Policy 5	1. Fair access to daily activities	Support: •Improved integration between transport modes, including ticketing and timetables •Fair rail fares across Scotland •Free bus and discounted rail travel for those who need it most.	+						+	+		+		+	-	+	
Policy 6	1. Fair access to daily activities	Support town centre improvements which favour people and maintain appropriate access for disabled people, emergency services and deliveries.	+														
Policy 7	2. Safe and secure travel for all	The recommendations of proportionate equality impact assessments will be considered on all Roads & Transportation projects.															

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Policy 8	2. Safe and secure travel for all	Fife Council believes everyone has the right to travel safely. Any aggressive, bullying or harassing behaviour will not be tolerated on public transport.	+	+	+		+	+	+	+							
Policy 9	3. A just transition to net zero	Do not provide new road capacity unless: - Other strategic priorities will be significantly disadvantaged or links to new developments are required; and - The road prioritises walking, wheeling, cycling and public transport; and - No traffic growth is generated.															
Policy 10	3. A just transition to net zero	Support the roll-out of broadband and mobile networks to improve digital connectivity.														+	

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Policy 11	3. A just transition to net zero	Support hybrid working and provide online Fife Council services, but maintain appropriate in-person services for those who need them.	-						-										Can benefit groups who are less mobile, but ensure face-to-face services are still available to those who do not have digital access
Policy 12	3. A just transition to net zero	Support the transition to zero emissions buses by working with Bus Service Improvement Partnerships.																	
Policy 13	3. A just transition to net zero	Support trials of autonomous vehicles, hydrogen vehicles and innovative delivery techniques like drones or box bikes.	+						+	+									May provide access to vehicles for people who cannot drive. New technology may benefit people in less deprived areas sooner. Implementation should ensure access is fair for all.

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Policy 14	4. A resilient transport network	Prioritise winter maintenance in line with the priorities of the Local Transport Strategy.	+						+	+		+					+	
Policy 15	5. Delivering the strategy	Adopt the Sustainable Investment Hierarchy.																
Policy 16	5. Delivering the strategy	Support all of Fife's communities, including Fife Council Local Area Committees and community groups, to deliver actions from the Local Transport Strategy.																
Action 1	1. Fair access to daily activities	Develop an Active Travel Strategy, including a plan for a Fife-wide walking, wheeling and cycling network.	+	+	+		+	+	+	+	+	+					+	Will benefit all groups, but particularly those who rely on safe, accessible walking, wheeling and cycling infrastructure

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Action 2	1. Fair access to daily activities	Deliver the Levenmouth Connectivity Project Active Travel Network and River Park Routes to connect the communities of Levenmouth with a walking, wheeling and cycling network that is accessible for all.	+						+	+		+					+		
Action 3	1. Fair access to daily activities	Deliver Bikeability cycle training to places of education and workplaces.																	
Action 4	1. Fair access to daily activities	Support the delivery of the St Andrews MaaSterplan, which will provide on-demand minibus services, shared cycles and a transport booking app.	+						+	+		+						+	

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Action 5	1. Fair access to daily activities	Review the Fife Council Travel Plan to help employees travel more sustainably, and support Fife employers to develop travel plans.																	
Action 6	1. Fair access to daily activities	Investigate bus service options contained within the Transport (Scotland) Act 2019, in particular the feasibility of local authority-run buses.	+						+	+		+		+			+		
Action 7	1. Fair access to daily activities	Develop a guide to prioritising road space for different uses (strategic road space allocation framework).	+						+	+		+					+		Framework will support provision of walking, wheeling and cycling routes, which will particularly benefit those with wheelchairs, mobility scooters and pushchairs

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Action 8	1. Fair access to daily activities	Consider adopting traffic-free walking, wheeling and cycling routes as part of the public road network, by reviewing our policy on active travel route adoption.	+						+	+		+					+		
Action 9	1. Fair access to daily activities	Deliver a shared cycle scheme, mobility hub and/or car club at a transport interchange in Fife, and support schemes by public or private operators. Mobility hubs combine multiple transport options in one location, for example cycle parking, parcel lockers and electric vehicle charging. Car clubs are shared car schemes.															-	+	Service will require collection of personal data, which should be managed appropriately

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Action 10	1. Fair access to daily activities	Review Fife Council-subsidised bus services to improve route coverage, frequency and operating hours.	+						+	+		+				+	
Action 11	1. Fair access to daily activities	Deliver bus priority lanes and junctions on key routes as part of the Fife Bus Partnership and Tayside Bus Alliance. This action includes the proposed Tay Bridge park and ride.	+						+	+		+				+	Any loss of parking or footway width should be managed to not disadvantage groups
Action 12	1. Fair access to daily activities	Improve bus connections with the Levenmouth Rail Link by delivering the Levenmouth Bus Service Action Plan.	+						+	+		+				+	

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Action 13	1. Fair access to daily activities	Investigate the feasibility of extending Go-Flexi Demand Response Transport Services in rural areas, to complement and enhance the wider bus network.	+						+	+		+				+		
Action 14	1. Fair access to daily activities	Trial public transport measures to help people get to work, including on-demand minibuses and mapping of routes to work, in partnership with the Edinburgh and South East Scotland City Region Deal Workforce Mobility project.															+	
Action 15	1. Fair access to daily activities	Launch a refreshed Fife lift share scheme.														-	+	

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Action 16	1. Fair access to daily activities	Improve access by walking, wheeling, cycling and bus to Fife Circle railway stations, by delivering the Cross-Forth Transport Appraisal. This action includes the proposed Rosyth railway station park and ride.	+						+	+		+		+		+	
Action 17	1. Fair access to daily activities	Support partners to deliver the Newburgh Transport Appraisal, which proposes reopening Newburgh railway station.	+						+	+		+		+		+	
Action 18	1. Fair access to daily activities	Review the Fife A92 Action Plan with partners, to improve active travel, public transport and road safety on the A92.	+						+	+		+		+		+	

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Action 19	1. Fair access to daily activities	Investigate the feasibility of reopening the West Fife Rail Link for passengers between Dunfermline and Alloa.	+						+	+		+	+			+	
Action 20	1. Fair access to daily activities	Investigate the feasibility of faster, more direct bus routes between Dunfermline and Stirling and between Glenrothes and Perth.	+						+	+		+	+			+	
Action 21	1. Fair access to daily activities	Support partners to reinstate the passenger and freight ferry service between Rosyth and Europe.															
Action 22	1. Fair access to daily activities	Review the Fife Parking Strategy to provide a vision and action plan for parking in Fife.	+														Disabled people can be particularly reliant on parking close by their activities

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Action 23	1. Fair access to daily activities	Investigate the feasibility of a Low Traffic Neighbourhood as part of the Levenmouth Connectivity Project Active Travel Network. Low Traffic Neighbourhoods promote walking, wheeling and cycling and close some direct vehicle routes in a residential area to improve safety and air quality.	-															Would create safer neighbourhoods for children. Road access must be maintained for those who need it, including disabled people.

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Action 24	1. Fair access to daily activities	Investigate the feasibility of a town Circulation Plan in Fife. Circulation Plans promote walking, wheeling and cycling and close some direct vehicle routes in a town centre to improve safety and air quality.	-															+ Should be planned to be inclusive for all and to promote economic activities
Action 25	1. Fair access to daily activities	Support partners to upgrade the Edinburgh to Perth/Dundee railway lines to improve journey times and increase capacity for freight, as recommended in Strategic Transport Projects Review 2.	+						+	+		+					+	
Action 26	1. Fair access to daily activities	Investigate the feasibility of reopening Wormit railway station.	+						+	+		+					+	

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Action 27	1. Fair access to daily activities	Investigate the feasibility of opening a railway station at Halbeath Park and Ride.	+						+	+		+				+	
Action 28	1. Fair access to daily activities	Support partners to extend the Edinburgh & South East Scotland Mass Transit (tram or bus) network to Dunfermline, as recommended in Strategic Transport Projects Review 2.	+						+	+		+				+	
Action 29	1. Fair access to daily activities	Investigate the feasibility of a Cross-Forth passenger ferry service from Fife to Edinburgh.	+						+	+		+				+	
Action 30	1. Fair access to daily activities	Support partners to deliver the St Andrews Transport Study, which proposes reopening the St Andrews Rail Link.	+						+	+		+				+	

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Action 31	2. Safe and secure travel for all	Enforce the ban on footway parking in line with the Transport (Scotland) Act 2019.	+						+	+		+						Will benefit walking, wheeling and cycling. Access to parking for disabled people should be retained.
Action 32	2. Safe and secure travel for all	Develop a new Road Safety Action Plan to prioritise road safety improvements and encourage safe driving, in partnership with the Road Casualty Reduction Group.																
Action 33	2. Safe and secure travel for all	Progress Route Accident Reduction Plans to improve road safety on key routes, including the use of innovative technology such as vehicle-activated warning signs.																

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Action 34	2. Safe and secure travel for all	Review the Fife Council policy on speed limits, considering the emerging National Strategy for 20mph.	+						+	+		+						Particularly benefits vulnerable walkers, cyclists and wheelers
Action 35	2. Safe and secure travel for all	Improve accessibility and personal security at key bus stops and interchanges across Fife, based on a programme of audits.	+	+	+		+	+	+	+	+	+						
Action 36	2. Safe and secure travel for all	Improve accessibility and personal security of key walking, wheeling and cycling routes across Fife, based on a programme of audits.	+	+	+		+	+	+	+	+							
Action 37	2. Safe and secure travel for all	Investigate the feasibility of re-timing traffic signals to give more priority to walking, wheeling, cycling and public transport; and to improve traffic flows.	+						+	+		+						Particularly benefits groups who walk, wheel or cycle at a slower pace

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Action 38	2. Safe and secure travel for all	Support partners to deliver step-free access at all Fife railway stations.	+						+			+						
Action 39	2. Safe and secure travel for all	Review the current School Streets trial and consider implementing in other locations across Fife. School Streets restrict non-residential traffic near schools during pick-up and drop-off times to improve safety and air quality for pupils.										+						
Action 40	2. Safe and secure travel for all	Review the Fife Council street lighting policy to provide clarity on how traffic-free walking, wheeling and cycling routes should be lit.	+	+	+		+	+	+	+	+							

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Action 41	2. Safe and secure travel for all	Tackle anti-social behaviour at bus stations by increasing CCTV coverage and providing staff presence.	+	+	+		+	+	+	+								
Action 42	3. A just transition to net zero	Deliver a communications campaign to improve air quality by discouraging engine idling.																
Action 43	3. A just transition to net zero	Develop a Public EV Charging Strategy & Expansion Plan, to enable the private sector and community groups to install and operate electric vehicle charge points.															-	Ensure charging facilities are provided to support all of Fife's communities, not just those that provide best commercial returns
Action 44	3. A just transition to net zero	Trial on-street residential electric vehicle chargers, where they are safe and do not obstruct footways.															+	Supports communities where there is less off-street parking

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Action 45	3. A just transition to net zero	Progress the roll-out of zero emissions fleet vehicles and install electric vehicle charge points at Fife Council buildings.																
Action 46	3. A just transition to net zero	Develop a plan to transition to net zero transport in Fife, including analysis of options for meeting our climate targets.																
Action 47	3. A just transition to net zero	Recycle the majority of road materials, and trial the use of alternative recycled materials on infrastructure projects.																
Action 48	3. A just transition to net zero	Deliver a communications campaign to encourage a reduction in car travel, using the Transport Scotland 20% Traffic Reduction Toolkit.	-															

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Action 49	3. A just transition to net zero	<p>Consider including the following policies in Fife Council's Local Development Plan 2:</p> <ul style="list-style-type: none"> - New developments should be located where they minimise the need to travel, with higher density dwellings near existing sustainable transport links and the provision of local services (Transit-Oriented Development and 20-minute neighbourhood/local living principles). - All new developments (with greater than five dwellings or employees) must include sustainable transport, including active travel and public transport. - Funding from developers (developer contributions) should be used to fund sustainable transport interventions. - Developers must subsidise public transport services in new developments until passenger numbers can support a commercial service. - Reduce maximum parking spaces allowed in some types of new development and support developments with no or low levels of parking. 	+						+	+		+			+	

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Action 50	3. A just transition to net zero	Deliver active travel, public transport and road links to serve housing development in Dunfermline, through the Dunfermline Strategic Transport Intervention Measures.																
Action 51	3. A just transition to net zero	Review what transport infrastructure is required to support Strategic Development Areas during the development of Local Development Plan 2.	-															
Action 52	3. A just transition to net zero	Investigate the feasibility of upgrading the Rosyth Dockyard Branch Line, with partners, to improve rail freight access to the proposed Forth Green Freoport at Rosyth.																

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Action 53	3. A just transition to net zero	Map freight routes to identify where trips could be consolidated or combined, in partnership with freight operators.																
Action 54	3. A just transition to net zero	Measure embodied carbon in all transport projects.																
Action 55	3. A just transition to net zero	Include carbon as a criterion in procurement processes, to encourage suppliers and contractors to reduce carbon emissions.																
Action 56	3. A just transition to net zero	Support the electrification of Fife's railways by modifying Fife Council-owned infrastructure, including road bridges.																

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Action 57	3. A just transition to net zero	Promote the uptake of low emissions taxis by investigating options for funding, incentives and charge points.																
Action 58	3. A just transition to net zero	Investigate the feasibility of a multi-modal freight logistics centre in mid-Fife. This could include rail freight, hydrogen refuelling, electric vehicle charging and driver welfare facilities.																
Action 59	4. A resilient transport network	Deliver the Local Flood Risk Management Plans, in partnership. Measures to reduce the risk of flooding include natural drainage using planting, improvements to river catchments and a risk-based approach to road drainage maintenance.	+						+	+							+	May benefit some groups who are more vulnerable to the effects of flooding

Reference	Priority	Objective, policy or action	Protected Characteristics											Additional assessment		Comments		
			Disabled people	Sexual orientation	Women	Men	Transgendered people	Race (including gypsy travellers)	Age (including older people aged 60+)	Children and young people	Religion or belief	Pregnancy and maternity	Marriage and civil partnership	Looked after children and care leavers	Privacy (e.g. information security & data protection)		Economy	
Action 60	4. A resilient transport network	Use technology to monitor transport infrastructure in extreme weather. For example, blocked drainage or landslides could be identified early using technology such as satellite data or remote monitoring.	+						+	+							+	
Action 61	4. A resilient transport network	Develop a climate change adaptation action plan, setting out our approach to protecting the transport network from the effects of extreme weather.	+						+	+							+	
Action 62	4. A resilient transport network	Commence a regime for inspecting and maintaining walking, wheeling and cycling infrastructure.	+						+	+		+					+	

Reference	Priority	Objective, policy or action	Protected Characteristics											Additional assessment		Comments		
			Disabled people	Sexual orientation	Women	Men	Transgendered people	Race (including gypsy travellers)	Age (including older people aged 60+)	Children and young people	Religion or belief	Pregnancy and maternity	Marriage and civil partnership	Looked after children and care leavers	Privacy (e.g. information security & data protection)		Economy	
Action 63	4. A resilient transport network	Develop a biodiversity action plan, setting out our approach to improving biodiversity across the transport network, including maps of available space for planting.																
Action 64	4. A resilient transport network	Deliver a programme of bridge improvements to reduce weight restrictions and improve walking, wheeling, cycling, bus and freight routes.																
Action 65	5. Delivering the strategy	Develop community-led local Area Transport Plans.																