

# 7. IMPACT AND VALUE ASSESSMENT

**Report Title:** Active Travel Prioritisation Delivery Plan

Where the Impact & Value Assessment has identified a likely impact in relation to the committee proposal, detailed evidence is provided below.

## 7.1 STRATEGIC IMPLICATIONS

### 7.1.1 Corporate Plan

Working in partnership with communities? - YES.

Tackling poverty? - YES.

Tackling climate change and supporting sustainable places? - YES.

Developing as resilient, stronger and greener local economy? - YES.

Enabling our children & young people to achieve their full potential? - YES.

Protecting and caring for our most vulnerable people? - NO.

Supporting and promoting physical and mental wellbeing? - YES.

### 7.1.2 Legal and Governance

Legal implications identified? - NO.

Governance implications identified? - NO.

## 7.2 RESOURCE IMPLICATIONS

### 7.2.1 Finance

Financial implications identified? - YES.

### 7.2.2 Workforce

Workforce implications identified? - NO.

### 4.2.3 Asset Management

Asset Management implications identified? - YES.

Any new active travel infrastructure will have to be adopted.

## 7.3 CONSULTATION AND COMMUNICATION

### 7.3.1 Consultation

Internal or external consultation? - YES.

Internal consultation undertaken. This report has been consulted on with internal PKC teams and with Convener/Vice Convener of Economy and Infrastructure.

### 7.3.2 Communications

Communications plan? - NO.

## 7.4 POLICY CHECKLIST

This report represents a new policy or change to an existing policy document.

### 7.4.1 Corporate Risk Assessment

Corporate risk implications identified? - NO.

### 7.4.2 Equality & Fairness Impact Assessment (EFIA)

Protected equality characteristics impact? - NO.

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Human Rights impact? - NO IMPACT.

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Inequalities of outcome caused by socio-economic disadvantage impact? - POSITIVE IMPACT.

The report identifies a methodology that includes socio-economic impact. A project will score higher in the delivery plan if it improve access to areas of deprivation.

A full EFIA is required (including details of likely impacts from inequalities of outcome caused by socio-economic disadvantage) and will be undertaken before the report is implemented.

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Inequalities of outcome in relation to Communities of Place or Communities of Interest impact? - POSITIVE IMPACT.

The construction of active travel infrastructure through the delivery plan will improve communities access to transport.

A full EFIA is required (including details of likely impacts from inequalities of outcome in relation to Communities of Place or Communities of Interest) and will be undertaken before the report is implemented.

### 7.4.3 Strategic Environmental Assessment (SEA)

A full SEA is required and will be undertaken in-line with Scottish Government guidance and timelines before this report is implemented.

### 7.4.4 Climate Change Impact Assessment

Business, Industry & Supply Chain impact? - YES.

The construction of new active travel infrastructure will allow people to use cycling, walking and wheel for everyday journeys. This will reduce businesses carbon footprint. It may also allow businesses to use alternative modes of transport to delivery or receive goods. The new infrastructure will cater for the use of cargo bikes. The construction of new active travel infrastructure will allow people to use cycling, walking and wheel for everyday journeys. This will reduce businesses carbon footprint. It may also allow businesses to use alternative modes of transport to delivery or receive goods. The new infrastructure will cater for the use of cargo bikes. The construction of new active travel infrastructure will allow people to use cycling, walking and wheel for everyday journeys. This will reduce businesses carbon footprint. It may also allow businesses to use alternative modes of transport to delivery or receive goods. The new infrastructure will cater for the use of cargo bikes.

Energy, Buildings & Infrastructure impact? - NO.

Land Use & Land-Use Change impact? - NO.

Transport & Connectivity impact? - YES.

The construction of new active travel infrastructure will allow people to use cycling, walking and wheel for everyday journeys. Reducing car kilometers and carbon emissions. The report puts forward a delivery plan for the construction of active travel infrastructure. The construction of this infrastructure will make it safer and easier for people to make cycling and walking part of everyday journeys. The report puts forward a delivery plan for the construction of active travel infrastructure. The construction of this infrastructure will make it safer and easier for people to make cycling and walking part of everyday journeys. This should result in a reduction of car kilometers. The report puts forward a delivery plan for the construction of active travel infrastructure. The construction of this infrastructure will make it safer and easier for people to make cycling and walking part of everyday journeys.

Waste & the Circular Economy impact? - NO.

Climate Resilience & Engagement impact? - NO.

#### **7.4.5 Child Rights & Wellbeing Impact Assessment**

Impact based on the GIRFEC wellbeing indicators? - YES.

Active travel infrastructure will make it safer for children to travel to and from schools, as well as other services.

#### **7.4.6 Sustainable Procurement & Supply Impact Assessment**

Resource use and consumption impact? - NO.

Social wellbeing impact? - NO.

Environmental wellbeing impact? - NO.

Economic wellbeing impact? - NO.

#### **7.4.7 Data Protection Impact Assessment (DPIA)**

Impact related to personal data/information? - NO.