

Integrated Impact Assessment (IIA)

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

Basic Details					
1. Title of proposal (include budget reference if applicable)	Midlothian Local Transport Strategy (LTS)				
2. Service(s)	Place				
3. Lead officer (name, job title and date of IIA training)	Anna Herriman Strategic Transport Planning Manager 20/03/2026				
4. Other officers/partners involved (name, job title and date of IIA training)	Madeleine Bell – Strategic Transport Projects Officer Aastha Srivastava – Strategic Transport Projects Officer Tim Mckavanagh – Strategic Transport Projects Officer Earlier IIA: Steven Psihramis – Sustainable Transport Project Officer (20/03/2024) Rebecca Brotherstone – Sustainable Transport Project Officer (20/03/2024)				
5. Date IIA completed	11/05/2026				
6. Nature of proposal	Introduction of a new strategy or policy				
	Title:	Midlothian Local Transport Strategy 2026-2035			
7. Brief description of proposal - What are its main aims and objectives? What, if anything, will change as a result of this proposal?	IIA was commenced in advance of the Case for Change stage of the LTS development. The LTS sets a policy framework for the delivery of transport in Midlothian over the next ten-year period and includes a Vision and Outcomes, a set of Policies and ten Priorities for Change.				
Equality and Rights					
8. Could the proposal have an impact on any of the following groups with protected characteristics under the Equality Act 2010? (select all that apply)					
<u>Age</u> (older people, young people and children)	<input checked="" type="checkbox"/>	<u>Disability</u> (people with disabilities)	<input checked="" type="checkbox"/>	<u>Gender reassignment</u> (trans people, anyone whose gender identity differs from their sex assigned at birth)	<input type="checkbox"/>
<u>Marriage and civil partnership</u> (people who are married or in a civil partnership)	<input type="checkbox"/>	<u>Pregnancy and maternity</u> (women who are pregnant and/or on	<input checked="" type="checkbox"/>	<u>Race</u> (people defined by their colour, ethnicity or nationality – e.g. Asian and black people)	<input checked="" type="checkbox"/>

		maternity leave)			
Religion and belief (people with different religions and beliefs, including no belief)	<input type="checkbox"/>	Sex (men or women)	<input checked="" type="checkbox"/>	Sexual orientation (lesbian, gay, bisexual, heterosexual/straight)	<input checked="" type="checkbox"/>
9. Could the proposal have an impact on children and young people under the age of 18?				Yes	
10. Could the proposal have an impact on human rights ? - See pages 14-15 of the IIA Guidance.				Don't know	
11. Is the proposal a 'strategic decision' under the Fairer Scotland Duty to actively consider how to reduce socio-economic disadvantage (i.e. poverty)? - Please select from the drop-down list. The proposal is a 'strategic decision' if it falls under any of the headings.			Development of new strategic frameworks		
			Yes	<input checked="" type="checkbox"/>	
			No	<input type="checkbox"/>	
			Don't know	<input type="checkbox"/>	
If you answered 'yes' to any of questions 8-11, you must also answer questions 12-15.					
If you were unsure about any of questions 8-11, it is advised that you answer questions 12-15.					
If you answered 'no' to all of questions 8-11, please advance to question 16 (Environment) .					
12. What kind of impact could the proposal have on groups with protected characteristics under the Equality Act? (please explain your answers)					
Protected characteristic	Potential impact	Explanation			
Age	Positive	<p>A growing, ageing population is evident in Midlothian population projections. A person's age can impact how they use the transport system.</p> <p>Older people experience higher rates of disability, poor health and life limiting conditions. Those with mobility impairments can be prevented from using the transport network as a result of a lack of accessible infrastructure and / or physical barriers.</p> <p>Older people may currently rely on the car for transport due to a lack of available rest stops, shelter, dropped kerbs, street clutter and a lack of frequent public transport.</p> <p>Those with cognitive impairments, such as dementia, can find tasks and experiences that form part of independent travel (such as, on buses, locating bus stances, identifying the correct service, paying for travel, or getting off at the correct stop very challenging). Some older people also lack the digital skills or confidence to access online transport information which can limit their access to information, services and travel options.</p>			

	<p>Older people may have greater concerns around personal security when travelling.</p> <p>Young people, including those under the age of 15, is an age group also projected to increase more sharply in Midlothian over the decade of the LTS.</p> <p>Younger people may experience difficulties when using the transport system due to limited public transport options and poor active travel connections, with the safety of the latter often a particular concern for parents of young people as well as young people themselves.</p> <p>Parents of younger children and people in their middle years may feel, given busy lifestyles, that car travel is the quickest option and it may be a more affordable option for the journey itself if a trip involves multiple stops or multi-purpose journeys.</p> <p>The LTS includes policies that will have a particular relevance to people of different age groups including:</p> <p>Policy 7: The LTS supports measures to improve the range and quality of fully accessible travel information</p> <p>Policy 8: The LTS recognises that the physical environment and streetscape can be a barrier to travel and independence for some, and supports measures to address this</p> <p>Policy 9: The LTS recognises that crime, the fear of crime and anti-social behaviour is a barrier to travel for some and supports measures to address this</p> <p>Policy 11: The LTS recognises that being able to access taxis is a key element of accessible transport provision across Midlothian, which alongside community transport can support people's everyday journeys and activities.</p> <p>Policy 18: The LTS supports the improvement of walking, wheeling and cycling infrastructure as set out in the ATS, to make it easier for people to make every-day journeys by active travel modes and to support health and wellbeing.</p> <p>Policy 23: Where appropriate, the bus network supports young people making journeys to school and learning</p> <p>Policy 38: Bus stops and routes to bus stops should be high quality and well maintained</p> <p>A separate policy (the ATS) provides coverage in policy terms for other options that relate to active travel journeys by people of all ages.</p> <p>Older people may currently rely on the car for transport due to a lack of available rest stops, shelter, dropped kerbs, street clutter and a lack of frequent public transport. Any new active travel</p>
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		<p>infrastructure aimed at getting people to use alternative forms of travel to the car will need to ensure that these difficulties are addressed.</p>
Disability	Positive	<p>Disabled people are less likely to live in households with access to a car, and can experience a range of difficulties in accessing and using public transport. As noted above, those with mobility impairments can be prevented from using the transport network as a result of a lack of accessible infrastructure and ./ or physical barriers and those with learning disabilities, neurodivergence or cognitive impairments can also find the tasks and experiences that form part of independent travel (such as locating the correct bus service, paying, etc) challenging.</p> <p>Wheelchair users, and those with mobility issues or mobility aides, can experience issues when travelling in the public realm which relate to poor surfaces, steep kerbs, uneven footways etc.</p> <p>Wheelchair users, and those with mobility issues or mobility aides can experience issues when travelling by bus including:</p> <ul style="list-style-type: none"> - Those travelling in wheelchairs which are larger than standard are sometimes unable to access services - Where only one wheelchair user space is available, this prevents a second passenger from travelling on the service. This creates uncertainty and restricts access potentially leading to long wait times in sometimes poor environments, and can prevent disabled users from travelling together. <p>These issues can exclude people from the public transport network and result in either choosing to, or having to travel by car or indeed not travelling at all which can limit life opportunities and access to employment, education, key services, leisure and social opportunities. Taxis form an essential option for many people who are wheelchair users and Midlothian does not have 100% takeup of taxi licences available.</p> <p>The LTS includes a number of policies with a particular relevance to disability including:</p> <p>Policy 7: The LTS supports measures to improve the range and quality of fully accessible travel information</p> <p>Policy 8: The LTS recognises that the physical environment and streetscape can be a barrier to travel and independence for some, and supports measures to address this</p> <p>Policy 9: The LTS recognises that crime, the fear of crime and anti-social behaviour is a barrier to travel for some and supports measures to address this</p> <p>Policy 11: The LTS recognises that being able to access taxis is a key element of accessible transport provision across Midlothian, which alongside community transport can support people's everyday journeys and activities.</p>

		<p>Policy 42: The LTS recognises that more flexible floorspace arrangements would benefit bus users dependent on wheeling</p>
Gender reassignment	Positive	<p>Transgender people generally have lower incomes and therefore are at a higher risk of transport poverty. They typically experience hate crimes more regularly than non-protected groups and may have concerns about using public transport or public transport facilities due to fear of harassment or discrimination. Perceptions of safety in public places such as bus stops can be improved with lighting and passive surveillance. The LTS includes the following policy with relevance to personal security:</p> <p>Policy 9: The LTS recognises that crime, the fear of crime and anti-social behaviour is a barrier to travel for some and supports measures to address this</p>
Marriage and civil partnership	Neutral	<p>Greater access to social activities can provide benefits for those living alone, and who often travel alone in the evenings, at night etc, however the policies within the LTS do not have a positive or negative impact particularly on this group.</p>
Pregnancy and maternity	Positive	<p>Pregnant women and mothers of young children require more accessible infrastructure, e.g. dropped kerbs, lift access, and may also seek access to key services such as rest stops and rest rooms. Those travelling with young children often have prams, or folding pushchairs and therefore require more accessible infrastructure and transport services, including wider footways, dropped kerbs, removal of barriers etc. On bus services, there is also a need for space for prams. The LTS includes a number of policies with particular relevance to pregnancy and maternity including:</p> <p>Policy 9: The LTS recognises that crime, the fear of crime and anti-social behaviour is a barrier to travel for some and supports measures to address this</p> <p>Policy 10: The LTS supports initiatives that give Midlothian residents more affordable access to cycling</p> <p>Policy 12: The LTS recognises that the cost of bus travel can be a barrier to travel, especially where more than one bus is needed from different operators, and supports measures to reduce the cost of bus travel and make the cost of bus travel more equitable for Midlothian residents</p> <p>Policy 13: The LTS recognises that the cost of rail travel is a barrier to travel and supports measures to reduce the cost of rail travel</p> <p>Policy 19: The LTS supports measures to reduce journey times and improve the reliability and punctuality of public transport</p> <p>Policy 42: The LTS recognises that more flexible floorspace arrangements would benefit bus users dependent on wheeling</p>

Race	Positive	The ATS seeks to create inclusive, equitable access to social and economic opportunities within the community.
Religion or belief	Positive	<p>Discrimination, assault or harassment on the basis of religious identity may affect people of certain religious groups. This may affect their choice to use public transport and associated facilities. The LTS includes the following policy with relevance to personal security:</p> <p>Policy 9: The LTS recognises that crime, the fear of crime and anti-social behaviour is a barrier to travel for some and supports measures to address this</p>
Sex	Positive	<p>Women are less likely to drive, are typically more dependent upon public transport and are less likely to use active travel modes than men deriving from concerns about safety; women are more likely to be subject to harassment or assault or suffer with the fear of this occurring. For example, recent research with women and girls undertaken by Transport Scotland found that concerns over personal security when using public transport resulted in women and girls being forced to adapt and curtail their behaviour with impacts on equality of access and the cost of travel.</p> <p>Women also typically undertake more childcare, and therefore are more affected by issues of access when travelling with young children and prams. Pregnant women, mothers of young children will have more access through wider pavements and barrier removal, dropped kerbs. Rest stops, benches etc. in the public realm, associated with town centres and near amenities will have positive impact on pregnant women. The LTS includes the following policies with relevance to women:</p> <p>Policy 8: The LTS recognises that the physical environment and streetscape can be a barrier to travel and independence for some, and supports measures to address this</p> <p>Policy 9: The LTS recognises that crime, the fear of crime and anti-social behaviour is a barrier to travel for some and supports measures to address this</p> <p>Policy 19: The LTS supports measures to reduce journey times and improve the reliability and punctuality of public transport</p>

Sexual orientation	Positive	<p>Non-hetero sexual orientation and identity can contribute to people feeling unsafe in public spaces. People with this characteristic may be concerned about personal security, harassment or discrimination when travelling. The LTS includes the following policy with relevance to personal security:</p> <p>Policy 9: The LTS recognises that crime, the fear of crime and anti-social behaviour is a barrier to travel for some and supports measures to address this</p>
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13. What kind of impact could the proposal have on children and young people in terms of the requirements of the [UNCRC \(Scotland\) \(Incorporation\) Act 2023](#)?

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

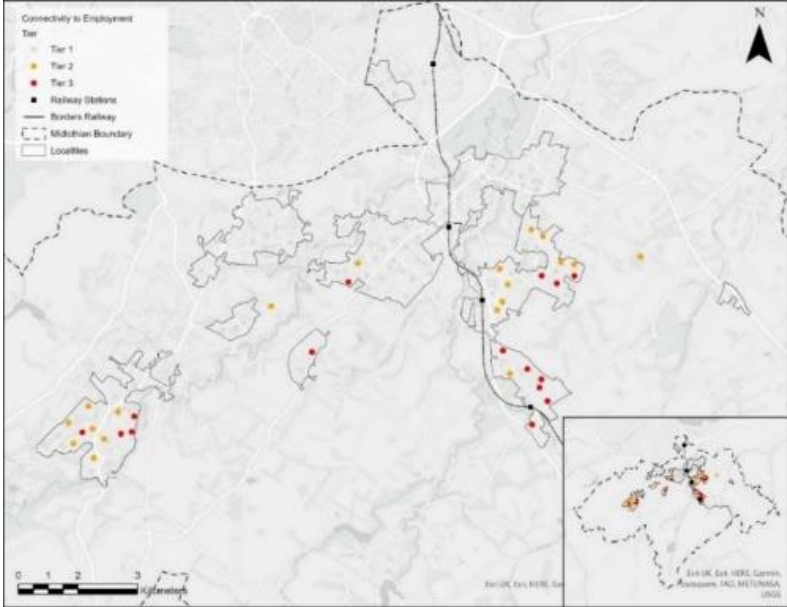
UNCRC Article	Particular groups of children affected	Potential impact	Explanation
Article 3 (best interests of the child)	All children	Positive	The LTS includes a range of policies which aim to enhance opportunities for independent travel and improve access to employment, education, social and recreational opportunities by both public transport and active travel modes.
Article 6 (life, survival and development)	All children and young people	Positive	The LTS includes a range of policies which aim to enhance the opportunities for safe, independent travel and improve access to education, training, employment, social and recreational opportunities – accessed by public transport, and by active travel modes.
Article 12 (respect for the views of the child)	Children attending educational institutions	Positive	N/A
Article 19 (protection from violence, abuse and neglect)	All Children	Unknown	The LTS recognises that crime, the fear of crime and anti-social behaviour is a barrier to travel for some and supports measures to address this. This would help protect children from violence and abuse when travelling on public transport.
Article 23 (children with a disability)	All children	Positive	The LTS includes policies that aim to positively increase / improve access to the transport network for those with a disability.

Article 27 (adequate standard of living)	All Children. Particularly children living in SIMD target areas	Positive	The LTS includes policies which aim to improve public transport and active travel access to employment, education, training and or other services with the aim to reduce poverty and improve living standards, including by supporting parents of children in poverty.
Article 29 (goals of education)	Children attending educational institutions.	Positive	The LTS includes policies which aim to improve public transport and independent active travel access to schools and related key services such as breakfast clubs that can keep children attending education.
Article 31 (leisure, play and culture)	All children	Positive	The LTS includes policies which aim to improve public transport and active travel access to social, cultural, leisure and recreational opportunities.
Other (please specify)	Click here to enter text.	Choose an item.	Click here to enter text.
Click here to enter text.			

14. What kind of impact could the proposal have on people in terms of the Articles of the European Convention on Human Rights (ECHR)?
- See pages 14-15 of the IIA Guidance.

Article of ECHR	Particular groups of people affected	Potential impact	Explanation
Freedom of movement	All people	Positive	The LTS includes policies which aim to improve public transport and active travel enabling a greater proportion of the population to move freely without barriers.
Right to liberty and security	All People	Positive	The LTS policies aim to improve feelings of security when travelling on public transport supporting the right to liberty and security.
Prohibition of discrimination	All people	Positive	The LTS aims to improve access for all, by reducing any inherent inequity within the transport system that discriminates on the basis of people's protected characteristics, or intersectional protected characteristics.

Click here to enter text.	Click here to enter text.	Choose an item.	Click here to enter text.
<p>15. What kind of impact could this proposal have on people experiencing or vulnerable to socio-economic disadvantage (i.e. poverty)?</p> <ul style="list-style-type: none"> - An explanation of the different features of socio-economic disadvantage and information on vulnerable population groups can be found on page 18 of the IIA Guidance. 			
Socio-economic disadvantage	Potential impact	Explanation	
Low income	Positive	<p>The high cost of car ownership, a lack of public transport options, and / or the high cost of public transport can restrict access to employment, education and services. This particularly affects people with lower incomes for whom transport costs make up a higher proportion of their disposable income. The LTS includes policies with relevance to those on lower incomes:</p> <p>Policy 10: The LTS supports initiatives that give Midlothian residents more affordable access to cycling</p> <p>Policy 12: The LTS recognises that the cost of bus travel can be a barrier to travel, especially where more than one bus is needed from different operators, and supports measures to reduce the cost of bus travel and make the cost of bus travel more equitable for Midlothian residents</p> <p>Policy 13: The LTS recognises that the cost of rail travel is a barrier to travel and supports measures to reduce the cost of rail travel</p>	
Low and/or no wealth	Positive	As above	
Material deprivation	Positive	As above	
Area deprivation	Positive	<p>The Scottish Government's Scottish Index of Multiple Deprivation (SIMD) indicates that there are areas of deprivation in each of the main settlements in Midlothian.</p> <p>Evidence suggests that poorer areas are typically less well served by public transport, leading to restricted access to employment, education and services. To better understand the relationship between public transport access and deprivation / socio-economic disadvantage, analysis was undertaken using a bespoke connectivity and deprivation audit tool (CDAT). This draws on SIMD data and public transport connectivity data and classifies areas into 3 tiers based on the relationship between a) deprivation (SIMD domains e.g. low levels of employment), b) public</p>	

		<p>transport connectivity to associated opportunities. Tier 3 locations are areas where there is strong correlation with high levels of deprivation and poor levels of public transport connectivity i.e. in these areas, poor public transport #connections may be contributing to poor socioeconomic outcomes. The figures below show the outcomes of the CDAT analysis with respect to employment with Tier 3 locations shown in RED.</p>  <p>As shown, the analysis identified concentrations of locations where there is a correlation between deprivation and poor transport connectivity , with Penicuik, Mayfield, Gorebridge, Bonnyrigg and Rosewell. Overall this affects 12% of Midlothian's population (est 11,200 people).</p> <p>Given the CDAT analysis demonstrates the relationship between area deprivation and public transport services, the LTS includes a number of policies aimed at improving public transport connectivity.</p>
Socio-economic background	Positive	<p>A lack of public transport options and / or the high cost of public transport can restrict access to employment, education and services. This can lead to a lower socioeconomic status and a resultant lower income. The LTS includes policies which aim to improve public transport connectivity and enhance access to opportunities, including:</p> <p>Policy 19: The LTS supports measures to reduce journey times and improve the reliability and punctuality of public transport</p> <p>Policy 20: The LTS supports the development of direct bus services to parts of the city-region where interchange in Edinburgh is currently required</p> <p>Policy 21: The LTS supports improved east-west bus connectivity in Midlothian</p>

		<p>Policy 22: In keeping with the SEStran Regional Bus Strategy, the LTS supports working towards an equitable and proportionate level of bus service for Midlothian communities</p> <p>Policy 23: Where appropriate, the bus network supports young people making journeys to school and learning</p> <p>Policy 24: The LTS supports the principle of mass or rapid transit connections between Midlothian, Edinburgh and the wider region, developed as part of a region-wide approach to connectivity</p> <p>Policy 25: The LTS supports increased bus service frequencies on main corridors to reduce wait time, improve capacity and provide more travel options for those wheeling supported by a range of corridor improvements</p> <p>Policy 26: The LTS supports targeted infrastructure improvements along the Borders Railway that can increase the capacity of the line at key rail sections, junctions and platforms to improve service frequency, journey times and journey time reliability</p> <p>Policy 27: The LTS supports through rail services to destinations beyond Edinburgh Waverley</p> <p>Policy 28: The LTS supports extending the Borders Railway to Carlisle, accompanied by any necessary infrastructure improvements to the existing line</p> <p>Policy 29: The LTS supports opportunities to improve the collection, sharing, monitoring and analysis of transport data, to strengthen decision making and improve the performance and quality of the public transport network</p>
Other	Choose an item.	Click here to enter text.
Click here to enter text.		

Environment

16. What impact could the proposal have on the environment?

- Considerations relating to the environment, climate change and sustainability are described on pages 19-20 of the IIA Guidance.

Potential impact	Affected populations	Explanation
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Neutral	All	A separate SEA document has been produced and the environmental impacts of the LTS are considered in full within this document.
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If the proposal is likely to have a significant impact on the environment (positive or negative), it is advised that you undertake a Strategic Environmental Assessment (SEA). Further information on when an SEA is required can be found on page 19 of the IIA Guidance and on the [Scottish Government website](#).

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

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

Evidence

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

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

Evidence source	Explanation (what does the evidence tell us about nature and scale of the potential impact?)	
	Quantitative (e.g. numbers, percentages)	Qualitative (e.g. surveys, interviews)
National Records of Scotland-Midlothian Area Profile.	Important demographic information, as well as information on populations in need.	Click here to enter text.
Scottish Transport Statistics	Information on transport data and travel patterns, covering both active travel and other forms of transportation.	Click here to enter text.
Stakeholder Engagement	Workshops were undertaken in October / November 2023. These included: <ol style="list-style-type: none"> 1. Internal stakeholder workshops – Planning, Transport, Environmental services. 2. External stakeholder workshops – bus operators, community councils, businesses. 	
Case for Change Public Consultation	An online public consultation on the Stage 1&2 Technical (Case for Change) Report was undertaken between 29th May until 10th June 2024. Information was embedded in a StoryMap which provided an overview of the LTS development process and the work to date. This was shared through Midlothian Council's website, Citizen Space platform and the council social media channels. The information, along with a hard copy of the survey, was also made	The findings from this survey were collated into a spreadsheet to help inform the identification of problems and potential transport options to resolve these. This spreadsheet is available to view in more detail if required. Some of the points raised with relevance to equalities include: A total of 254 people responded to the survey. Of these, 96% (n=256) were

	<p>available at libraries in Midlothian. The findings from public survey were used to inform the identification of problems and opportunities, the subsequent Option Generation and Appraisal stage and the ultimate development of the LTS.</p>	<p>members of the public and 4% (n=10) were responding on behalf of an organisation or business.</p> <p>Lack of / poor quality / inappropriate information on active travel routes, particularly for protected groups Lack of / poor quality walking routes which restricts access, particularly for those with mobility issues / younger people Difficulty accessing public transport in some new development locations – particularly affecting those with mobility issues, cognitive impairments, or neurodiverse Limited space for wheelchairs / prams on buses Unstaffed facilities / poor lighting etc giving rise to safety and security fears, particularly when travelling at night and particularly for certain groups (e.g. women, young people, LGBTQ+) Different level of fares for buses depending on operator / location giving rise to inequalities in access Inadequate shelter / seating at bus stops / rail stations giving rise to equality issues Absence of journey assistance offer for those unable to travel unaccompanied Absence of public transport services in some settlements in rural areas Range of issues with bus service connectivity, including lack of connections, lack of direct connections, long journey times etc which limits access from certain geographic locations</p>
<p>Wide range of qualitative and quantitative analysis examining Midlothian's transport network and problems with this network and travel in Midlothian set out within Stage 1 and 2 (Case for Change) Report</p>		

Wheels for Wellbeing (2020), A Guide to Inclusive Cycling		Provides best-practice guidance on the creation of cycling infrastructure, with a particular focus on designing infrastructure to accommodate users with mobility difficulties.
Women's Aid teams meeting/discussion on active travel accessibility		A discussion round the everyday challenges faced by women in Midlothian. Provided data on personal experiences.
Engagement with the 'Living well in Central Dalkeith and Woodburn' group, and Dalkeith Regeneration Projects		Attendees were provided with information from the consultation to help inform discussions.
Online public consultation on the use of the Go-Ebike scheme (electric bike hire scheme)		User feedback on the go-ebike platform (now defunct) has provided information on the usage (and barriers to use) of bike sharing facilities.

Consultation and Engagement

<p>18. How has the proposal been informed by consultation and engagement?</p> <ul style="list-style-type: none"> - Please explain who was consulted/engaged during the development of the proposal, the extent of their involvement, what their views were and how these have been taken into account. 	<p>A range of stakeholder engagement activities were undertaken in October / November 2023 to inform the Stage 1&2 Technical Report. A wide range of community groups were invited to the stakeholder workshops undertaken including Midlothian Access Forum, Midlothian Community Planning Partnership, Forward Mid, Joint Physical Disability Planning Group, Capability Scotland, Community Access Team Midlothian, the Mobility and Access Committee for Scotland (MACS), Age Scotland, the Midlothian Young People's Advice Service, a range of cycling groups, Visit Scotland etc. The online public survey on the Case for Change was open from the 29th May until 10th June 2024. It was shared through Midlothian Council's website, Citizen Space platform and the council social media channels. The information, along with a hard copy of the survey, was also made available at the following libraries in Midlothian:</p> <ul style="list-style-type: none"> Dalkeith Library and Arts Centre Danderhall Library Gorebridge Library Lasswade Library Loanhead Library Newbattle Library Newtongrange Library Penicuik Library Roslin Library <p>All stakeholder groups were also invited to comment on the draft and complete the survey.</p>
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	<p>A second, twelve week long public consultation was undertaken on the draft final LTS document in July – September 2024, and then extended for a further 3 weeks.</p> <p>This process similarly</p>
Mitigating Actions	
19. Could the proposal, in its current form, discriminate against people in a protected characteristic group?	Don't know
20. Could the proposal, in its current form, violate the rights of children and young people under the UNCRC Act?	No
21. Could the proposal, in its current form, violate human rights under the ECHR?	No
22. Could the proposal, in its current form, entrench or increase inequality of outcome due to poverty?	No
<p>23. If applicable, please describe any actions which could be taken to remove or mitigate the potential negative impact of the proposal.</p> <ul style="list-style-type: none"> - Please provide estimates of the resource implications of adopting these actions. 	<p>In some cases, the needs of particular groups with protected characteristics may conflict within proposals for an individual project arising from the LTS but the LTS itself does not create any negative impacts directly on any groups.</p> <p>Where varying needs may have competing solutions, efforts will need to be made to ensure that reasonable accommodations can be provided, and that negative impacts on vulnerable groups can be minimised as much as possible. The Strategy is an overarching strategic document which establishes the policy context in which individual interventions / projects will be developed – individual mitigation will be undertaken when individual interventions / projects are taken forward.</p> <p>Mitigation of environmental impacts is set out within the separate SEA Environmental Report.</p>

<p>24. If you have identified any potential negative impact which cannot be removed or mitigated, please clearly state your justification for continuing with the proposal.</p>	<p>No negative impacts are determined, and any that arise are deemed to be of a type that can be mitigated under the policy terms of the proposed LTS.</p>
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NOTE: If the proposal could be deemed discriminatory under the Equality Act, UNCRC or ECHR, you must revise the proposal to ensure that the Council acts lawfully.

Monitoring and Review

<p>25. How will the implementation and impact of the proposal be monitored? How frequently and by whom?</p>	<p>Monitoring the delivery of our LTS will be important to assess the extent to which the LTS Vision and Strategy Outcomes are being achieved.</p> <p>Following the approval of the LTS, a Delivery Plan will be developed which will set out Actions to be undertaken in order to deliver the LTS Policies and Outcomes and an associated timescale.</p> <p>The delivery Plan will be reviewed on an annual basis to determine progress. To facilitate this, a series of Key Performance Indicators (KPIs) have been identified. These are each linked to the Strategy Outcomes and are closely linked to those defined for the monitoring of the NTS2.</p> <p>A full list of the KPIs is set out in Chapter 15 of the Draft LTS.</p>
<p>26. How will the results of this monitoring be used to develop future proposals?</p>	<p>Effectiveness of changes will be used to inform future LTS changes or reviews.</p>
<p>27. When will the proposal be reviewed?</p>	<p>A review of data and monitoring will be carried out and reported to Council in Year 5 of the LTS.</p>
<p>28. If the proposal is to be delivered wholly or partly by contractors, what arrangements are in place to ensure equality, human rights and environmental issues are properly considered?</p>	<p>The Council's rigorous procurement processes require that any contracted party adheres to and can demonstrate their commitment to equality, human rights, and sustainability.</p>

Recommendation

<p>29. What is your recommendation for the proposal?</p>	<p>Adopt proposal with no amendments <input checked="" type="checkbox"/></p>
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		Adopt proposal with mitigating actions (outlined above) <input type="checkbox"/>
		Reject proposal due to disproportionately negative impact on equality, human rights or the environment <input type="checkbox"/>
<p>30. Please give the reasoning behind your recommendation</p> <ul style="list-style-type: none"> - Include reference to any potential impact you have identified during the IIA process. - If you have not conducted a full impact assessment by completing all sections of this form, please explain why. 		<p>The LTS is a strategic document. Equality considerations have formed a vital part of, and played into each stage of its development of the document. The equality impacts of the LTS Outcomes and Policies and Priorities for Changes have been assessed through this IIA process and have been found to result in no negative impact.</p> <p>As a strategic document, the LTS provides a framework for project delivery and the policy context in which individual interventions / projects will be developed. Further IIA assessments are anticipated to be undertaken when delivering the individual interventions / projects.</p>
Authorisation by Director/Chief Officer/Head of Service		
Name	Anna Herriman	Click here to enter text.
Signature	Click here to enter text.	5 May 2026 Click to enter a date.