

Equality Impact Assessment

Part 1: Background and information

Title of proposal	Local Transport Strategy for Fife 2023-2033 (draft for consultation)
Brief description of proposal (including intended outcomes & purpose)	<p>The Local Transport Strategy for Fife sets out Fife Council's proposed vision and action plan 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
EqIA lead person	Matthew Roberts (Lead Consultant – Local Transport Strategy)
EqIA contributors	Michael Houghton (Technician) Fife Centre for Equalities – Equality Impact Assessment Workshop
Date of EqIA	16 February 2023

Introduction

Background

This Equality Impact Assessment identifies how the proposed new 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.

Methodology

We have developed this Equality Impact Assessment alongside the Local Transport Strategy. Key activities included:

- A compatibility assessment of all strategy policies and actions (Appendix A)
- ‘Let’s Talk Transport in Fife’, a workshop to explore how the proposed strategy affects different people, hosted by Fife Centre for Equalities and attended by service users and officers representing a range of the protected characteristics

This Equality Impact Assessment presents:

- How the proposal 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 consider for the final Local Transport Strategy and the first Action Plan

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, and leisure is crucial for our wellbeing and our economy. We will provide opportunities for all by focussing on walking, cycling, wheeling, and public transport; supporting town centres; and integrating transport with the built environment.
Safe and secure travel for all	Our transport network should be accessible and safe for all members of the community. We will focus on improving safety, security, and access for all protected characteristics, especially disabled people, and all genders.
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 facilitating the roll-out of zero emission vehicles.
Transport network resilience	Safe and effective operation of our transport network is crucial to keeping Fife moving. We will focus on proactive maintenance and resilience in the face of supply chain disruption and extreme weather caused by climate change.

How does the proposal meet one or more of the general duties under the Equality Act 2010?

Fair access to daily activities

General duties	Please Explain
Eliminating discrimination, harassment, and victimisation	Not applicable
Advancing equality of opportunity	Providing fair access to daily activities will improve access to opportunities for all Fifers. 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. ¹
Fostering good relations	Developing a clear process for the support of community groups who are leading community-led active travel projects will enhance community participation and good relationships between protected characteristics.
Socio-economic disadvantage	Improving access to services such as education, work, and leisure in deprived areas and 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. ^{2,3}
Inequalities of outcome	Improving access to employment, education and other key services allows everyone to access a more similar, broad range of opportunities to improve livelihoods.

¹ 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 07 February 2023)

² Scotland's Census (2011) Scotland's Census 2011 Results. Available at: <https://www.scotlandscensus.gov.uk> (Accessed 16 December 2022)

³ Scottish Government (2020) Scottish Index of Multiple Deprivation 2020. Available at: <https://www.gov.scot/collections/scottish-index-of-multiple-deprivation-2020/> (Accessed 16 December 2022)

Safe and secure travel for all

General duties	Please Explain
Eliminating discrimination, harassment, and victimisation	Improving personal security on the walking, cycling, wheeling network, and public transport will reduce the prevalence of harassment and victimisation against vulnerable groups.
Advancing equality of opportunity	Improving accessibility of the transport network will particularly help protected characteristics including disabled people, older adults, and children. Improving walking, cycling, and wheeling routes, and public transport for these protected characteristics will also benefit all members of society.
Fostering good relations	Improving road safety and personal security can foster good relations by providing safe public places for all members of society to interact. For example, updating the street lighting policy will improve safety in public spaces at night.
Socio-economic disadvantage	Improving safety on the transport system will help reduce socio-economic disadvantage as, across Scotland, road crashes ⁴ are more likely to occur in areas of deprivation.
Inequalities of outcome	Improving accessibility will allow all members of society to better participate in daily activities.

⁴ 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 07 February 2023)

Just transition to net zero

General duties	Please Explain
Eliminating discrimination, harassment, and victimisation	Not applicable
Advancing equality of opportunity	<p>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.</p> <p>This priority considers how the costs and benefits of decarbonisation are shared equitably. For example, continuing to support blended homeworking and the provision of digital services reduces the need for travel, but we must also retain access to in-person services for people that require it; and developing solutions for residential electric vehicle charging will support households who do not have off-street parking and ensure there is no reduction in active travel provision for those who rely on it.</p>
Fostering good relations	Not applicable
Socio-economic disadvantage	<p>Many of the actions required to decarbonise the transport system, for example electric vehicles, are currently more expensive. The strategy must support the equitable roll-out of decarbonised transport.</p> <p>Many of the actions in the other strategy priorities, for example encouraging walking, cycling, wheeling, and public transport, will support the just transition to net zero as well as improving equality.</p>
Inequalities of outcome	The just transition to net zero will improve the outcomes for children and young people, who have longer to live through the delayed effects of climate change.

Transport network resilience

General duties	Please Explain
Eliminating discrimination, harassment, and victimisation	Not applicable
Advancing equality of opportunity	A greater focus on maintenance of walking, cycling, and wheeling, infrastructure will particularly support those who do not have access to a car.
Fostering good relations	Not applicable
Socio-economic disadvantage	<p>Transport network resilience aims to reduce socio-economic disadvantage by keeping people and services moving across all of Fife: across urban/rural and high/low deprivation.</p> <p>Climate change is increasing the frequency and intensity of extreme weather events which is increasing the disruption on the transport network. This negatively impacts communities in the most deprived areas, who often rely on public transport and active travel to access goods and services, or may have less means to mitigate the effects of extreme weather.</p>
Inequalities of outcome	No specific effect

Having considered the general duties above, if there is likely to be no impact on any of the equality groups, parts 2 and 3 of the impact assessment may not need to be completed. Please provide an explanation (based on evidence) if this is the case.

Not applicable

Part 2: Evidence and Impact Assessment

Explain what the positive and / or negative impact of the policy change is on any of the protected characteristics

Policy – Fair access to daily activities

Protected characteristic	Positive impact	Negative impact	No impact
Disabled people			No specific impact on this protected characteristic but improvements expected for all.
Sexual orientation			No specific impact.
Women	Supporting walking, cycling, wheeling, and public transport can benefit women, who are more likely to have caring duties and need to undertake multiple trips. ⁵		
Men			No specific impact.
Transgendered people			No specific impact.
Race (includes gypsy travellers)	Only 42% of people 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.		

⁵ Transport Scotland (2020) – National Transport Strategy 2. Available at: <https://www.transport.gov.scot/publication/national-transport-strategy-2/> (Accessed 07 February 2023)

Protected characteristic	Positive impact	Negative impact	No impact
Age (including older people aged 60+)	Increased access to daily activities is important to reduce social isolation for those who do not own a car or have given up driving.		
Children and young people	Children rely on adults to drive so improving walking, cycling, wheeling, and public transport will improve children's access to services.		
Religion or belief			No specific impact.
Pregnancy & maternity			No specific impact.
Marriage & civil partnership			No specific impact.

Please also consider the impact of the policy change in relation to:

	Positive impact	Negative impact	No impact
Looked after children and care leavers			No specific impact.
Privacy (e.g. information security & data protection)		The increased digitisation of transport requires the collection of more personal data. This must be managed appropriately.	

	Positive impact	Negative impact	No impact
Economy	Supporting walking, cycling, wheeling, 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. Focussing support on walking, cycling, wheeling, and public transport does not support those who rely on a car to travel, for example in rural areas. However, private cars already enjoy significant priority in road space and land use.	

Policy – Safe and secure travel for all

Protected characteristic	Positive impact	Negative impact	No impact
Disabled people	<p>Improving accessibility across the walking, cycling, wheeling, and public transport networks will specifically benefit disabled people and older adults.</p> <p>Many disabled people have reported having problems with the accessibility of public transport. The Main Issues public consultation shows 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.</p>		

Protected characteristic	Positive impact	Negative impact	No impact
Sexual orientation	The sexual orientation, women, transgender, and race groups are more likely to be affected by violence while walking, cycling, wheeling or using public transport. 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.		
Women	As for sexual orientation.		
Men			No specific impact.
Transgendered people	As for sexual orientation.		
Race (includes gypsy travellers)	As for sexual orientation.		
Age (including older people aged 60+)	As for disabled people.		

Protected characteristic	Positive impact	Negative impact	No impact
Children and young people	Across Scotland, children account for 44% of all pedestrian casualties. ⁶ Road safety improvements, including the specific target to reduce casualties for children, will significantly benefit children, for example on routes to school.		
Religion or belief			No specific impact.
Pregnancy & maternity	Improving accessibility on walking, cycling, and wheeling routes will support those with children in push chairs.		
Marriage & civil partnership			No specific impact.

Please also consider the impact of the policy change in relation to:

	Positive impact	Negative impact	No impact
Looked after children and care leavers			No specific impact.
Privacy (e.g. information security & data protection)			No specific impact.
Economy	Providing safe and accessible walking, cycling, wheeling, and public transport particularly benefits those who cannot afford a car.		

⁶ 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 09 February 2023)

Policy – Just transition to net zero

Protected characteristic	Positive impact	Negative impact	No impact
Disabled people	An increase in digital services may improve access for disabled people or older adults who are less able to travel.	An increase in digital services will reduce access for people who do not have digital access. Online services must be made fully accessible, with physical options available.	
Sexual orientation			No specific impact.
Women			No specific impact.
Men			No specific impact.
Transgendered people			No specific impact.
Race (includes gypsy travellers)			No specific impact.
Age (including older people aged 60+)	As for disabled people.	As for disabled people.	
Children and young people	Children and young people will live longer to experience the benefits of the just transition to net zero.		
Religion or belief			No specific impact.
Pregnancy & maternity			No specific impact.
Marriage & civil partnership			No specific impact.

Please also consider the impact of the policy change in relation to:

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

	Positive impact	Negative impact	No impact
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.	Activities to decarbonise transport are perceived as expensive, however a more sustainable transport system benefits many of the protected characteristics and people in lower socio-economic groups.	

Policy – Transport network resilience

Protected characteristic	Positive impact	Negative impact	No impact
Disabled people	Improved maintenance of the active travel network will support all protected characteristics but particularly disabled people and older adults.		
Sexual orientation			No specific impact.
Women			No specific impact.
Men			No specific impact.
Transgendered people			No specific impact.
Race (includes gypsy travellers)			No specific impact.
Age (including older people aged 60+)	As for disabled people.		
Children and young people	Planning to mitigate the effects of climate change and disruption due to more frequent extreme weather events on the active travel network, roads, and other services that people rely on will specifically benefit children and young people as they will experience the effects for longer.		
Religion or belief			No specific impact.
Pregnancy & maternity			No specific impact.
Marriage & civil partnership			No specific impact.

Please also consider the impact of the policy change in relation to:

	Positive impact	Negative impact	No impact
Looked after children and care leavers			No specific impact.
Privacy (e.g. information security & data protection)			No specific impact.
Economy	Keeping the transport network in good condition will support all Fifers to access their daily activities. People in more rural or higher deprivation areas are more likely to be vulnerable to the effects of flooding and road closures, with fewer alternative options.		

Compatibility assessment

Our assessment of all proposed 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 benefit socio-economic equality.

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

Please record the evidence used to support the impact assessment. This could include officer knowledge and experience, research, customer surveys, service user engagement. Any evidence gaps can also be highlighted below.

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	Main Issues consultation survey, with 1336 responses
2. Qualitative transport issues on a range of strategy and equality topics	Main Issues consultation workshops, attended by 56 stakeholders
3. Specific feedback on strategy actions and priorities from a range of protected characteristics	'Let's Talk Transport in Fife' Equality Impact Assessment workshop, attended by 20 participants
4. Data on car ownership, levels of access, safety and security	Analysis of local and national datasets, including Transport and Travel in Scotland 2020, Scottish Index of Multiple Deprivation, Scotland's Census, and the Fife Strategic Assessment 2020
5. Data on user volumes and passenger numbers	Analysis of Fife Council datasets
Evidence gaps	Planned action to address evidence gaps
1. Quantitative assessment of accessibility of the walking, cycling and wheeling network	Included in the strategy as a priority action
2. Develop fife-specific datasets on equality	Recommended to add as a priority action

Part 3: Recommendations and Sign Off

(Recommendations should be based on evidence available at the time and aim to mitigate negative impacts or enhance positive impacts on any or all of the protected characteristics).

Recommendation	Lead person	Timescale
1. Implement the four priorities of the Local Transport Strategy.	Lead Consultant – Local Transport Strategy	Ongoing
2. Begin to undertake Equality Impact Assessments on all major infrastructure projects.	Head of Roads & Transportation Services	Years 2-3
3. Set up a transport/equality working group to review the delivery of the strategy.	Lead Consultant – Local Transport Strategy	Year 1
4. Monitor key equality data as part of the strategy monitoring plan.	Lead Consultant – Local Transport Strategy	Ongoing
5. Ensure equality is considered in the development of community-led plans.	Service Manager (Sustainable Transport & Parking)	1 year

Sign off

(By signing off the EqIA, you are agreeing that the EqIA represents a thorough and proportionate analysis of the policy based on evidence listed above and there is no indication of unlawful practice and the recommendations are proportionate.)

Date completed: 16 February 2023	Date sent to Community Investment Team: 13 February 2023 Enquiry.equalities@fife.gov.uk
Senior Officer: Susan Keenlyside name	Designation: Service Manager, Sustainable Transport and Parking

Appendix A. Compatibility assessment

Priority	Reference	Proposed 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	
Fair access to daily activities	Action 1	Develop an Active Travel Strategy and a Fife-wide active travel network, including the SEStran Strategic Network, Active Freeways, Interurban Active Travel Routes, Connected Neighbourhoods 20-minute neighbourhood improvements, Cycle Parking Hubs and wayfinding, to deliver effectively on Scottish Government funding commitments.	+						+	+							+	Will benefit all groups, but particularly those who rely on safe, accessible walking, cycling and wheeling infrastructure
Fair access to daily activities	Action 2	Embed the Sustainable Travel Hierarchy on all Fife Council projects.															+	Reduces socio-economic disadvantage between those who can afford a car and those who cannot

Priority	Reference	Proposed 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	
Fair access to daily activities	Action 3	Develop a strategic road space allocation framework to help us allocate road space in line with our priorities.	+						+	+							+	Framework will support provision of walking, cycling and wheeling space, which will particularly benefit those with wheelchairs, mobility scooters and pushchairs
Fair access to daily activities	Action 4	Deliver the Levenmouth Connectivity Project Active Travel Network and support partners in the delivery of the River Park Routes.	+						+	+							+	
Fair access to daily activities	Action 5	Deliver a public ebike share scheme pilot at Levenmouth and support bike and ebike share schemes by public or private operators.														-	+	Service will require collection of personal data. Intervention must consider adaptive cycles for all abilities.

Priority	Reference	Proposed 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	
Fair access to daily activities	Action 6	Work with partners to deliver Bikeability cycling education to wider groups, including places of education and workplaces.																Increased opportunity for children and young people
Fair access to daily activities	Action 7	Implement a Low Traffic Neighbourhood pilot within the Levenmouth Connectivity Project to ascertain the benefits and impacts of their wider delivery in Fife.																Reducing traffic in residential areas will improve safety and air quality
Fair access to daily activities	Action 8	Pilot a town Circulation Plan, where direct vehicle routes are closed to improve safety and air quality and to encourage walking, cycling and wheeling.																Circulation plan must be planned to be inclusive for all and to promote economic activities
Fair access to daily activities	Action 9	Develop a clear process to support community groups from all areas to build capacity and deliver community-led active travel projects.																

Priority	Reference	Proposed 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		
Fair access to daily activities	Action 14	Review Fife Council subsidised bus services and identify funding to optimise supported bus services, including frequency and operating hours.							+	+						+	
Fair access to daily activities	Action 15	Work with Bus Service Improvement Partnerships to identify and prioritise improvements to timetables and vehicles.							+	+						+	
Fair access to daily activities	Action 16	Work with the Fife Bus Partnership and Tayside Bus Alliance to deliver strategic bus priority measures (including the Tay Bridge Park and Ride).							+	+						+	
Fair access to daily activities	Action 17	Explore the potential of Fife Council's current Go-Flexi Demand Responsive Transport services to compliment and enhance wider public transport services within the region, particularly in rural areas.	+						+	+						+	

Priority	Reference	Proposed 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	
Fair access to daily activities	Action 18	Support community-led bus services to compliment and support Demand Responsive Transport.	+						+	+						+	
Fair access to daily activities	Action 19	Work with partners, including SEStran, to roll out a Mobility as a Service transport subscription booking app.													-	+	Will require collection of personal data. Non-digital options must be retained for those who do not have digital access.
Fair access to daily activities	Action 20	Lobby for improved integration between transport modes, including timetables, and support the National Smart Ticketing Advisory Board to improve integrated ticketing.														+	

Priority	Reference	Proposed action	Protected Characteristics										Additional assessment			Comments		
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Fair access to daily activities	Action 25	Support partners to undertake the Edinburgh/Glasgow-Perth/Dundee Rail Corridor Enhancements as recommended in the draft Strategic Transport Projects Review 2, to improve journey times and freight capacity.																
Fair access to daily activities	Action 26	Improve access to bus and rail services across the Forth by delivering the recommendations of the Cross-Forth Transport Appraisal.																+
Fair access to daily activities	Action 27	Deliver a park and ride at Rosyth railway station.																
Fair access to daily activities	Action 28	Support the community-led appraisal to improve transport connectivity in Newburgh, including consideration of the reopening of Newburgh railway station.																+

Priority	Reference	Proposed action	Protected Characteristics										Additional assessment			Comments		
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Fair access to daily activities	Action 33	Work with partners to deliver the Fife A92 Action Plan Priority Action List, especially those aligned with the Local Transport Strategy and Strategic Transport Projects Review 2.									+						+	
Fair access to daily activities	Action 34	Support a future bypass of Rosyth, linking the A823 (M) with the A925 west of Dunfermline.																
Fair access to daily activities	Action 35	Explore opportunities to re-time and coordinate traffic signals to increase sustainable travel priority and improve traffic flows. Technology will be piloted as part of the ongoing strategic bus priority measures project.	+								+	+					+	Particularly benefits groups who move slower or are more vulnerable

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Fair access to daily activities	Action 36	Work with partners to support targeted concessionary schemes for bus users.													-	+	Concessionary schemes would not necessarily target a specific protected characteristic
Fair access to daily activities	Action 37	Support lower public transport fares in Fife as part of the Transport Scotland Fair Fares Review. Continue to support the Fife rail concession and explore options to improve the platform.														+	
Fair access to daily activities	Action 38	Support partners in the development of an appraisal and business case to consider the reopening of the West Fife Rail Link between Dunfermline and Alloa.														+	

Priority	Reference	Proposed action	Protected Characteristics										Additional assessment			Comments		
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Fair access to daily activities	Action 39	Support consideration of an improved rail corridor between Dunfermline and Perth in the Strategic Transport Projects Review 2 Edinburgh/Glasgow-Perth/Dundee Rail Corridor Enhancements.																
Fair access to daily activities	Action 40	Consider kickstart funding for express bus routes between Dunfermline and Stirling and Glenrothes and Perth.															+	
Fair access to daily activities	Action 41	Support the reintroduction of a ferry service between Rosyth and Europe.																
Fair access to daily activities	Action 42	Support partners to deliver the recommendations of the St Andrews Transport Study, which will include improved public transport infrastructure and services.																

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Fair access to daily activities	Action 43	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
Fair access to daily activities	Action 44	Continue to manage parking supply in major towns and cities to balance access and sustainable travel priorities.	+														
Fair access to daily activities	Action 45	Support place-led public realm improvements and re-design of town centre streets to favour people, maintaining appropriate access for disabled people, emergency services and deliveries.	+														
Fair access to daily activities	Action 46	Provide parking on town centre peripheries with sustainable transport options to access town centres.															

Priority	Reference	Proposed action	Protected Characteristics										Additional assessment			Comments	
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Fair access to daily activities	Action 51	Include a policy in the new Local Development Plan 2: Where there is no existing service, developers must subsidise public transport services in new developments until passenger numbers reach commercial viability.							+	+						+	
Fair access to daily activities	Action 52	Deliver the Dunfermline Strategic Transport Intervention Measures, embedding active travel and public transport infrastructure in line with the Sustainable Travel Hierarchy.															
Fair access to daily activities	Action 53	Review the suitability of the proposed Strategic Development Area transport infrastructure as part of the development of Local Development Plan 2.															

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Safe and secure travel for all	Action 54	Enforce the Transport (Scotland) Act 2019 footway parking ban, with agreed exceptions and within agreed timeframes, based on upcoming Transport Scotland guidance.	+						+	+			+					
Safe and secure travel for all	Action 55	Carry out prioritised accessibility and security audits of bus stops across Fife and undertake a programme of improvements, with a clear methodology to prioritise requests.	+		+				+	+			+	+				Action will benefit a range of groups
Safe and secure travel for all	Action 56	Carry out prioritised accessibility and security audits of active travel routes across Fife and undertake a programme of improvements.	+		+				+	+			+	+				
Safe and secure travel for all	Action 57	Lobby partners to improve bus and rail service accessibility.	+						+									

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Safe and secure travel for all	Action 58	Undertake equality impact assessments on all Roads & Transportation projects, proportionate to their scale and complexity, and implement their recommendations, balancing the needs of users.															
Safe and secure travel for all	Action 59	In partnership with the Road Casualty Reduction Group, develop a new Road Safety Action Plan to identify and prioritise actions to improve road safety in Fife.															
Safe and secure travel for all	Action 60	Continue to deliver infrastructure safety improvements through Route Accident Reduction Plans on key corridors.															

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Safe and secure travel for all	Action 61	Update the Fife Council policy on speed limits, taking into consideration Transport Scotland's emerging National Strategy for 20mph and Scotland's Road Safety Framework to 2030. Evaluate the outcome of the Crail A917 20mph speed limit trial and consider rolling out across other A-class village through-roads in Fife.	+						+	+			+				Particularly benefits vulnerable walkers, cyclists and wheelers
Safe and secure travel for all	Action 62	Support enforcement and behaviour change through the Road Casualty Reduction Group.															
Safe and secure travel for all	Action 63	Review the trial of three School Streets and support schools to roll out across Fife.								+							

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Safe and secure travel for all	Action 64	Support partners in the introduction and development of autonomous vehicles through trials, including Project CAVForth, where safe and legal.															
Safe and secure travel for all	Action 65	Update the street lighting policy to embed the Sustainable Travel Hierarchy, with clarity over off-road walking, cycling and wheeling routes.	+	+	+		+	+	+	+							
Safe and secure travel for all	Action 66	Continue to improve passenger safety at transport hubs, by providing more staff, CCTV and alarms, especially in the evening. Identify revenue streams to support these interventions.	+	+	+		+	+	+	+							

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Safe and secure travel for all	Action 67	Work with Bus Partnerships to improve personal safety on public transport. Pledge support to the Hate Crime Charter.	+	+	+		+	+	+	+							
Just transition to net zero	Action 68	Do not support new road capacity unless: - Other strategic priorities will be significantly disadvantaged or links to new developments are required; and - Active travel and public transport are prioritised in line with the Sustainable Travel Hierarchy; and - No traffic growth is generated.															
Just transition to net zero	Action 69	Continue to support hybrid working and the provision of digital services, with appropriate in-person services for those who need them.															

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Just transition to net zero	Action 70	Undertake a behaviour change campaign to encourage a reduction in private vehicle travel, using the Transport Scotland 20% Traffic Reduction Toolkit.																Must ensure measures are fair and don't exclude those who rely on a car
Just transition to net zero	Action 71	Include a policy in the new Local Development Plan 2: Reduce the maximum parking allowed in some types of new development, and support low/no parking developments.																
Just transition to net zero	Action 72	Deliver an anti-engine idling campaign.																
Just transition to net zero	Action 73	Support the private sector and community groups to install and operate public electric vehicle charging, by developing clear processes for adoption and operation.																Must ensure charging facilities are provided to support all of Fife's communities, not just those that provide best commercial returns

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Just transition to net zero	Action 74	<p>Work in partnership with Scottish Futures Trust to develop a Public EV Charging Strategy & Expansion Plan, and develop a further strategy to consider private on and off-street charging.</p> <p>Work with partners to model electric vehicle demand and grid supply to determine optimum roll-out.</p>															Must ensure charging facilities are provided to support all of Fife's communities, not just those that provide best commercial returns
Just transition to net zero	Action 75	Set prices for Fife Council electric vehicle charging services in line with commercial rates.														-	Must ensure charging facilities are provided to support all of Fife's communities, not just those that provide best commercial returns

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Just transition to net zero	Action 76	Trial on-street residential electric vehicle charging solutions, where they are safe, fully accessible and do not reduce active travel provision.																	+ Supports communities where there is less off-street parking
Just transition to net zero	Action 77	Support Transport Scotland and partners in the decarbonisation of Scotland's passenger rail services by 2035, including the Fife Circle. This includes modification of existing bridges.																	
Just transition to net zero	Action 78	Support Bus Partnerships, as well as local manufacturers, to decarbonise bus services, including provision of electric bus charging.																	
Just transition to net zero	Action 79	Explore funding, incentives and charging infrastructure to promote the uptake of low emissions taxis.																	

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Just transition to net zero	Action 80	Support partners to trial hydrogen vehicle propulsion in Fife, for example through the Tayside Hydrogen Project.															
Just transition to net zero	Action 81	Support partners to develop an inter-modal freight consolidation centre on the M90 or A92 corridor. This could include rail freight, hydrogen refuelling, electric vehicle charging and driver refuge.															
Just transition to net zero	Action 82	Support partners to develop sustainable, integrated freight infrastructure to enable the development of ports on the Forth estuary (including the proposed Forth Green Freeport), including rail access to Rosyth, the Charlestown Rail Chord and electrification.															

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Just transition to net zero	Action 83	Utilise the Fife Employment Land Strategy Review and SEStran Freight Study to map concentrations of freight activity and enable the development of partnerships to consolidate freight movements.																Must ensure that employment land allows equal access
Just transition to net zero	Action 84	Support commercial suppliers to develop heavy goods vehicle electric charging on key freight routes, including the development of digital forecourts.																
Just transition to net zero	Action 85	Support trials of innovative delivery techniques, for example drones or box bikes.																

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Just transition to net zero	Action 86	Continue the rapid decarbonisation of the Fife Council vehicle fleet, including the purchase of new fleet vehicles and installation of chargers. Lobby the Scottish Government for increased funding to support for the renewal and decarbonisation of fleet vehicles.															
Just transition to net zero	Action 87	Identify high carbon activities and implement sustainable procurement practices, including assessment criteria, to reduce embodied carbon of infrastructure projects.															

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Just transition to net zero	Action 88	Review the remainder of the Light Fife Green energy efficient lighting programme and prioritise in accordance with the updated street lighting policy.															
Just transition to net zero	Action 89	Continue to recycle the majority of excavated road materials and trial the use of recycled materials on more infrastructure projects.															
Transport network resilience	Action 90	Provide funding for pro-active maintenance programmes to retain the current network condition, reducing maintenance burden in the long term.															

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Transport network resilience	Action 93	Work with partners to undertake a study on the effects of climate change and other disruption on the transport network and develop the means to mitigate. Disruption includes extreme weather and hydrological events; and transport demand due to changing land-use patterns. Mitigation could include level of service management and network alternatives; and opportunities for transport infrastructure to aid resilience, for example through flood water storage.																	
Transport network resilience	Action 94	Continue to proactively prioritise and review asset and winter maintenance in accordance with the objectives of the Local Transport Strategy. Develop criteria to prioritise active travel maintenance.	+																Particularly benefits those who cannot drive

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Transport network resilience	Action 95	Develop an active travel asset management inventory, commence an inspection regime and undertake active travel maintenance in accordance with the Sustainable Travel Hierarchy.	+						+	+							+	
Transport network resilience	Action 96	Lobby Transport Scotland for revenue funding for all active travel infrastructure projects. Apply for maintenance funding as part of active travel capital funding applications.	+						+	+							+	

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Transport network resilience	Action 97	Deliver biodiversity net gain in all Fife Council transport projects through increased planting of low-maintenance vegetation that allows safe operation of the road network. Take opportunities to reduce asset liability by reducing road width to that required by forecast traffic volumes.																
Transport network resilience	Action 98	Undertake a programme of targeted bridge improvements.																
Delivering the strategy	Action 99	Adopt the Sustainable Investment Hierarchy in all service provision.																
Delivering the strategy	Action 100	Support the trialling and adoption of innovative technologies, techniques and services.																
Delivering the strategy	Action 101	Develop community-led local area transport strategies.																