
Equality Impact Assessment

Template Form



SHETLAND
ISLANDS COUNCIL

INTRODUCTION

An Equality Impact Assessment (EQIA) is an evidence-based approach designed to help the Council ensure that its policies, strategies and proposals for change meet the needs of everyone.

This Equality Impact Assessment (EQIA) enables you to assess what you're proposing against the Public Sector Equality Duty and the Fairer Scotland Duty. The EQIA process involves:

- Step 1: Develop a Clear Understanding of your Objectives: outlining details of your proposal and background information.
- Step 2: Data & Consultation: evidence sources for assessment.
- Step 3: Screening Assessment of Impact: completing the screening process to determine if the proposal requires completion of a full impact assessment. The screening process can stand alone as a final summary if no significant impacts are identified.
- Step 4: Full Impact Assessment: to enable a more detailed analysis of the proposal, the impacts and any mitigations or actions to be put in place. This Step may not be required depending on the outcome at Step 3.
- Step 5: Monitor & Review: setting out how impacts will be monitored.
- Step 6: Decision & Authorisation: setting out decision from impact assessment and authorisation.
- Step 7: Publication of Result

STEP 1: Develop a clear understanding of your objectives

<p>Title of your proposal* Name of piece of work, for example policy, strategy or proposal (including budget proposals)</p>	<p>Active Travel Improvements: Swinister, Sandwick</p>	
<p>Do you have authority for your proposal?</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>From Executive Manager – Transport Planning and Executive Manager - Roads to progress the development of the project using Transport Scotland’s Tier 1 Active Travel funding.</p>
	<p>No <input type="checkbox"/></p>	<p>please explain how and when you intend to get approval:</p>
<p>Do you have budget for your proposal?</p>	<p>Yes <input type="checkbox"/></p>	<p>please explain:</p>
	<p>No <input checked="" type="checkbox"/></p>	<p>A submission has been made to Transport Scotland’s Tier 2 Active Travel Fund. Currently awaiting their response.</p>
<p>Lead officer (name and job title)</p>	<p>Michael Pedley – Road Engineer</p>	
<p>Is this a new or existing policy/proposal? (include any information on previous relevant work)</p>	<p>It is a new development in the form of an active travel path between the Stove Crossroads and Swinister, Sandwick.</p>	
<p>Brief description of policy / proposal (including purpose, intended outcomes, aims, objectives and/or legislation)</p>	<p>The development consists of both a combined foot/cycle path and, at its north end, a footpath. The limited width of corridor available to the north of the Sandwick Fire Station means that a combined path is not an option there. The combined path will have a length of 625 metres and a width of 2.5 metres, the footpath will measure 80 metres in length with a width of 1.8 metres. The former will have a kerbed section measuring 72 metres in length where it passes between houses on each side. The paths will be contiguous with the existing carriageway separated by a 0.5 metre wide buffer strip. A separate cycle/foot bridge, measuring 12 metres in length, will be provided at the crossing of the Burn of Setter. The intended outcome is a segregated path which makes walking and cycling in Swinister safer. This should encourage further walking and cycling thereby reducing car use, reducing carbon emissions and improving general health through increased physical activity.</p>	

STEP 2: Data & Consultation

What evidence sources are you using in making the assessments?	
Internal or existing data Please detail your sources	Shetland Active Travel Strategy 2021-26 Shetland Active Travel Audits 2021/22 Shetland Transport Strategy 2018-2028
Consultations with officers or partner organisations Please list your sources	Transport Planning officers
Other: Please list your sources	

STEP 3: Screening Assessment of Impact			
Please identify the type of impact your proposal will have on those with a protected characteristic. A positive impact is likely to contribute to promoting equality or improving relations within an equality group. A negative impact could disadvantage that particular equality group. A brief explanation should be provided, based on the evidence or information gathered and outlined above.			
Equalities – Protected Characteristics		Please identify the type of impact your proposal will have on those who fall into the following categories:	
Age Will your proposal have an impact on those within an age group? For example, those over 60. Will your proposal have a negative impact on those within a particular age range? For example (18 to 30 year olds) Note: Age discrimination only applies to those over 18.	Positive <input checked="" type="checkbox"/> please explain: There is higher proportion of less able people in the more elderly population so this development will be of slight benefit to the elderly. Children and young adults will also	Neutral <input type="checkbox"/> please explain:	Negative <input type="checkbox"/> please explain:

	benefit due as they are more reliant than adults on walking and cycling for transport.		
Disability Will your proposal have an impact on those who have a disability? For example, will those who have a disability be discriminated compared to those who do not? For example, someone with a hearing impairment.	Positive <input checked="" type="checkbox"/> please explain: The provision of a footpath will improve access for all road users including pedestrians. Their separation from vehicular traffic will improve their safety and perceived safety thereby removing barriers to the use of these modes of travel. Will be particularly of use for wheelchair users and pedestrians who are visually impaired.	Neutral <input type="checkbox"/> please explain:	Negative <input type="checkbox"/> please explain:
Gender Reassignment Will your proposal have an impact on those who are considering, undergoing or have undergone gender reassignment? For example, would the proposal lead to discrimination for those who have undergone gender reassignment (a process to reassign your sex)	Positive <input type="checkbox"/> please explain:	Neutral <input checked="" type="checkbox"/> please explain: The provision of both a combined foot/cycle path and, at its north end, a footpath is to improve access for all users, it does not specifically focus on those who are undergoing or have undergone	Negative <input type="checkbox"/> please explain:

		gender reassignment.	
Marriage and Civil partnership Will your proposal have an impact on those who are married or in a civil partnership? For example, would the introduction of your proposal lead to discrimination for anyone who is married or in a civil partnership?	Positive <input type="checkbox"/> please explain:	Neutral <input checked="" type="checkbox"/> please explain: The provision of both a combined foot/cycle path and, at its north end, a footpath is to improve access for all users, it does not specifically focus on those who are married or in a civil partnership.	Negative <input type="checkbox"/> please explain:
Pregnancy and Maternity Will your proposal have an impact on those who are pregnant or on maternity (up to 26 weeks) compared to those who are not?	Positive <input type="checkbox"/> please explain:	Neutral <input checked="" type="checkbox"/> please explain: The provision of both a combined foot/cycle path and, at its north end, a footpath is to improve access for all users, it does not specifically focus on those who are pregnant or on maternity.	Negative <input type="checkbox"/> please explain:
Race Will your proposal have an impact on anyone because of their race, ethnicity or nationality?	Positive <input type="checkbox"/> please explain:	Neutral <input checked="" type="checkbox"/> please explain: The provision of both a combined foot/cycle path and, at its north end, a footpath is to improve access for all users, it does not specifically focus on race.	Negative <input type="checkbox"/> please explain:
Religion or Belief Will your proposal affect those who have a religion, belief or lack of religion or belief? For example, will those who have a religion be affected negatively?	Positive <input type="checkbox"/> please explain:	Neutral <input checked="" type="checkbox"/> please explain: The provision of both a combined foot/cycle path and, at its north end, a footpath is to improve access for all users, it does not specifically focus	Negative <input type="checkbox"/> please explain:

		on religion or belief.	
Sex Could your proposal have an impact on those of a specific sex, for example males would be impacted differently to those who are female?	Positive <input type="checkbox"/> please explain:	Neutral <input checked="" type="checkbox"/> please explain: The provision of both a combined foot/cycle path and, at its north end, a footpath is to improve access for all users, it does not specifically focus on sex.	Negative <input type="checkbox"/> please explain:
Sexual Orientation Could your proposal have an impact on those who are heterosexual, gay, lesbian or bisexual?	Positive <input type="checkbox"/> please explain:	Neutral <input checked="" type="checkbox"/> please explain: The provision of both a combined foot/cycle path and, at its north end, a footpath is to improve access for all users, it does not specifically focus on sexual orientation.	Negative <input type="checkbox"/> please explain:
Fairer Scotland Duty - Socio-economic Inequalities	Please identify the type of impact your proposal will have on low income households.		
Low income / income poverty Those who cannot afford to maintain regular payments such as bills, food, clothing payments	Positive <input checked="" type="checkbox"/> Low income families are more reliant on walking and cycling for travel.	Neutral <input type="checkbox"/> please explain:	Negative <input type="checkbox"/> please explain:
Low and/or no wealth Those who can meet basic living costs but have no savings for unexpected spend or provision for the future	Positive <input checked="" type="checkbox"/> Low wealth families are more reliant on walking and cycling for travel.	Neutral <input type="checkbox"/> please explain:	Negative <input type="checkbox"/> please explain:
Material deprivation Those who cannot access basic goods and services, such as repair/replace broken electrical goods, heat their homes or access to leisure or hobbies	Positive <input checked="" type="checkbox"/> Will be of greater benefit to those who can't access private cars.	Neutral <input type="checkbox"/> please explain:	Negative <input type="checkbox"/> please explain:

<p>Area deprivation Consider where people live (such as rural areas) and where they work (accessibility and cost of transport)</p>	<p>Positive <input checked="" type="checkbox"/> Studies have shown that there is a higher incidence of pedestrian road accidents in deprived areas.</p>	<p>Neutral <input type="checkbox"/> please explain:</p>	<p>Negative <input type="checkbox"/> please explain:</p>
<p>Socio-economic background Social class, such as parents' education, employment, income</p>	<p>Positive <input type="checkbox"/> please explain:</p>	<p>Neutral <input checked="" type="checkbox"/> please explain: The provision of both a combined foot/cycle path and, at its north end, a footpath is to improve access for all users, it does not exclusively focus on socio-economic background.</p>	<p>Negative <input type="checkbox"/> please explain:</p>

<p>Outcome of Screening Process</p>		
<p>If any negative impacts have been identified above, a Full Impact Assessment will be required (Step 4).</p>		
<p>Will a Full Impact Assessment (FIA) be required for:</p>		
<p>Equalities</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>
<p>Fairer Scotland Duty</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>

If a Full Impact Assessment (FIA) is not required, do not complete Step 4 or 5 and proceed to Steps 6 & 7.

<p>STEP 4: Full Impact Assessment</p> <p>The full impact assessment must be completed where negative impacts have been identified at Step 3 above. Each of the negative impacts identified at Step 3 above will be explored in more detail to identify whether the proposal has a low, medium or high impact and whether there are any appropriate mitigating actions or changes that can be put in place to lessen that impact.</p>

Protected Characteristic	Identified Negative Impact from Step 3	Low /Medium / High Negative Impact	Mitigating Actions/Changes Please state and summarise your mitigating actions or changes to the proposal for the negative impact(s) identified in Step 3.

Type of Socio-Economic Disadvantage	Identified Negative Impact from Step 3	Low/ Medium / High Negative Impact	Mitigating Actions/Changes Please state and summarise your mitigating actions or changes to the proposal for the negative impact(s) identified in Step 3.

STEP 5: Monitor & Review	
What will change as a result of this proposal?	
How will the implementation of the proposal and any impacts be monitored?	

When is the proposal due to be reviewed?	
Who is responsible for ensuring this happens?	

STEP 6: Decision	
Implement proposal with no amendments	<input checked="" type="checkbox"/>
Implement proposal taking account of mitigating actions as outlined above.	<input type="checkbox"/>
Reject proposal due to disproportionate negative impact.	<input type="checkbox"/>
Reason for decision: Impacts are either positive or neutral, none are negative.	

Authorisation		
Title of Policy / Proposal:	Active Travel Improvements: Lower Voe to Tagon	
Directorate and Service:	Infrastructure, Roads	
Policy and assessment author (s)	Name: Neil Hutcheson Job title: Executive Manager Date: 26/03/2025	Name: Job title: Date:
Authorised and approved by Director or Executive Manager	Name: Neil Hutcheson Job title: Executive Manager Date: 26/03/2025	

STEP 7: Publication
Please include a detailed summary of the result of the assessment in any Council reports. This summary and the EQIA should now be published at Diversity and Inclusion – Shetland Islands Council