

LOCAL TRANSPORT STRATEGY

Integrated Impact Assessment



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Introduction

Purpose

An Integrated Impact Assessment (IIA) of the new Local Transport Strategy (LTS) has been undertaken. The IIA incorporates a series of impact assessments, including the following:

- **Equality Impact Assessment (EqIA):** as a public body, NLC has a legal duty when creating new plans and policies to pay due regard to the Public Sector Equality Duty (PSED) under Section 149 of the [Equality Act 2010](#). The PSED aims to eliminate unlawful discrimination, promote equality and cohesion between different groups and advance equality of opportunity.
- **Fairer Scotland Duty Assessment (FSDA):** the [Fairer Scotland Duty](#), Part 1 of the Equality Act 2010, places a further legal responsibility on NLC to actively consider how it can reduce inequalities of outcome caused by socio-economic disadvantage when making strategic decisions.
- **Children's Rights and Wellbeing Impact Assessment (CRWIA):** NLC is required to take account of children's rights and wellbeing in line with the [United Nations Convention on the Rights of the Child \(Scotland\) Act 2024](#).
- **Health Inequality Impact Assessment (HIIA):** while there are no legislative requirements for a HIIA, local authorities are encouraged to identify potential impacts on populations and health determinants likely to be affected by the development of the LTS.

Context

This IIA considers potential direct and indirect (both adverse and beneficial) impacts associated with the LTS actions. The approach draws on evidence from secondary data sources, consultation feedback, and information from design and assessment work undertaken for the project.

The previous LTS for North Lanarkshire was published in 2010 and is no longer fully aligned with the national policies and strategies that have since been published. Therefore, the new LTS will outline the future direction for transport planning and upkeep of transport infrastructure and set out how national and regional obligations will be delivered whilst meeting local challenges and objectives.

The previous LTS was published in 2010 and set out the vision 'to create a North Lanarkshire that is an attractive place to live, work and invest and a place where all people enjoy a high quality of life with equal opportunities' supported by four key themes as follows:

- 1) **Improving the economy:** to stimulate business and the economy and develop North Lanarkshire as an attractive place to invest, work and do business.
- 2) **Improving accessibility:** to provide equal opportunities and enhance the choice, accessibility and availability of transport, particularly for those in deprived areas and those with limited access to the transport network.
- 3) **Enhancing safety and security:** to promote safety in the community and enhance actual and perceived safety when travelling on the transport network.
- 4) **Improving the environment and health of the population:** to protect North Lanarkshire's natural and built environment and to improve the health of its population.

The new LTS will provide a 10-year strategy to replace the existing 2010 strategy. It will set out the priorities, agenda, direction and process for change at the local level. The LTS has a continued focus on building a sustainable and resilient transport network that supports economic growth, community wellbeing, reduces inequalities and also prioritises environmental protection and climate action. Chapter 3 'Summary of the LTS provides further detail on the new LTS objectives and actions.

Report Structure

Following on from this introduction section, the remainder of the report is structured as follows:

- **Chapter 2: Legislation and policy review** – providing context through review of relevant legislation and policy associated with equalities and transport;
- **Chapter 3: Summary of the LTS** – an overview of the LTS, including vision, priorities, objectives and actions being considered;
- **Chapter 4: Evidence base** - using secondary data sources such as Census 2022 data, to establish a baseline for protected characteristic groups and socio-economic disadvantage within the regional and national study areas;
- **Chapter 5: Key issues and evidence** – an overview of the key issues and evidence around children and young people (CRWIA), other protected characteristic groups (EqIA), socio-economic disadvantaged groups (FSDA) and health (HIIA);
- **Chapter 6: Consultation** – a summary of consultation undertaken to date and feedback received by the Council;
- **Chapter 7: Assessment of impacts** – an appraisal of impacts and equality effects of the LTS Actions using the evidence gathered; and
- **Chapter 8: Conclusions and recommendations** – conclusion of equality impacts and the Council's due regard to the PSED. This section also contains continued actions recommended for enhancing positive equality impacts and minimising potential negative impacts based on available evidence to date.

Legislation and Policy Review

This section provides a review of relevant legislation and national and local policies.

Legislation

Equality Act 2010 and the Public Sector Equality Duty (2010)

The Equality Act 2010 legally protects people from discrimination both in the workplace and in wider society. It ensures that individuals with the following nine protected characteristics are not indirectly or directly discriminated against:

- **Age:** Refers to individuals defined by either a particular age or age range;
- **Disability:** An individual who has a physical or mental impairment (lasting more than a year) that has a substantial adverse effect on their ability to carry out normal day-to-day activities;
- **Gender Reassignment:** Refers to a person who is proposing to undergo, is undergoing, or has undergone a process for the purpose of reassigning their gender identity;
- **Marriage and Civil Partnership:** Marriage can be between a man and a woman or between two people of the same sex. Civil partners must not be treated less favourably than married couples;
- **Pregnancy and Maternity:** Pregnancy is the condition of being pregnant and expecting a baby. Maternity refers to the period after the birth. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth;
- **Race:** Under the Equality Act 2010 race includes colour, nationality (including citizenship) and ethnic or national origins;
- **Religion or Belief:** Religion means any religion and a reference to religion includes a reference to a lack of religion. Belief means any religious or philosophical belief and a reference to belief includes a reference to a lack of belief;

- **Sex:** Refers to a man or to a woman, or to a group of people of the same sex; and,
- **Sexual Orientation:** This means a person's sexual orientation towards persons of the same sex, persons of the opposite sex, or persons of either sex.

Section 149 of the Act sets out the PSED, to which North Lanarkshire Council is subject in carrying out all its functions, including the development of the LTS. Those subject to the PSED must, in the exercise of their functions, have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and,
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The PSED applies to all protected characteristics provided for in section 149(7). The Equality Act 2010 explains that having due regard to the second aim involves:

- Removing or minimising disadvantages affecting people due to their protected characteristics;
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people; and
- Encouraging people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low.

The PSED requires public bodies to take proactive measures to address inequality and help contribute to the government's commitment to tackle disadvantage and discrimination, advance equality of opportunity and encourage good relations between all people.

Fairer Scotland Duty (2010)

Part 1 of the Equality Act 2010, the 'Fairer Scotland Duty', places a legal responsibility on the relevant authorities to actively consider how they can reduce inequalities of outcome caused by socio-economic disadvantage. When making decisions of a strategic nature about how to exercise its functions, North Lanarkshire Council must have due regard to the desirability of exercising them in a way that is designed to reduce the inequalities of outcome which result from socio-economic disadvantage. This differs from the PSED under Section 149 of the Equality Act which considers only reducing inequalities of opportunity.

Public bodies may wish to publish a written assessment under the Fairer Scotland Duty, demonstrating how they have considered inequalities of outcome when making any major strategic decision.

'The Fairer Scotland Duty - Guidance for Public Bodies' identifies a need to consider both 'communities of place' and 'communities of interest' in terms of people who share an experience and are particularly impacted by socio-economic disadvantage.

Children and Young People (Scotland) Act (2014)

In Section 1 of the [Children and Young People \(Scotland\) Act \(2014\)](#), Scottish Ministers have committed to keep under consideration whether there are any steps they could take which would further effect in Scotland the United Nations Convention on the Rights of the Child (UNCRC) requirements. Completion of the CRWIA feeds into this consideration and review process. The 'wellbeing of children and young people' is defined at section 96(2) of the 2014 Act. The general principles of the Act (as identified by UNICEF 2019) are:

- Non-discrimination;
- Best interest of the child;
- Right to survival and life development; and
- Right to be heard.

The UNCRC defines a child as any human being below 18 years old, unless majority is attained earlier under the law applicable to the child. In Scotland, a minor is a person under the age of 18 in most circumstances.

Part 9 of the Children and Young People (Scotland) Act on corporate parenting is relevant to certain public bodies, including North Lanarkshire Council. Through corporate parenting, duties were introduced for the relevant public bodies to support certain children and young people. The responsibilities of every corporate parent are:

- a. To be alerted to matters which, or which might, adversely affect the wellbeing of children and young people to whom this Part applies;
- b. To assess the needs of those children and young people for services and support it provides;
- c. To promote the interests of those children and young people;
- d. To seek to provide those children and young people with opportunities to participate in activities designed to promote their wellbeing;
- e. To take such action as it considers appropriate to help those children and young people:
 - i. To access opportunities, it provides in pursuance of paragraph (d); and
 - ii. To make use of services, and access support, which it provides; and
- f. To take such other action as it considers appropriate for the purposes of improving the way in which it exercises its functions in relation to those children and young people.

United Nations Convention on the Rights of the Child (Scotland) Act (2024)

This UNCRC (Scotland) Act 2024 builds on the Children and Young People Act by incorporating the rights and obligations established by the UNCRC into Scottish law. This ensures that public authorities act in a way which is compatible with the rights set out in UNCRC.

The Act mandates the creation of a Children's Rights Scheme to outline how the Government will give effect to the rights and obligations under the UNCRC. It also provides judicial remedies for children and their representatives to bring proceedings in court if public authorities fail to comply with the requirements under the UNCRC.

The Act also requires public authorities to conduct a child rights and wellbeing impact assessment to report their compliance with the UNCRC. It also includes provisions for guidance to be issued on its implementation.

National Policy

There is a range of national policy which is relevant to the creation of the North Lanarkshire LTS which is summarised within the emerging LTS document. This section outlines policies which contain provisions directly relevant to the IIA.

National Planning Framework 4 (2023)

To create liveable places, the [National Planning Framework 4 \(NPF4\)](#) acknowledges the disparities in healthy life expectancy across different parts of Scotland. It highlights the need for greater community involvement in the planning process to ensure that the built environment is safe, inclusive, and welcoming for all, including marginalised groups such as women, disabled people, children, young people, and ethnic minority communities.

The Scottish Government's commitment to reducing child poverty is also recognised in the NPF4. It stresses the importance of investing in regeneration projects targeted at areas with the greatest need and aligning with the Scottish Government's ['Best Start, Bright Futures' delivery plan for tackling child poverty](#).

The NPF4 emphasises the importance of virtual connectivity, investment in active travel links, and the creation of a national walking, cycling and wheeling network that focuses on improving accessibility in areas that require it the most. It advocates for the development of communities that promote local living and 20-minute neighbourhoods to reduce health inequalities.

National Transport Strategy 2 (2020)

The [second National Transport Strategy \(NTS2\)](#) was published in 2020, setting an ambitious vision for Scotland's transport system for the following 20 years. The goal is to build "a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors." The NTS2 recognises transport as having a crucial role in delivering a fully inclusive society, recognising different needs of Scotland's cities, towns, remote and rural areas, and islands.

Strategic Transportation Projects Review 2 (2022)

The [second Strategic Transportation Projects Review \(STPR2\)](#) is a review of Scotland's transport networks, published on 8th December 2022, which identifies and addresses the challenges facing Scotland's transport networks. The recommendations from STPR2 will inform transport investment in Scotland for the next 20 years, building upon the vision set out in NTS2. STPR2 recognises the key role that transport has in reducing inequalities, delivering inclusive economic growth, improving health and wellbeing, and tackling the climate emergency. The recommendations are broadly grouped under six themes:

- Improvement of active travel infrastructure;
- Influencing travel choices and behaviours;
- Enhancing access to affordable public transport;
- Decarbonising transport;
- Increasing safety and resilience on the strategic transport network; and
- Strengthening strategic connections.

An EqlA, FSDA and CRWIA were undertaken for STPR2.

Transport (Scotland) Act (2019)

The [Transport \(Scotland\) Act 2019](#) was passed by the Scottish Parliament on 10th October 2019 and received Royal Assent on 15th November 2019. The provisions contained within the Act include:

- Low Emission Zone (LEZ) schemes – creates a system allowing local authorities to establish, operate, amend and revoke LEZ schemes;
- Local Services Franchises – facilitating the creation of a franchise for local bus services by an authority (or authorities) in a specified area(s).
- Provision of bus services by local transport authorities – which facilitates an authority (such as NLC) being able to provide local bus services (potentially directly, or through a company), provided it will contribute to the implementation of its general policy objectives. Unlike the local services franchises, this provision does not involve granting exclusive rights to others; it is about direct service provision by the local authority.

- Bus Service Improvement Partnerships (BSIPs) – which facilitates the creation of a statutory partnership between a relevant authority (or authorities) and operator(s) to improve bus services in a specified area(s).
- Workplace Parking Levy – which facilitates a local authority (or authorities) creating a requirement to have a licence to provide parking at workplaces, and to charge employers for that licence based on the number of spaces available; and
- Parking – local authorities can enforce bans pavement parking, at dropped kerbs at crossing places, and double parking. The law has been enforceable since December 2023. NLC approved progression towards enforcement of the new parking offences in February 2024.

Best Start, Bright Futures: Tackling Child Poverty Delivery Plan 2022 to 2026 (2022)

Best Start, Bright Futures was published by Scottish Government in 2022, outlining the strategy to tackle child poverty in Scotland. The role of transport is underlined throughout the document, pointing towards the importance of affordability, and providing connections to essential services, employment centres and schools. For example, a £1 million community bus fund is planned, aimed at improving public transport availability, as well as expanding the concessionary fares offer to deliver free bus travel for all children and young people under the age of 22. A review of Demand Responsive Transport options will be undertaken to establish how they can help low-income families.

The National Walking Strategy Action Plan (2016-2026)

The [National Walking Strategy](#) was one of the first of its kind to be introduced worldwide. It outlines a vision for Scotland ‘where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking’. The document sits within a wider strategy context of the National Performance Framework, with walking a key component on aiding the delivery of outcomes within the framework.

The aims of the strategy are to ‘create a culture of walking where everyone walks more often as part of everyday travel and for recreation and wellbeing’, and secondly, ‘to achieve better quality walking environments with attractive, well

designed and managed built and natural spaces and places for everyone’. Local walking environments must be accessible to all to ensure everyone can walk and enjoy them.

Going Further: Scotland’s Accessible Travel Framework (2016)

[Scotland’s Accessible Travel Framework](#) was published in 2016 by Transport Scotland. It aims to improve accessibility for all individuals within the transportation sector, focusing on enhancing infrastructure, services, and information to create an inclusive travel experience. The framework was created in partnership with disabled people and their representatives and aims to uphold disabled people’s rights by removing barriers and improving access to travel, and ensuring disabled people are fully involved in work to improve all aspects of travel. The framework is supported by subsequent Annual Delivery Plans.

Climate Change Plan 2018-2032 (Updated 2020)

The Scottish Government published [Securing a Green Recovery on a Path to Net Zero: Update to the Climate Change Plan 2018–2032](#) in December 2020, which reflects the ambition of new targets set in the [Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#); this comprises the reduction of Scotland’s greenhouse gas emissions to net zero by 2045. Although the Scottish Government has recently moved away from the flagship target of reducing greenhouse gas emissions by 75% by 2030, the long-term target to reach net zero by 2045 remains.

The Plan notes how transportation trends such as more widespread home working and the focus of land-use planning on 20-minute neighbourhoods can be capitalised on to help enable targets to be met. The Plan states that: “By 2032 our roads will contain no new petrol and diesel cars and vans; we will have decarbonised our passenger railways; and we will have begun work to decarbonise challenging transport modes such as Heavy Goods Vehicles (HGVs), ferries and aviation. Car kilometres will have reduced by 20%, and sustainable transport will be the instinctive first choice for people.” The target to reduce car kilometres by 20% by 2030 (against a 2019 baseline) is one of the key targets contained within the Plan.

Local Transport Strategy Guidance issued by Transport Scotland (2024)

In January 2024, Transport Scotland published their guidance for [Local Transport Strategies](#). The guidance aims to support local authorities in creating transport strategies for their local area. The Guidance is underpinned by Scotland's commitment to reducing kilometres travelled by car by 20% by 2030, with reduction of overall car use seen as essential to meeting Scotland's statutory emission targets. Reducing the dominance of private cars also aims to address the inequalities of the status quo, as those on low incomes, women, disabled people, and people of non-white Scottish or British ethnicities are less likely to have access to or use a car, while the negative impacts of car use – air and noise pollution, road danger, community severance and congestion - fall disproportionately on those groups.

The Guidance provides a LTS checklist of considerations for local authorities, including:

1. Have you determined the location specific problems and opportunities focusing on people and communities within your area?
2. Have you carried out analysis of current/future transport problems and opportunities?
3. Have you determined what you want your LTS to achieve through a set of outcomes and supporting objectives?
4. Have you developed a set of indicators to monitor performance, where appropriate, and potentially indicator-specific outcomes which will be used to measure whether the Strategy is being successfully delivered?
5. Have you created a delivery plan?
6. Have you completed or referred to previously completed impact assessments and shown how the LTS responds to the findings of this?
7. Have you carried out specific engagement?

The LTS has been developed with this checklist in mind. Specific engagement has been undertaken to understand challenges and opportunities for the local community. The LTS sets out objectives, taking into account SMART principles so that they can be monitored and evaluated.

Regional Policy

Regional policy relevant to the IIA is included below. A full list of regional policy relevant to the LTS is included in the Case for Change report.

Strathclyde Partnership for Transport Regional Transport Strategy (2023)

In July 2023, Strathclyde Partnership for Transport (SPT) published its [Regional Transport Strategy \(RTS\)](#) covering the period 2023 to 2038. The RTS sets a vision for the West of Scotland to be “an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all.”

The Strategy supports and follows the principles of the Sustainable Travel Hierarchy and aims to tackle key issues in the region: active living, access for all, quality of public transport, transport emissions, and regional connectivity. The RTS outlines policies in order to achieve the following objectives:

- To improve accessibility, affordability, availability and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs;
- To reduce carbon emissions and other harmful pollutants from transport in the region;
- To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys;
- To make public transport a desirable and convenient travel choice for everyone; and
- To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passenger and freight.

In addition, the RTS establishes targets that are aligned with the national climate change targets, setting out the transformational change in behaviours that are required to achieve the Strategy's vision:

- By 2030, car kilometres in the region will be reduced by at least 20%;
- By 2030, transport emissions will be reduced by at least 53% from the 2019 baseline; and

- By 2030, at least 45% of all journeys will be made by means other than private car as the main mode.

SPT Regional Active Travel Strategy for the West of Scotland 2024-2038 (2024)

The [Regional Active Travel Strategy \(ATS\)](#) is part of SPT's coordinated approach to achieve the Regional Transport Strategy. The ATS aims to transform travel across the Strathclyde Region by providing a well-connected, continuous cross-boundary active travel network and supporting measures that inform and empower people to travel actively.

The strategy discusses some of the key difficulties for the region including high levels of obesity, social isolation and large challenges around poverty, deprivation and inequality. Two thirds of Scotland's most income deprived areas are located in the SPT region with child poverty rates also higher overall within the region. The strategy recognises that car use contributes to each of these challenges and that existing infrastructure supports car use over other active and sustainable modes. Therefore incorporating active travel methods should have substantial benefits.

The interventions suggested by the ATS are presented under five broad categories:

- Creating an attractive environment for walking, wheeling and cycling.
- Integrating walking, wheeling and cycling with public transport.
- Increasing affordable access to bikes.
- Promotion, travel behaviour change and information.
- Funding and governance.

The strategy also includes a comprehensive route prioritisation exercise to identify and prioritise the key areas for active travel infrastructure investment throughout the region and provides regional design standards to ensure that active travel projects are accessible for all users.

NHS Lanarkshire Sustainability and Climate Change 2022-2026 (2022)

NHS Lanarkshire's [Sustainability & Climate Change Strategy](#), published in 2022, sets forward the health board's commitments and ambitions to deliver a net zero

and sustainable health board. The strategy outlines current initiatives and future projects. The overarching aims of the health board are to ensure:

- NHS Lanarkshire is a net-zero emission Health Board by 2040;
- As part of "Our Health Together", prioritise actions which simultaneously improve patient care, community wellbeing, and reduce inequalities, while tackling climate change and broader sustainability issues; and
- Plan for and make capital investments, while increasing operational efficiencies.

Practical solutions to becoming net zero include ensuring all small/medium fleet vehicles are electric vehicles (EV) by 2025, reducing emissions from supply chain and employing circular economy principles throughout all procurement activities, reducing unnecessary water usage, and reducing emissions from business travel by improving access to all modes of active travel.

Local Policy

Local policy relevant to the IIA is included below. A full list of local policy relevant to the LTS is included in the Case for Change report.

The Plan for North Lanarkshire (2019)

The [NLC Council Plan](#) sets out a vision 'where North Lanarkshire is the place to Live, Learn, Work, Invest and Visit'. The plan also establishes the current challenges facing the local area, including:

- High levels of child poverty (in the most affected Ward, one third of children are living in poverty).
- 13.6% of 16–64-year-olds have no qualifications.
- Average earnings in North Lanarkshire are behind the average for Scotland and the UK.
- The population is projected to rise until 2026, then decline between 2026 and 2041 due to a fall in birth rates resulting in a 0.1% overall growth which is lower than the predictions for Scotland. This will result in an increase in the proportion of the population aged 65+ (+51%) but a reduction in the proportion of children (-9%) and the working age population (-10%).

The Plan establishes five key priorities to achieve the shared ambition of inclusive growth and prosperity:

- Improve economic opportunities and outcomes.
- Support all children and young people to realise their full potential.
- Improve health and wellbeing of our communities.
- Enhance participation, capacity and empowerment across our communities.
- Improve North Lanarkshire's resource base.

The plan commits to improving the lives of everyone living, working or visiting North Lanarkshire by driving inclusive economic growth, increasing skills and generating employment and training opportunities to reduce poverty and inequality.

North Lanarkshire Equality Outcomes 2025-2029 (2025)

The [NLC equality outcomes](#) focus on addressing disadvantage experienced by people protected under the Equality Act 2010. These include:

- More disabled people, women and minority ethnic people have access to Council funded employability support programmes and business support.
- Young adults, lone parents, women, disabled people and those from different faith groups access the services of the Tackling Poverty Team.
- The educational attainment for children and young people with disabilities and/or additional support needs, Gypsy/traveller children and young carers continue to improve.
- Our schools are safe, accessible and inclusive.
- Increased opportunities for children and young people with protected characteristics to develop their employability skills to enable them to leave school with a positive destination.
- Decision-making processes and services reflect input from young people, women, minority ethnic people and disabled people.
- Our buildings, places and spaces are safe, vibrant, inclusive and accessible, better serving the needs of people with protected characteristics through effective planning, design and development.
- The services and information we provide are accessible and tailored to different people's needs.

North Lanarkshire Local Development Plan (2022)

The current [Local Development Plan](#) sets out the policies and proposals to guide North Lanarkshire's development needs over the next five to ten years. The plan outlines a vision for North Lanarkshire's future development, including improving transport links and addressing inequality through community planning partnership action plans.

Across the different local areas within North Lanarkshire, the plan sets out opportunities for transport improvements. These include the installation and upgrade of cycling and walking routes, improvement with rail and bus infrastructure and specific road improvements relevant to the individual local areas. The Glasgow City Region City Deal Infrastructure Fund will be used to deliver the improvement projects. It should be noted that North Lanarkshire Council is in the early stages of developing an updated Local Development Plan.

North Lanarkshire Active Travel Strategy 2021-2031 (2021)

The [Active Travel Strategy \(ATS\)](#) aims to create 'a wide range of connections across North Lanarkshire which can be utilised for everyday journeys such as travelling to access employment, education or meeting essential needs in addition to recreational purposes'.

The strategy highlights gaps in safe crossings, wayfinding and signage, cohesive active travel networks and safety concerns around underpasses. In addition, there is a low uptake of active travel for everyday journeys and fewer households have access to a bike compared to Scotland. The strategy identifies opportunities to improve connectivity through cycle networks, address transport poverty and increase the number of multi-modal journeys made in the area.

The strategy includes an action plan divided into four key actions:

- Community hub improvements – local improvements to areas surrounding the new town and community hubs along with dedicated routes to link hubs to town centres and key transport links.
- Strategic active travel network routes – routes which are along main arterial routes and link with other destinations.

- Local neighbourhood and connecting active travel network routes – links to local destinations (town centres, town and community hubs, local transport links, local enmities, education and employment).
- Other actions - complementary measures to promote and encourage active travel.

North Lanarkshire's Path to Net Zero (2045)

North Lanarkshire Council's [Path to Net Zero \(2045\)](#) sets out the Council's strategic framework for reducing greenhouse gas emissions across all sectors, aligning with national net zero targets and establishing a series of themed actions and carbon budgets to 2045. This new climate plan identifies transport as a key contributor to emissions and a priority area for intervention alongside energy, waste and procurement. The plan promotes a transition to a low-carbon transport system, including decarbonisation of the council fleet, expansion of electric vehicle charging infrastructure, and encouraging a shift towards active travel and public transport. It also emphasises the importance of behaviour change and partnership working, recognising that achieving net zero will require coordinated action across the Council, local communities and regional partners.

In transport terms, the plan reinforces the role of the local authority as a key delivery agent for climate action, using its responsibilities in transport planning, infrastructure provision, and regulation to influence travel behaviour and emissions. The document highlights the need for integrated, place-based interventions that reduce car dependency, improve sustainable travel options, and contribute directly to meeting local and national carbon reduction targets. It also underlines the expectation that transport policies should be aligned with wider climate objectives, ensuring that investment decisions and network planning actively support the transition to a net zero, inclusive and resilient local transport system.

North Lanarkshire Local Child Poverty Action Report 2023-2024

The 2023-24 [Local Child Poverty Action Report](#) highlights targeted actions undertaken in partnership with NHS Lanarkshire and the third sector to address the causes and effects of poverty. The report reflects progress made since the

previous Action Plan and outlines new actions aimed at reducing child poverty, particularly for children in priority groups who face higher rates of deprivation. Specific interventions focus on improving health, transport, and active travel access to support families and reduce the impact of poverty. Key actions include:

- Enhancing access to affordable and reliable public transport to improve connectivity for low-income families, particularly in rural and high-deprivation areas.
- Promoting active travel initiatives such as walking, wheeling and cycling to school, supported through infrastructure improvements and community-based programmes.
- Strengthening collaboration between health services and local authority teams to improve access to early health interventions for children and families in poverty.
- Supporting mental and physical health initiatives within schools and communities, tailored to the needs of children in priority groups.
- Promoting free travel for under 22s through strong partnership working across schools, Community Learning and Development, Skills Development Scotland, social work, and employability providers.
- Using youth-friendly communications and tailored content for parents.

Summary of the LTS

The LTS has been developed to address transport challenges and opportunities identified through desk-based research and public and stakeholder consultation. These challenges and opportunities are summarised in detail in the Case for Change Report prepared alongside this EqlA.

This chapter summarises the vision statement, priorities and objectives of the LTS.

Vision

The LTS Vision Statement is as follows: *'North Lanarkshire will be a well-connected place, with an efficient transport system that is sustainable, accessible and resilient, supporting inclusive economic growth, health and wellbeing of all and facilitating the safe movement of people and goods'*.

The Vision Statement has been informed by the wider policy context, including the national and local shift to addressing the climate emergency and supporting sustainable economic growth, the health and wellbeing of the local population and equality, safety and security for all.

Priorities

The Vision Statement is supported by five priorities as set out below:

- **Priority 1:** Improve accessibility and reduce inequalities.
- **Priority 2:** Protect the environment and take climate action.
- **Priority 3:** Enable a safe, resilient and equitable transport system that is sustainable.

- **Priority 4:** Support inclusive economic growth.
- **Priority 5:** Improve the health and wellbeing of our communities.

Objectives

The priorities are supported by five objectives which align with the identified challenges and opportunities. These objectives define desired outcomes, guide option appraisal, and form the basis for monitoring and evaluation throughout the strategy's lifetime.

- **TPO1:** Provide a sustainable and accessible transport network which strengthens connectivity across North Lanarkshire and supports environmental targets.
- **TPO2:** Increase the mode share of trips undertaken by shared, active and public transport modes for work, study and leisure trips.
- **TPO3:** Support the efficient and sustainable movement of people and goods to support the local, regional and national economy.
- **TPO4:** Support safety improvements across the transport network and promote the personal safety and security of users.
- **TPO5:** Promote a well maintained and resilient transport network that adapts to the effects of climate change.

Actions

Following the development of the Vision Statement, priorities, and objectives, options for actions were generated and short-listed. An appraisal was undertaken for the short-list of actions, scoring each option against the LTS objectives, STAG criteria and deliverability risk in qualitative terms.

The actions forming the LTS have been grouped into 12 groups as set out in Table 1 below. Many actions will require working with partners and securing funding to allow delivery. A full list of the actions is available in Appendix A.

Table 1: Overview of the LTS action groups

LTS Action Group	Description
Active Travel	This group includes actions to support the NLC Active Travel Strategy, promote walking, wheeling and cycling for everyday travel, support strategic active travel routes and the development of local living and deliver new active travel infrastructure within the City Deal Programme.
Behaviour Change	Actions focus on identifying the most effective ways to deliver behaviour change campaigns, including support for road safety and use of active travel infrastructure.
Public Transport	Actions seek to support North Lanarkshire's bus network and work with SPT during the lifetime of the Regional Bus Strategy, continue delivery of NLC's Public Transport Infrastructure Improvement Programme and to work with partners to improve the connectivity of public transport and accessibility to bus stops and rail stations.
Shared Transport	This group includes working with partners to support measures to enhance Community and Demand Responsive Transport (DRT).
Environmental and Decarbonisation	This group sets out actions to promote the use of electric vehicles, including delivering an accessible and affordable public charging network, decarbonising the Council's vehicle fleet and working with Council colleagues to help reduce the impact of transport on the environment.
Safety in Transport	Actions seek to support measures enhancing personal safety, such as the introduction of lighting along active travel routes and improve safety on the local road network, such as the expansion of traffic calming measures where feasible in line with current policy.
Freight	Actions include supporting partners who are engaging with freight facilitators for opportunities around development, facilitating a shift in HGV traffic from local road network to strategic road network through the delivery of new transport infrastructure and supporting partners to achieve a modal shift of freight from road to rail.
Maintenance	Actions include delivering the actions identified within NLC's Road Asset Management Plan to maintain the local road network, to improve communication of road and footpath/footway closures and support the use of sustainable practices and materials.
Road Safety and Network	Actions include delivering the actions identified within NLC's Road Safety Plan, working towards Scottish road safety targets, continue to analyse accident data and provide priority measures to identified problem sites, liaising with partners on trunk roads and the surrounding road network to improve safety, work with partners to undertake feasibility studies of network improvements and review and update the Guidelines for development roads.
Parking	This group sets out actions to undertake a review of parking across North Lanarkshire, including reviewing the accessibility of disabled parking bays and providing effective enforcement of parking controls in North Lanarkshire.
Digital and technology	This group sets out actions to support partners on the delivery of Mobility as a Service (MaaS) solutions, and on the roll out of high-speed broadband.
Overarching	This group includes actions to collect baseline data for monitoring and evaluating transport in North Lanarkshire, working with partners to integrate transport into development planning and delivering new transport infrastructure set out within the City Deal Programme .

Evidence Base

Introduction

A baseline profile of North Lanarkshire's population is essential to assess potential impacts the LTS may have on groups with protected characteristics as well as those experiencing socio-economic disadvantage.

This evidence base draws on data from the National Records of Scotland (NRS), including mid-year population estimates, Scottish Surveys Core Questions (SSCQ), and Census 2011 and 2022 data where appropriate. The most recent data is presented at the regional and national geographic levels: North Lanarkshire and Scotland.

This section provides a baseline profile for:

- Population and protected characteristic groups;
- Socio-economic disadvantage;
- Health and wellbeing;
- Local transport.

Population baseline

Population change

According to the [2022 Census](#), the population of North Lanarkshire was 340,973, making North Lanarkshire the fourth largest council area in Scotland (behind Glasgow, Edinburgh and Fife). Figure 1 and Table 2 present [population data](#).

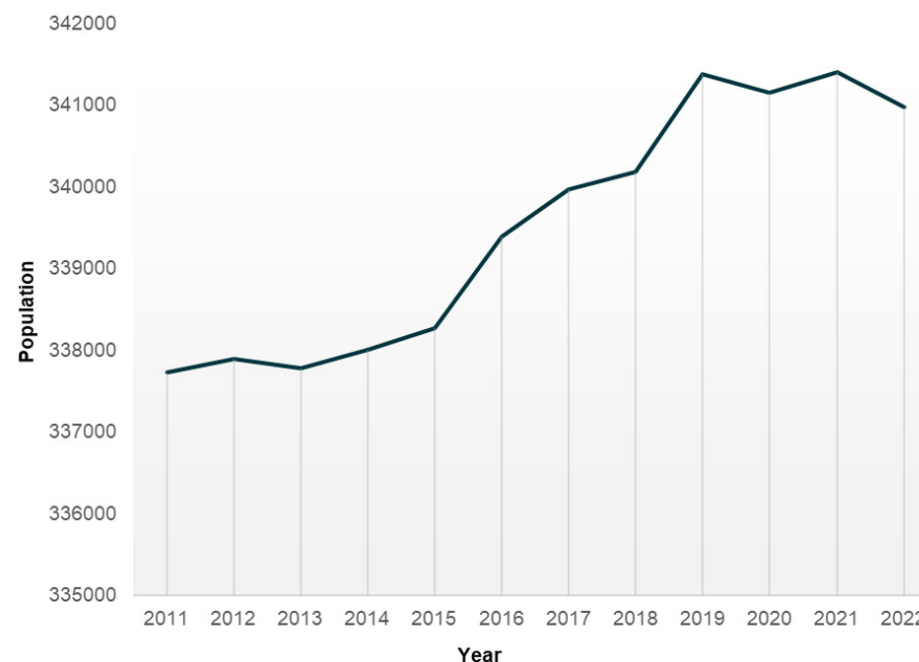


Figure 1: North Lanarkshire Population 2011-2022

Overall, population growth for both North Lanarkshire and Scotland was similar (7.2% and 7.4%). However, whilst the population of North Lanarkshire increased by 6.2% between 2001 and 2011, higher than the National average of 4.6%, growth slowed to just 1.0% between 2011 and 2022 which is lower than the Scottish average (2.7%) in the same period.

Table 2: Population size and change (%) by geographical area from 2001 to 2022

Year	North Lanarkshire	Scotland
2001	318,123	5,062,011
2011	337,727	5,295,403
2022	340,973	5,436,600
% Change (2011-2001)	+6.2%	+4.6%
% Change (2022-2011)	+1.0%	+2.7%
% Change (2022-2001)	+7.2%	+7.4%

Population projections for North Lanarkshire show continued slow population growth until 2028, followed by a 1.2% fall between 2028 and 2043.

Population density

Figure 2 shows the **population density** across North Lanarkshire. The most densely populated areas are in the west and south-west, including sections of the local authority areas close to Glasgow. There are other moderately dense population centres in the central and northern areas of North Lanarkshire such as Shotts and Cumbernauld. The areas with higher population densities reflect areas where key settlements are located.

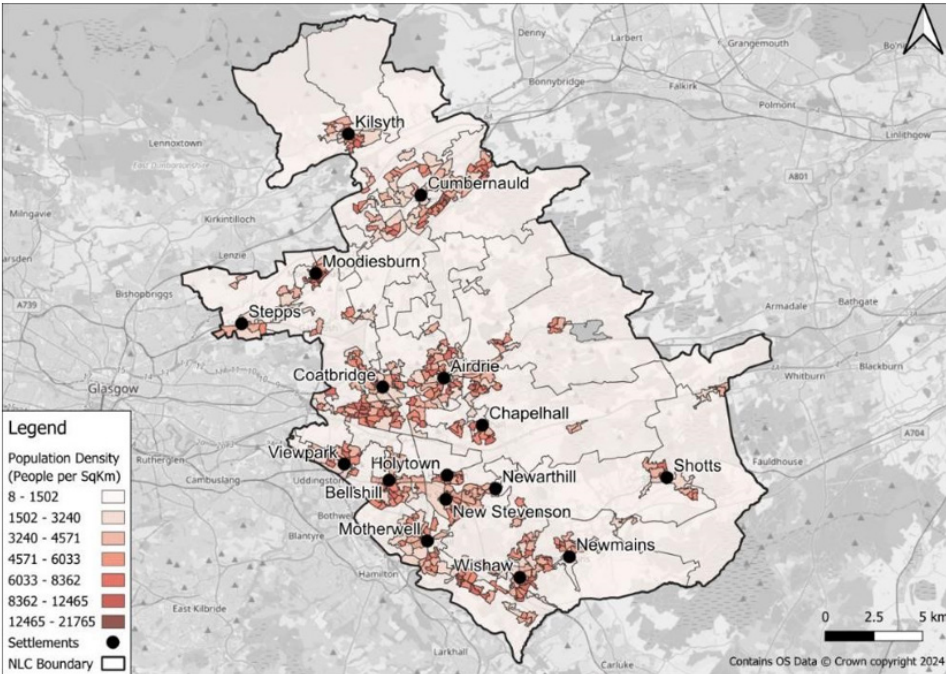


Figure 2: North Lanarkshire Population Density

Urban / rural geography

The geography which makes up North Lanarkshire has a diverse range of urban and rural geographies. A consistent way of defining urban and rural areas across

Scotland is provided by the **Scottish Government Urban Rural Classification**. The classification is based upon two main criteria, population and accessibility, and is available in multiple forms, including a 6-fold classification which distinguishes between urban, rural, and remote areas through six categories. Figure 3 shows the urban and rural areas in North Lanarkshire based on this classification system.

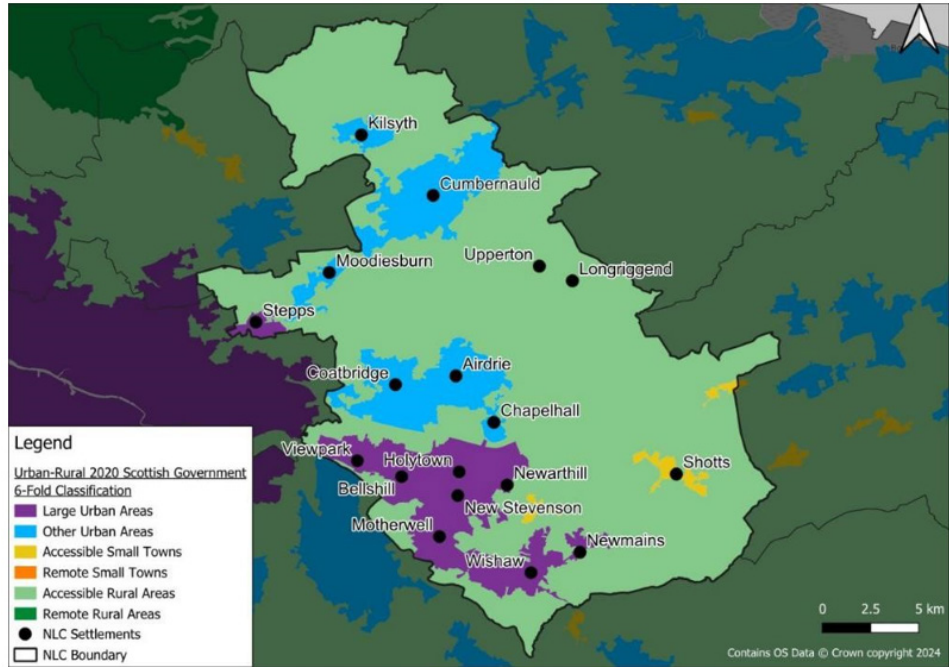


Figure 3: North Lanarkshire Urban Rural Classifications

Table 3 breaks down the six Urban-Rural categories and the percentage of the population and land in North Lanarkshire that falls into each category. In summary:

- The majority of the population of North Lanarkshire live in data zones classified as either **Large Urban Areas** or **Other Urban Areas** (86%) which make up 30% of the land area in North Lanarkshire.
- The **Large Urban Areas** within North Lanarkshire are primarily located in the southwest, containing settlements such as Motherwell, Viewpark, Wishaw and Steps. This section in the southwest of North Lanarkshire forms part of the Greater Glasgow metropolitan area.

- **Other Urban Areas** include the settlements Kilsyth, Cumbernauld, Moodiesburn, Coatbridge and Airdrie.
- **Accessible Rural Areas** make up 67% of North Lanarkshire but only account for 10% of the population, indicating the rural nature of the area.
- **Accessible Small Towns** make up only 3% of North Lanarkshire and account for a small proportion of the population (4%).
- No **Remote Small Towns** or **Remote Rural Areas** are identified within North Lanarkshire, highlighting the area's good connectivity even with many rural areas.

Table 3: North Lanarkshire 6-Fold Urban Rural Classification

Class Name	Description	NLC % Population	NLC % Land Area
Large Urban Areas	Settlements of 125,000 people and over	39%	17%
Other Urban Areas	Settlements of 10,000 to 124,999 people	47%	13%
Accessible Small Towns	Settlements of 3,000 to 9,999 people, and within a 30-minute drive time of a Settlement of 10,000 or more	4%	3%
Remote Small Towns	Settlements of 3,000 to 9,999 people, and with a drive time of over 30 minutes to a Settlement of 10,000 or more	0%	0%
Accessible Rural Areas	Areas with a population of less than 3,000 people, and within a 30-minute drive time of a Settlement of 10,000 or more	10%	67%
Remote Rural Areas	Areas with a population of less than 3,000 people, and with a drive time of over 30 minutes to a Settlement of 10,000 or more	0%	0%

Protected Characteristics

Age

Table 4 provides the age breakdown for North Lanarkshire and Scotland in 2011 and 2022, identified through [rounded population estimates and Census result data](#). Across both geographies the proportion of people aged 0-15 has decreased since 2011 and the proportion of people over the age of 65 has increased.

The proportion of people aged over 65 is slightly lower in North Lanarkshire (17.9%) than Scotland as a whole (20.0%). While the proportion of the population aged 0-15 is slightly higher in North Lanarkshire than Scotland as a whole (17.7% compared to 16.4%).

Table 4: Age breakdown (%) by geographical area, 2011 and 2022

Age range (years)	North Lanarkshire (2011)	Scotland (2011)	North Lanarkshire (2022)	Scotland (2022)
0-15	19.2	17.3	17.7	16.4
16-64	65.9	65.9	64.4	63.6
65 and over	14.9	16.8	17.9	20.0

Disability

A larger proportion of the North Lanarkshire have a disability or long-term health condition that limits daily activities (26.4%) compared to the national figure (24.1%).

[Data on disability and long-term health conditions](#) is provided in Table 5 below.

Table 5: Limiting long-term illness or disability (%) by geographical area, 2022

Disability	North Lanarkshire	Scotland
Day-to-day activities limited a lot	13.2	10.8
Day-to-day activities limited a little	13.2	13.3
Day-to-day activities not limited	73.6	75.9

Gender reassignment

Table 6 provides [data on the proportion of the population with a trans status or history](#). The proportion of the population who identify as a trans man, trans woman, non-binary, have an unspecified trans status or history or other trans status or history is 0.3% of the North Lanarkshire population and 0.5% of the Scottish population as a whole.

Table 6: Gender reassignment (%) by geographical area, 2022

Gender reassignment	North Lanarkshire	Scotland
Not trans and does not have a trans history	94.1	93.6
Trans man	0.1	0.1
Trans woman	<0.1	0.1
Non-binary	0.1	0.2
Trans status or history (not specified)	0.1	0.1
Other trans status or history	<0.1	<0.1
Not answered	5.6	5.9

Marriage and civil partnership

The figures for [legal partnership status](#) are similar across both geographies as shown in Table 7. In North Lanarkshire, 38% of the population (over the age of 16) have never been married and 38.1% in Scotland. A slightly lower percentage of the North Lanarkshire population are married or in a civil partnership (43.8%) compared to 44% of Scotland as a whole.

Table 7: Legal partnership status (%) by geographical area, 2022

Legal partnership status	North Lanarkshire	Scotland
Never married	38.0	38.1
Married/Civil Partnership	43.8	44.0
Separated but still legally married or in civil partnership	2.9	2.4
Divorced or civil partnership dissolved	8.2	8.4
Widowed	7.2	7.0

Pregnancy and maternity

In 2023, there were 3,073 [births in North Lanarkshire](#) which was a 2.3% decrease from the number of births in 2022. The most common age group of mothers was 30 to 34 (993 births). Between 2003 and 2023, births among mothers aged 0 to 19 has seen the largest decrease in births (-74.6%), while births among those aged 40 has seen the largest increase (+31.5%).

Race

Table 8 show that the largest [ethnic group in both North Lanarkshire and Scotland](#) is White Scottish, forming 88.8% of the North Lanarkshire population and 77.7% of the Scottish population as a whole. The largest minority ethnic group in North Lanarkshire is Pakistani/Pakistani Scottish/Pakistani British, which forms 1.5% of the population (similar to 1.3% nationally). Overall, a smaller proportion of the North Lanarkshire population are from minority ethnic groups compared to the national figures.

Table 8: Ethnic group (%) by geographical area, 2022

Ethnic group		North Lanarkshire	Scotland
White	Scottish	88.8	77.7
	Other British	3.6	9.4
	Irish	0.9	1.0
	Gypsy or Traveller	<0.1	0.1
	Polish	1.6	1.7
	Other	1.0	3.0
Mixed or Multiple Ethnic Groups			
Asian, Asian Scottish or Asian British	Indian, Indian Scottish/British	0.4	1.0
	Pakistani, Pakistani Scottish/British	1.5	1.3
	Bangladeshi, Bangladeshi Scottish/British	<0.1	0.1
	Chinese, Chinese Scottish/British	0.3	0.9
	Other Asian	0.2	0.6
African	African, African Scottish/British	0.1	0.1
	Other African	0.5	1.0
Caribbean or Black	Caribbean, Caribbean Scottish/British	<0.1	<0.1
	Black, Black Scottish/British	<0.1	<0.1
Other Ethnic Groups	Arab, Arab Scottish/British	0.1	0.4
	Other	0.2	0.5

Religion or belief

The largest [religious group in North Lanarkshire](#) is Roman Catholic, comprising 29.9% of the population, as shown in Table 9. This is larger than the figure for Scotland (13.3%). The largest minority religious group in North Lanarkshire is Muslim, making up 1.6% of the population, compared to 2.2% nationally. A smaller proportion of the North Lanarkshire population identify as having 'no religion' (38.2%) compared to Scotland (51.1%).

Table 9: Religion or belief (%) by geographical area, 2022

Religion	North Lanarkshire	Scotland
Church of Scotland	20.5	20.4
Roman Catholic	29.9	13.3
Other Christian	3.2	5.1
Buddhist	0.1	0.3
Hindu	0.1	0.6
Jewish	<0.1	0.1
Muslim	1.6	2.2
Sikh	0.2	0.2
Pagan	0.2	0.4
Other religion	0.1	0.2
No religion	38.2	51.1
Religion not stated	5.7	6.2

Sex

Data from the [2022 Scottish census](#) shows that 51.4% of the population of North Lanarkshire are female and 48.6% are male. This is the same as the figures for Scotland as shown in Table 10.

Table 10: Proportion (%) of residents by sex and geographical area, 2022

Sex	North Lanarkshire	Scotland
Female	51.4	51.4
Male	48.6	48.6

Sexual orientation

Table 11 shows that in North Lanarkshire, 2.9% of the population identify as gay or lesbian, bisexual or another [sexual orientation](#) (other than heterosexual) compared to 4.1% of the Scottish population as a whole.

Table 11: Sexual orientation (%) by geographical area, 2022

Sexual orientation	North Lanarkshire	Scotland
Heterosexual/Straight	89.7	87.8
Gay or Lesbian	1.5	1.8
Bisexual	1.1	1.8
Other Sexual Orientation	0.3	0.5
Not answered	7.5	8.2

Socio-economic profile

The socio-economic profile of the area considers several factors including levels of deprivation, employment and education.

Deprivation

The [Scottish Index of Multiple Deprivation \(SIMD\)](#) is a Scottish Government tool which divides Scotland into over 6,000 data zones. The tool combines data from multiple indicators to assign each zone an overall ranking. This data can then be used to show which areas record high levels of deprivation. Data zones are grouped into ten deciles (10% increments), where Decile 1 indicates high levels of deprivation and Decile 10 indicates low levels.

Figure 4 shows the SIMD deciles for North Lanarkshire. There is a mixture of deprivation levels across North Lanarkshire, with higher deprivation zones in areas such as parts of Motherwell, Coatbridge and Wishaw, as well as the more rural areas of Plains, Caldercruix and Eastfield, which are located on the eastern border of the local authority area. Within Motherwell, Cumbernauld and Viewpark, some areas fall within the lower deciles whilst others fall within the upper deciles.

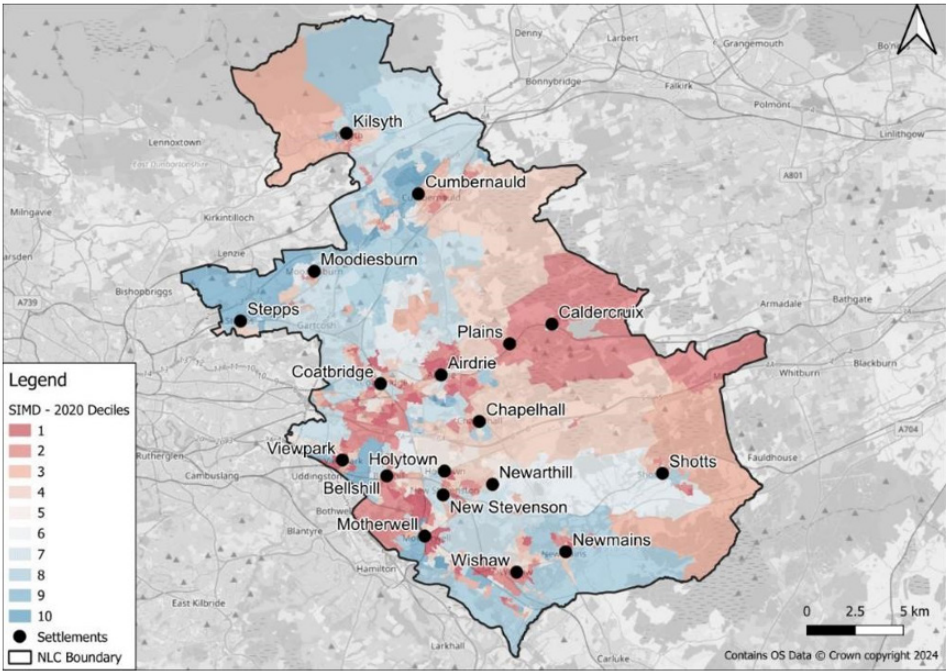


Figure 4: North Lanarkshire SIMD Deciles 2020

As shown in Table 12, there is a higher proportion of data zones in North Lanarkshire which fall into deciles 1-4 (indicating higher levels of deprivation) compared to Scotland as a whole. In total, 48% of data zones in North Lanarkshire are in the 30% most deprived data zones in Scotland. Comparatively, only 1% of North Lanarkshire data zones are in the 10% least deprived.

Table 12: North Lanarkshire SIMD 2020 all deciles summary

SIMD 2020 All Deciles										
Decile	1	2	3	4	5	6	7	8	9	10
North Lanarkshire	13%	21%	14%	13%	9%	4%	8%	6%	10%	1%
Scotland	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%

Employment

The [Business Register and Employment Survey \(BRES\)](#) conducted by the ONS provides detailed estimates of employee and employment data at detailed geographical levels. For North Lanarkshire, the BRES survey conducted in 2022

showed that there were around 130,000 full or part time employees working within the area. Not all of these jobs are held by North Lanarkshire residents, as some workers commute from other council areas.

The ONS provides further employment data within North Lanarkshire. The Labour Market Profile of North Lanarkshire for the period April 2023 - March 2024 notes that 70.5% of North Lanarkshire's working age population were economically active which is lower than the national average figure of 77.1%. The unemployment rate in the same period was 3.3% of the economically active population which was similar to 3.7% across Scotland.

[Economically inactive individuals](#) account for 29.5% of North Lanarkshire's working age population, higher than the national average (22.9%). This group encompasses long-term sick, students, those that are looking after family or home, retired, etc. The proportion of economically inactive people who want a job is 15.0%, which is slightly lower than the 16.5% in Scotland.

Table 13 highlights the [proportion of the population in employment in North Lanarkshire and Scotland](#) in 2011, and in the period April 2023-March 2024. Across Scotland, there was a 5% increase in the proportion of the population who are employed but only a 0.8% increase in North Lanarkshire.

Table 13: Economic activity status (%) by geographical area, 2011 and 2024

Economic Activity Status	2011		2024	
	North Lanarkshire	Scotland	North Lanarkshire	Scotland
Economically active: in employment	68.4	70.5	69.2	75.5

Table 14 shows the [breakdown](#) for those who are economically inactive. Note that for some categories, data is unavailable at the council level and is therefore not included. In North Lanarkshire, 42.3% of the population who are economically inactive are long-term sick. This is higher than the national figure (32.7%). There is also a larger proportion of the North Lanarkshire population who look after the family/home (21.8%) compared those who are economically inactive in Scotland as a whole (16.3%).

Table 14: Economic inactivity breakdown (%) by geographical area, Apr 2023-Mar 2024

Economic inactivity	North Lanarkshire Council	Scotland
Student	22.3	24.8
Looking after family/home	21.8	16.3
Temporary sick	N/A	2.5
Long-term sick	42.3	32.7
Retired	7.4	14.5
Other	N/A	8.9

As shown in Table 15, in North Lanarkshire, the largest employment sector is 'professional occupations' with 20.2% of the population working in this [sector](#). Overall, a smaller proportion of the North Lanarkshire population (41.4%) work in the major group 1-3 sectors (managers, directors, senior officials, professional occupations and associate professional and technical occupations) compared to Scotland (50.6%). A larger proportion of the North Lanarkshire population work in process plant and machine operative and elementary occupation positions (23%) than Scotland as a whole (15.2%).

Table 15: Employee jobs by broad sector group (%) across different geographical areas, 2023-2024

Occupation	North Lanarkshire Council	Scotland
Managers, directors, senior officials	7.1	8.0
Professional occupations	20.2	26.4
Associate professional & technical occupations	14.0	16.1
Administrative & secretarial occupations	11.4	9.5
Skilled trades occupations	8.5	9.3
Caring, leisure & other service occupations	9.3	9.0
Sales & customer service occupations	6.4	6.4
Process plant / machine operatives	9.7	5.5
Elementary occupations	13.3	9.7

Education

Table 16 provides [data on educational attainment for North Lanarkshire and Scotland](#). As shown, a larger proportion of the North Lanarkshire population have

no qualifications or lower school qualifications (42.6%) compared to Scotland as a whole (35.6%).

In addition, the proportion of the population who have degree level qualifications and above is smaller in North Lanarkshire (23.1%) compared to the national figure (32.5%).

Table 16: Educational attainment (%) by different geographical area, 2022

Educational attainment	North Lanarkshire Council	Scotland
No qualifications	21.0	16.7
Lower school qualifications	21.6	18.9
Upper school qualifications	10.8	11.1
Apprenticeship qualifications	8.4	7.6
Further education and sub-degree higher education	15.1	13.2
Degree level qualifications and above	23.1	32.5

Health and wellbeing profile

There are six health and social care localities across North Lanarkshire: Airdrie, Coatbridge, Bellshill, North Lanarkshire North, Motherwell and Wishaw. Data below is presented for North Lanarkshire and Scotland. Some additional data is provided at the NHS Health Board level (Lanarkshire).

Life expectancy

As shown in Table 17, the [life expectancies](#) for both males and females are lower in North Lanarkshire than for Scotland as a whole. The average life expectancy for men is lower in North Lanarkshire (74.1 years) than in Scotland (76.5 years), and for women it is 78.8 years in North Lanarkshire and 80.8 years for Scotland.

Table 17: Life expectancy in North Lanarkshire and Scotland

Life Expectancy	North Lanarkshire	Scotland
Life expectancy males (2019-2021)	74.1	76.5
Life expectancy females (2019-2021)	78.8	80.8

Obesity

Data from the [Lanarkshire Health Board](#) shows that across Lanarkshire, 70% of the adult population are overweight (compared with 67% nationally) and 32% are obese compared with 30% nationally. In the 2021/22 academic year, 12.6% of children in Lanarkshire were at risk of developing obesity in the academic year, compared to a national average of 11.7%. The proportion of children at risk increased from the previous academic year.

Data from the Lanarkshire Health Board also shows that 62% of the adult Lanarkshire population meet the recommended physical activity levels, compared to 66% nationally, with more men (68%) than women (57%) achieving the recommended levels of activity.

As active travel has positive physical and mental health impacts, improvements made to active travel methods through the introduction of the LTS could have a positive impact on health across North Lanarkshire, especially if children are encouraged to use active travel modes to get to school and adults to work.

Health inequalities

The number of [alcohol-related hospital admissions](#) for North Lanarkshire were 881.7 per 100,000 in 2021-2022 compared with 610.9 per 100,000 in Scotland as a whole, as shown in Table 18. This highlights alcohol as a key health concern within North Lanarkshire.

Table 18: Negative health outcomes identified in North Lanarkshire and Scotland

Heath Indicators	North Lanarkshire	Scotland
Alcohol-related hospital admissions (2021-2022 data)	881.7 per 100,000	610.9 per 100,000

As shown in Figure 5 below, the Lanarkshire health board has the highest prevalence of [smoking amongst adults](#) compared to all other health boards in Scotland.

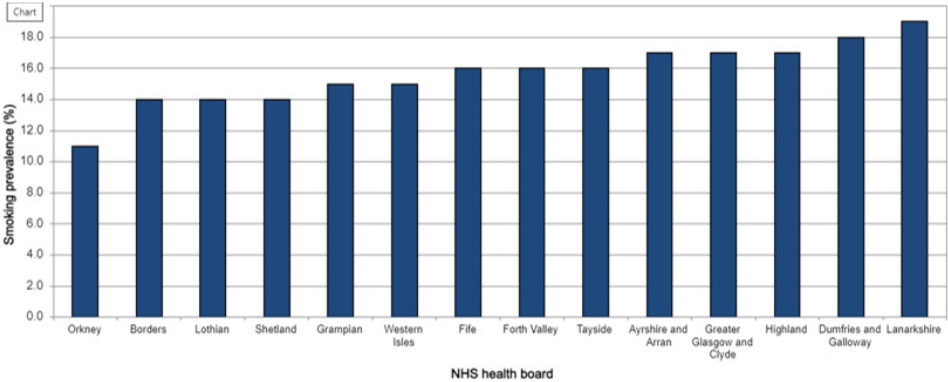


Figure 5: Smoking prevalence amongst adults (aged 16 and over) in Scotland, by NHS health board (2017-2021)

Asthma and respiratory diseases

Across Scotland, 76 people per 100,000 population were [admitted to hospital with asthma](#) in 2022/23, with females more likely to be admitted to hospital than males. In 2022, there were 73 female deaths and 38 male deaths with asthma as the underlying cause. In 2023, [respiratory diseases](#) accounted for 11.4% of deaths in Lanarkshire.

Transport network

Due to North Lanarkshire's proximity to Glasgow City, there are several strategic transport corridors, both road and rail that intersect with the local authority boundary. Figure 6 indicates the major road networks; Figure 7 shows the railway network and Figure 8 shows the bus routes in North Lanarkshire.

The major roads within North Lanarkshire are the M8 (the main route connecting Glasgow to Edinburgh and the busiest motorway in Scotland), the M80 which connects Glasgow to settlements in the North (such as Stirling and Falkirk), the M74 which connects the M8 in central Glasgow to the Scottish-English border through the A74, the M73 which connects the M74 and the M80, and the A725 which connects some of the large towns of North and South Lanarkshire.

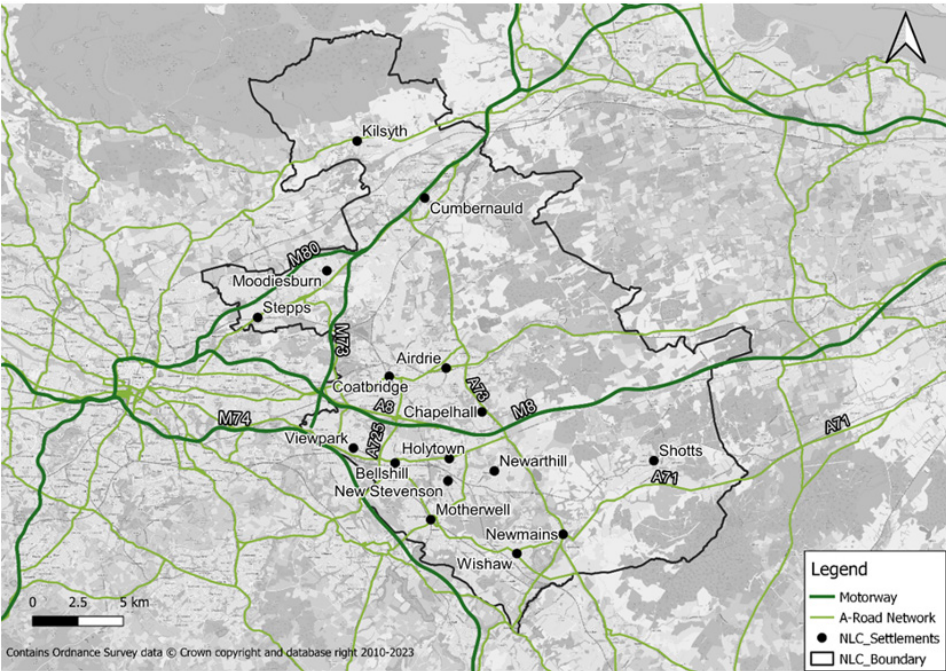


Figure 6: Road network in North Lanarkshire

There are 25 rail stations in North Lanarkshire. The main rail infrastructure through North Lanarkshire is the West Coast Mainline (WCML) and the Glasgow to Edinburgh lines. There are additional lines that travel south, connecting settlements south of the boundary, such as Lanark, as well as lines travelling north that connect to Dunblane, Stirling and Perth.

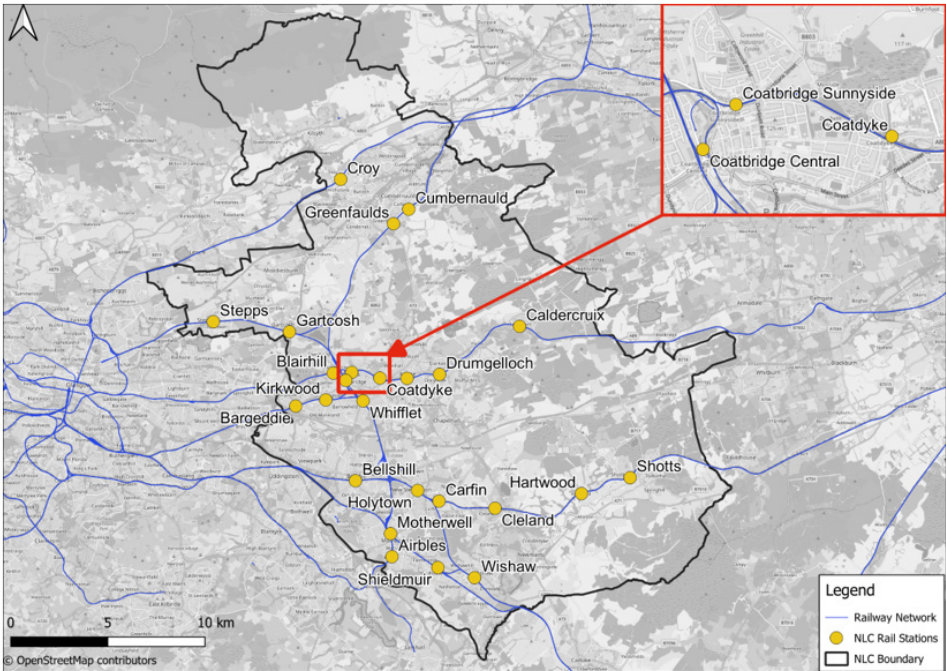


Figure 7: North Lanarkshire Railway network

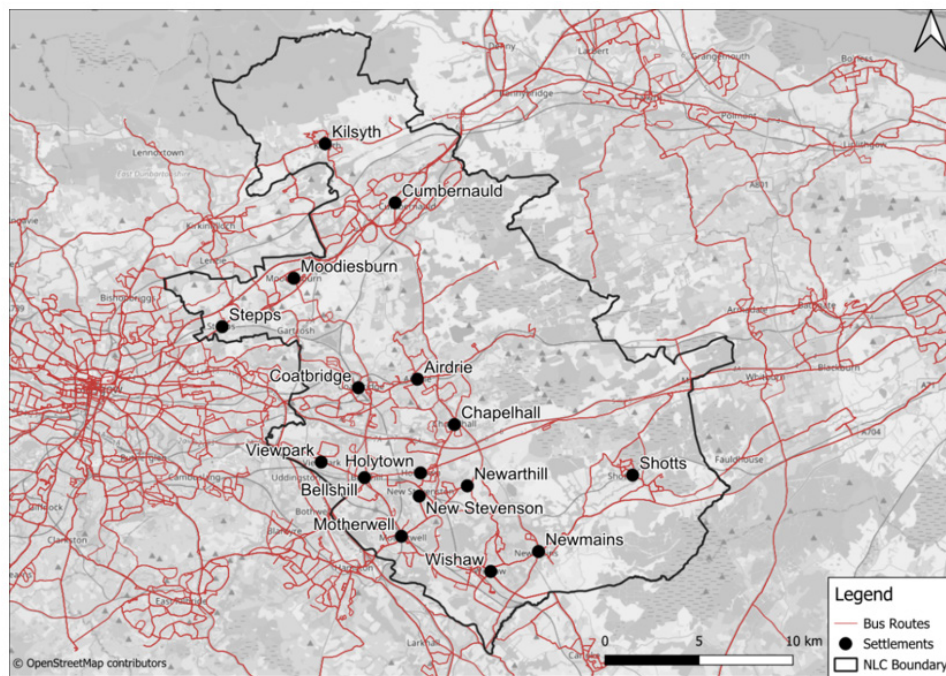


Figure 8: North Lanarkshire Bus Routes

The bus routes in North Lanarkshire cover a range of areas including Glasgow, Edinburgh, South Lanarkshire, West Lothian and Falkirk. The buses serve the major towns within North Lanarkshire, with the highest density of routes in the west, with more rural areas less accessible via bus routes.

Figure 9 highlights the disparity in accessibility levels between more urbanised and rural areas according to the [Scottish Access to Bus Indicator \(SABI\)](#). Areas like Motherwell, Wishaw, Coatbridge and Airdrie have relatively good bus accessibility. Shotts also has good bus accessibility. However, generally more rural areas and smaller settlements have less accessible buses, for example, in the east of North Lanarkshire. This can be a barrier for accessing employment, education and essential services. In Figure 9 below, red indicates lower levels, and blue indicates higher levels of bus accessibility.

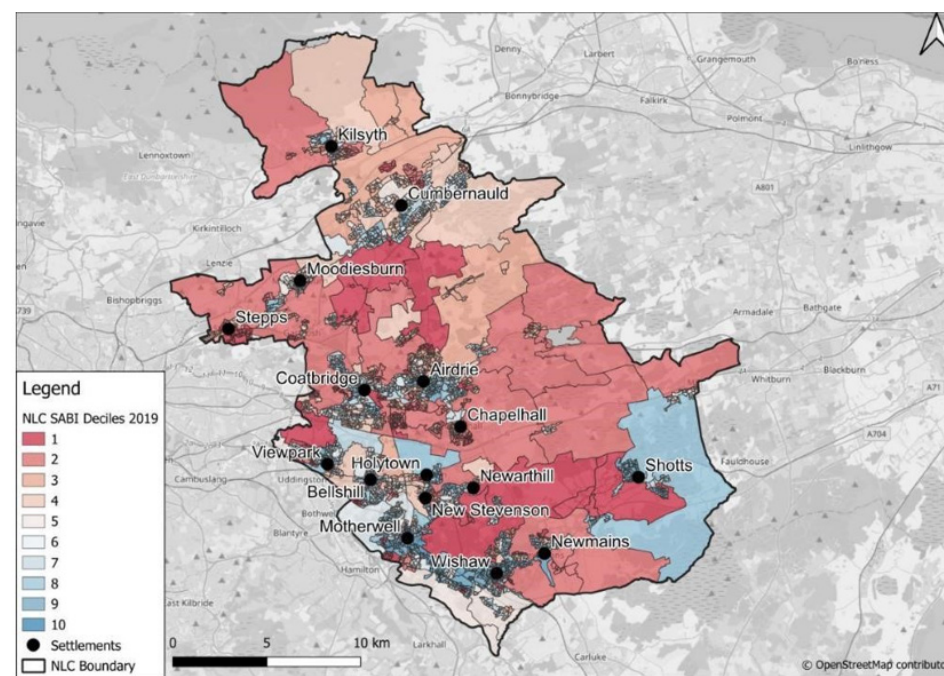


Figure 9: North Lanarkshire Bus accessibility by deciles, 2019

Key issues and evidence

Introduction

This Chapter sets out a number of the key issues relating to transport that have been identified for groups covered by the CRWA, EqIA and FSDA. Key issues relevant to health inequalities have also been identified throughout. Figure 10 provides an overview of some of the key issues covered by the four impact assessments.

Road safety	Access to education, employment and social opportunities	Health risks
Access to vehicles and forced car ownership	Correlation between deprivation and road accidents	Personal safety on streets and on public transport
Aging population	Inaccessible street infrastructure and public transport	Transport poverty

Figure 10: Key issues relating to transport in North Lanarkshire

Key Issues: Equality Impacts and Child Rights and Wellbeing

Age: children and young people

- Young people and children are more likely to rely on public transport to access education, public services, economic opportunities and social activities.
- Children living in the rural parts of North Lanarkshire may be impacted to by a lack of public transport availability (as shown in section 4.6). This represents a main challenge for this age group as they are more dependent on this mode of transport, particularly for accessing education, training and social activities.
- In North Lanarkshire, a greater proportion of the population have ‘no qualifications’ or ‘lower school qualifications’ compared to the rest of Scotland. Therefore, improving access to services could improve levels of education for future generations. The lack of qualifications presents employment barriers and can result in low-income households and children being born into poverty. Across Scotland, between 2021-2024, 23% of children were living in relative poverty after housing costs. Children are more likely to be in poverty across all measures (relative, absolute, low income and material deprivation and persistent poverty) compared to adults.
- According to the Scottish Health Survey, in 2023 just under a fifth of children (17%) were at risk of obesity, a proportion that has remained in the range 13-18% since 1998. Access to active travel and transport systems that encourage active living, and regular physical activity is key to combating obesity, as well as having beneficial impacts on mental health and wellbeing.
- Traffic-related noise is correlated more broadly with lower health-related quality of life in children and they are more vulnerable to the effects of poor air quality compared to the overall population.

- In 2024, there were 229 child pedestrian [casualties reported across Scotland](#) which accounted for 26% of all pedestrian casualties of all ages (229 out of 883). Children from deprived areas and certain ethnic groups are also more at risk.
- A key safety issue for children is [school transport](#). A journey home from school in the afternoon has more risks than the journey to school in the morning, especially when walking or cycling.
- The [School Streets Initiative](#) promotes the introduction of School Streets (a temporary restriction on motorised traffic on roads outside schools during drop-off and pick-up times). This is a potential solution to tackle air pollution and road danger for children attending schools.

Age: older people

- North Lanarkshire has an ageing population, which is a trend reflected across Scotland. It is likely that as the proportion of older people increases, there is likely to be an increase in age-related disabilities. This can lead to increased pressures on local health service provision and requirements for increase accessible provision of public services. Therefore, the needs of older people and the likely impacts of the LTS on older people should be considered.
- Older people are likely to rely on public transport to access key facilities and services such as shops, post offices, healthcare centres and visiting friends and relatives. Having this access via public transport enables elderly people to engage in meaningful activities and is therefore beneficial for their wellbeing.
- Older people who do not have access to their own car, or who can no longer drive due to medical reasons, are vulnerable to social isolation, particularly in rural areas where services (such as GP surgeries) are too far to reach by walking.
- As bus accessibility is reduced in more rural areas (detailed in section 4.6), older people living in rural areas may benefit from the introduction of community buses where possible.
- Demand Reactive Transport (DRT) is a concept which may benefit older people. DRT aims to improve accessibility and tailor public transport to the needs of its users. Rather than wait at a bus stop for a bus to arrive at a fixed time, DRT adapts to passenger requests with advanced booking reservations and dynamic routing, scheduling journeys in response to requests.
- Both noise and poor air quality has increased health risks for the elderly.

Therefore, older people are more at risk from high levels of air pollution from road traffic and from construction activities associated with transport infrastructure or maintenance projects.

Sex

- Women are more likely to use public transport to make multi-stop and multi-purpose trips combining travel to work with trips for other purposes, such as taking children to school, looking after family members or shopping. Their reliance on public transport makes them more vulnerable to changes to transport services than men.
- Women's concerns when using public transport largely relate to gender-based violence and harassment, including sexual harassment when travelling. Safety concerns could be heightened where public transport facilities are understaffed and when they are located in remote locations. A key factor for women's perceptions of safety is street lighting, with women planning journeys to avoid routes without street lighting at night. As such, the impact of the LTS on both perceived and actual safety for women using active travel or public transport should be considered.
- Women remain underrepresented in cycling participation. A 2020 report from Walk Wheel Cycle Trust (previously called Sustrans) found that only 9% cycled at least once a week compared to 21% of men and that 76% of women do not cycle.
- Women are less likely to meet the recommended levels of physical exercise (both in Lanarkshire and nationally). Therefore, improvements made to encourage active travel methods could increase the number of women walking, wheeling and cycling and increase the number of women who meet the recommended levels of physical exercise.

Sexual orientation

- LGBTQIA+ people may have concerns regarding their security and safety on public transport.
- Whilst data is not available at the local authority level, across Scotland hate crimes with a sexual orientation aggravator made up 24% of total hate crimes. The number of hate crimes with a sexual orientation aggravator increased by 34% between 2014-15 and 2023-2024 (from 1,110 to 1,487).

- As people identifying as gay, lesbian, bisexual or other sexualities form a minority of the population in North Lanarkshire (2.9%), they may travel to nearby cities (in this case Glasgow), to reach LGBTQIA+ friendly venues and services. Therefore, strategic transport links to city centres may be particularly important for this group.

Gender reassignment

- Transgender people and other gender minorities may have concerns regarding their security and safety on public transport.
- Whilst data on hate crimes is not available at the local authority level, across Scotland the number of transgender identity aggravated hate crimes has more than tripled from 2014-2015 and 2023-2024 (from 53 to 161).
- As gender minorities make up a small part of the population in North Lanarkshire, people may wish to travel to nearby cities (such as Glasgow) to reach LGBTQIA+ friendly venues and gender affirming healthcare clinics. Therefore, strategic transport links to city centres could be particularly important to this group.

Pregnancy and maternity

- Pregnant women, particularly at later stages of pregnancy, may face mobility restrictions and have concerns or issues with regards to accessibility and safety.
- Pregnant women are also more vulnerable to poor air quality, which increases the risk of miscarriage, premature births, and low birth rates.

Race

- Racial discrimination, harassment, or abuse can create barriers to travel for ethnic minority groups who are more likely to experience hate crimes. Although local data is not available, across Scotland in 2023-2024, over three-fifths (63%) of hate crimes included a race aggravator. The total number of race-aggravated hate crimes has decreased by 25% from 2014-2015 to 2024-2025.
- Ethnic minorities are less likely to have access to a full UK driving licence compared to the White population. Therefore, improvements to alternative methods of travel (public transport and active travel) could be particularly beneficial for minority ethnic groups.

Disability

- The 2022 Census shows that 13.2% of the North Lanarkshire population have a disability or long-term health condition that impacts daily life 'a lot' which is a slightly higher proportion compared to the national population. As the population of North Lanarkshire is ageing, the proportion of residents who are disabled or have a long-term health condition is likely to increase due to age-related health issues.
- Shared surfaces and poorly marked footpaths may pose risks for people with disabilities, increasing the likelihood of collisions and accidents. Tactile paving, high-contrast marks to identify shared surfaces, footpaths and crossings could mitigate these risks.
- Floating bus stops, while improving cyclist safety and separating users, can create hazards for people with visual impairments who must cross cycle lanes to access bus stops. There should be sufficient space around bus stops to accommodate all users and signage and tactile paving can be used to improve safety.
- Across Scotland, the National Entitlement Card provides free travel on local buses for people with qualifying disabilities. However, there are still concerns regarding additional costs associated with accessible transport options. The cost of vehicle and service adaptations for disabled passengers should be met by service providers rather than passed on to users.
- Cycling participation amongst the disabled population is lower than those who are not disabled. However, research from Walk Wheel Cycle Trust (formerly Sustrans) states that 28% of disabled people who do not cycle would like to start. Disabled people cite inaccessible infrastructure, the cost of non-standard cycles and the inability to cycle in places where a mobility scooter would be allowed as the biggest barrier of cycling.
- Disabled people may be disproportionately impacted by traffic-related emissions, as well as dust and emissions created through construction and maintenance of transport infrastructure.
- For some people with disabilities, such as learning disabilities, wayfinding may be more challenging when travelling. Clear signposting and improved wayfinding strategies are necessary to make it easier for people with a diverse range of disabilities to navigate towns.
- Research from Transport Scotland indicates that disabled people are generally slightly less positive about their experiences using public transport than people

who are not disabled, although differences were small for most aspects. The area where the difference was highest was whether individuals 'felt safe and secure on the [bus or train] at night' – 58% of disabled people said they felt safe and secure compared to 73% of non-disabled people.

Key issues: Health Impact Assessment

- Improved access to services, employment, education, leisure, and greenspace promoted health and wellbeing, while increased opportunities for social interaction offers additional benefits. Improved access to services can lead to transformational change in how young people move around, leading to a reduction in car ownership and healthier lifestyles through increased active travel.
- Health can also be positively impacted when improvements to transport benefit those without car access whose food choices may be restricted as there is the potential for a greater variety of food that is less expensive.
- Research suggests that greater public transport use has been linked to higher levels of physical activity. Therefore, policy that encourages public transport may result in increases in levels of physical activity and therefore provide health benefits.
- Alcohol consumption could increase as a result of a reduction of private cars; however, tobacco consumption could decrease if populations use public transport (where this is not permitted) compared to private vehicles.

Key Issues: Fairer Scotland Duty

- A 2019 NatCen Study found that there are three underlying factors that influence the relationship between transport and inequality: the way people are distributed geographically and across social classes, the way opportunities are distributed (including jobs and education) and how accessible the transport system is in terms of cost, geographic accessibility and the time and reliability of different transport options.

- People living in deprived areas often live in more hazardous environments, with greater exposure to high volumes of fast-moving traffic and high levels of on-street parking. As such, people living in more deprived neighbourhoods have higher levels of exposure to road traffic risk and negative health impacts associated with air pollution.
- Transport can be a key barrier to employment, with inaccessible pricing or limited provision making commutes difficult – particularly those in low-paid, low-skilled or 'atypical' work that involves irregular shifts or hours. Limited public transport provision may be more pronounced for residents living in underserved areas, such as rural locations or smaller settlements. A smaller proportion of the North Lanarkshire population work in the top three employment sectors:
 - Managers, directors, and senior officials;
 - Professional occupations;
 - Associate professional & technical occupations.
- This is 41.3% compared to Scotland as a whole (50.5%), meaning a greater proportion are employed in the lower paid sectors.
- 10% of the North Lanarkshire population live in rural areas. Across Scotland, rural households are more likely to have access to a personal vehicle (96%) than households in urban areas (72%). These households may be forced into car ownership despite financial constraints due to the connection between transport and social exclusion which can result in cutting household expenditure, limiting travel activity and increasing vulnerable to fuel price fluctuations.
- For rural households who do not have access to a car, a lack of transport options can present barriers for accessing educational and employment opportunities which can result in cumulative negative socio-economic impacts.
- Transport cost increases can disproportionately affect socio-economically disadvantaged groups, contributing to broader societal inequities in opportunity because of the price and availability of transportation choices. Many low-income people may therefore be less able to maintain social relationships or access health appointments, work or training possibilities that could improve their standard of living.
- A 2023 report by the Social Market Foundation found that 5 million people in the UK are caught in transport poverty (8% of the UK population). This was calculated by measuring the number of households that would move out of poverty if their transport costs were eliminated. In the year ending March

2020, the average UK household spent £106 on motoring per week. Most of these costs come from areas outside of the government's direct control (new vehicles, maintenance, and the global price of oil).

- Discounts through travel cards and season tickets can help to alleviate transport costs. However, where travel discounts require a lump sum payment up-front, they can be unaffordable for people on lower incomes who may need them most.
- Whilst active travel methods can provide alternative low-cost travel methods for lower income households, there are still cost barriers associated (e.g. the initial cost of a cycle or a lack of space in smaller households to safely store bikes). There are also costs associated with protective clothing such as helmets. These costs can be a barrier for those on lower incomes to participate in cycling.
- Walk Wheel Cycle Trust (formerly Sustrans) research found that poor cycle parking creates a barrier to cycling for those with lower incomes. Therefore, residential cycle parking provision can benefit low-income households who may not have a secure place to park a cycle at home (particularly people living in flats rather than houses).

Consultation

First round of consultation

The first round of public and stakeholder consultation to understand the challenges and opportunities for travel in North Lanarkshire was undertaken between the **18th of November 2024** and the **17th of February 2025**. The first round of consultation included the following:

- Workshops with:
 - NLC Elected Members
 - NLC Officers
 - NLC Community Council and Community Boards
 - Other Key Stakeholders
 - Youth Parliament and Youth Council
- Nine drop-In Sessions held at Coatbridge Library, Airdrie Library, Wishaw Library, Cumbernauld Library, Shotts Library, Motherwell Library, Chryston Library, Bellshill Cultural Centre and Kilsyth Library
- An online survey was launched to capture problems, issues, opportunities and options in relation to travel and transport in North Lanarkshire. Paper copies of the survey were also made available at 19 libraries across the council area. The survey was live for 13 weeks in total.

Findings

The key findings from the consultation which are of relevance to the IIA have been summarised below. They are categorised as points relating to socio-economic disadvantage, children and young people, disability and health and active travel. Additional feedback, relevant across multiple population groups, is also summarised.

Socio-economic disadvantage

- A challenge identified for shift workers is the limited scheduling of public transport. Shift workers often start early or finish late, however, there is limited public transport options during these times.
- High ticket fares were identified as a barrier to bus transport use.
- There is a difference in public transport provision in urban and rural areas. In more rural locations, reduced bus links leave areas underserved. Bus services are also often delayed or cancelled.
- Due to poor access to alternative transport modes, there is a perceived forced reliance on private vehicles, particularly in more rural areas. For those who do not have access to a private car, this can make it more difficult to travel into town and access amenities.

Children and young people

- There are high congestion levels around schools and drop-off zones, creating additional risks for school children within the area.
- Insufficient school transport options perpetuate the risk of higher congestion from private vehicles.

Disabled people

- Poor road and pavement conditions significantly hinder accessibility for disabled individuals.
- Pavement Parking restrict access for those with mobility challenges.
- Surrounding train stations lack essential accessibility features such as lifts, limiting access to public transport.
- There is a noticeable shortage of accessible taxis, creating additional barriers to independent travel.

Health and active travel

- There is limited availability of active travel options, which reduces opportunities for walking and cycling.
- The presence of winding roads and overgrown bushes impedes active travel and raises safety concerns for users.
- Cars parked on cycle paths obstruct safe and continuous cycling.

Additional feedback

- Lighting issues are closely linked with safety concerns, especially for women and vulnerable groups, due to dark paths, underpasses, broken lighting, and poorly lit wooded areas.
- Lack of footpaths, pedestrian crossings, and green infrastructure has been highlighted as a significant gap in the transport environment.
- There is no integration between bus and train services, leading to inconvenience and inefficiency in multi-modal travel.
- The absence of direct rail links often necessitates travel via Edinburgh or Glasgow, adding time and complexity to journeys.
- Existing parking facilities are considered inadequate to meet current demand.

Second round of consultation

The second round of consultation was held between the **15th of December 2025** and the **8th of February 2026** to gather feedback on the draft LTS and supporting documents (SEA, IIA and HRA). An online survey was launched to invite feedback on the draft LTS actions. Paper copies of the survey were also made available at 19 libraries across the council area. The survey was live for 8 weeks in total.

Four online briefings were held with various groups to provide detail on the draft LTS and outline how to contribute to shaping the final version of the strategy. The first one took place on the 13th of January 2026 and involved NLC Officers and Key Stakeholders., Among those invited were:

- Equality groups e.g. Voice of Experience, North Lanarkshire Disability Forum, British Deaf Association, Glasgow Disability Alliance, North Lanarkshire Ethnic Minority Association, Lanarkshire Ethnic Minority Action Group, North Lanarkshire Muslim Women and Family Alliance.
- Healthcare and emergency services e.g. Scottish Ambulance Service, NHS Lanarkshire, Scottish Fire and Rescue Service, Police Scotland).
- Young people/education groups e.g. New College Lanarkshire, UWS Lanarkshire Campus.

Findings from this consultation was used to inform updates to the LTS actions and to recommendations included within this IIA report. The primary feedback relating to the IIA focused on the potential cumulative socio-economic impacts of poor transport provision in rural areas and smaller settlements. This feedback has been incorporated into this IIA.

Assessment of impacts

Introduction

This IIA assesses the potential indirect and direct impacts of the LTS across 11 action groups (active travel, behaviour change, public transport, shared transport, environmental and decarbonisation, safety and security, freight, maintenance, roads and parking, digital and technology, and overarching). The impacts are assessed against the requirements of the EqIA, CRWIA, FSDA, and HIIA:

- The EqIA addresses how different protected characteristic groups (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief and sex) may be disproportionately or differentially impacted by the LTS actions.
- The CRWIA considers the impact of the LTS actions on children and young people's rights and wellbeing.
- The FSDA assesses the socio-economic impacts of the LTS actions and whether they are likely to exacerbate or reduce inequalities of outcome caused by socio-economic disadvantage to ensure the LTS contributes to a fairer society.
- The HIIA evaluates potential health impacts of the LTS actions and how the actions may affect health inequalities.

Assessment framework

Impacts on socio-economic factors, health and protected characteristic groups (including children) are assessed on magnitude and sensitivity as shown in Table 19, in line with [Institute of Environmental Management and Assessment \(IEMA\) Guidance](#). These are defined as:

- **Magnitude of impact:** the extent to which the impact affects protected characteristic groups/households of lower economic status or extent of health impact by considering the numbers or proportion that would experience the impact.
- **Sensitivity to the impact:** this considers how those impacted might respond and their ability to adapt (where negatively impacted). If the impacted group has no alternatives, they would be considered highly sensitive, whereas if the group are able to function as normal, the sensitivity of the impact would be considered low.

Table 19: Impact rating matrix

		Magnitude of impact			
		No change	Low	Medium	High
Sensitivity to impact	High	Neutral	Minor or moderate	Moderate or major	Major
	Medium	Neutral	Minor	Moderate	Moderate or major
	Low	Neutral	Neutral or minor	Minor or moderate	Minor or moderate

Following the assessment of actions included within each group, they are categorised as having an overall positive, negative or neutral impact for each of the impact assessment criteria. Table 20 outlines the 7-point scale used in the assessment of impacts.

Table 20: Scoring criteria

Strong positive impact
The actions provide a major contribution to the achievement of the Public Sector Equality Duty, support the UNCRC and reduce inequality of socioeconomic or health outcomes.
Moderate positive impact
The actions contribute significantly to the achievement of the Public Sector Equality Duty, support the UNCRC and reduce inequality of socioeconomic or health outcomes.
Minor positive impact
The actions contribute to the achievement of the Public Sector Equality Duty, support the UNCRC and reduce inequality of socioeconomic or health outcomes, but not significantly.
Neutral impact
The actions are related to, but do not have any impact on, the achievement of the Public Sector Equality Duty, the UNCRC or impact health or socioeconomic inequalities.
Minor negative impact
The actions detract from the achievement of the Public Sector Equality Duty, the UNCRC and exacerbate inequality of socioeconomic or health outcomes, but not significantly.
Moderate negative impact
The actions detract significantly from the achievement of the Public Sector Equality Duty, the UNCRC and exacerbate inequality of socioeconomic or health outcomes. Mitigation is therefore required.
Strong negative impact
The actions result in a major detraction from the achievement of the Public Sector Equality Duty, go against the UNCRC and significantly exacerbate socioeconomic or health inequalities/outcomes. An alternative option or significant mitigation is therefore required.

Assessment of impacts

Table 21 provides a breakdown of the LTS actions by group and an assessment of the likely direct and indirect impacts for each impact assessment. Recommendations to either enhance positive impacts or mitigate negative impacts have also been considered.

The table includes references to individual actions within each group. The full list of actions included in the LTS (and an assessment of each action) is included in Appendix A.

Table 21: Assessments of Impacts

Action Group	Overview	Assessment of impacts	Recommendations
Active Travel	This group includes actions to support the NLC Active Travel Strategy, promote walking, wheeling and cycling for everyday travel, support strategic active travel routes and the development of local living and deliver new active travel infrastructure within the City Deal Programme.	Equality Impact Assessment – moderate positive impact - There may be positive impacts through improved connectivity due to strategic active travel routes (AT-1) which may increase access to employment and educational opportunities. This could benefit protected characteristic groups underrepresented in employment statistics (such as women, people with disabilities and some minority ethnic groups). - Actions supporting the promotion of cycling such as improved cycle parking, storage and cycle training (AT-2) could encourage the uptake of active travel within North Lanarkshire. This could disproportionately impact groups that are currently underrepresented in cycling figures, such as women and some minority ethnic and religious groups. The integration of bikes and public transport may also promote feelings of safety while cycling that further encourage participation across these groups. - Actions to review active travel signage (AT-2) may support independent and inclusive travel for those who find digital navigation tools inaccessible. For example, some older people and people with disabilities that are digitally excluded. The promotion of wheeling and mobility scooter charging across North Lanarkshire could further support independent travel for disabled people and share access to the benefits of active travel. - Improved wayfinding could improve perceptions of safety for groups who feel more vulnerable when walking and cycling, such as women, minority sexual orientations, gender identities, ethnic and religious groups who may be at more risk of harassment and discrimination. Child Rights and Wellbeing Impact Assessment – moderate positive impact - Encouraging walking and cycling through new active travel infrastructure (AT-3) could encourage the uptake of active travel from a young age including cycling to school. This could lead to positive health and wellbeing impacts for children. - Actions to provide cycle training in schools (AT-2) could benefit children through improving their knowledge of safety on the road. This could have positive safety impacts for children who are more at risk of road traffic accidents. - Supporting the development of strategic active travel network routes actions (AT-1/AT-3) could also improve children access to educational and leisure opportunities across North Lanarkshire. Fairer Scotland Duty Impact Assessment – moderate positive impact - Actions to deliver new active travel infrastructure (AT-3) could support the availability of low-cost travel methods (e.g. walking, wheeling and cycling). This is expected to provide equality of opportunity for low-income households through affordable access to educational, employment and training opportunities. - If active travel infrastructure is connected to more rural areas, there may be wider socio-economic benefits (though improved access to employment opportunities) for households that currently experience transport barriers which prevent access to such opportunities. Health Inequalities Impact Assessment – moderate positive impact - Improvements to active travel infrastructure (such as introducing additional segregated cycle paths) may have positive safety impacts by reducing the opportunities for road accidents. - If the active travel group actions successfully encourage a greater proportion of the North Lanarkshire population to participate in walking, wheeling and cycling, this supports positive health, and wellbeing impacts through the uptake of physical exercise. - There may be some health and safety concerns around actions to encourage the use of e-bikes due to their high speeds. This could be particularly challenging for people with mobility impairments who may be unable to move out of the way of e-bike users if they approach with speed.	- Active travel infrastructure should follow best practice guidance and standards. For example, following ‘Cycling by Design’ guidance on desirable cycle path widths and the design of shared use facilities, where practical or feasible. - Crime Prevention Through Environmental Design (CPTED) principles could be considered when planning active travel infrastructure which may reduce crime through the manipulation of the physical environment and improve perceptions of safety for more vulnerable. - When reviewing active travel signage, accessible and best practice guidance should be followed. - As cycle networks are extended, connections to strategic locations for protected characteristic groups should be considered (such as cycle paths via schools, places of worship and GP surgeries). - Consider how e-bikes can be monitored so that they are used safely and do not have negative health and safety impacts for vulnerable path users. - During construction of active travel infrastructure, consideration should be paid to potential equality construction impacts (such as increased noise, vibration, air pollution and potential diversions and disruptions). Appropriate mitigation measures should be introduced during construction.

Action Group	Overview	Assessment of impacts	Recommendations
Behaviour change	Actions focus on identifying the most effective ways to deliver behaviour change campaigns, including support for road safety and use of active travel infrastructure.	Equality Impact Assessment – moderate positive impact - The implementation and promotion of behavioural change programmes (BC-1) may encourage cycling for groups underrepresented in cycling figures, such as women and some minority ethnic and religious groups. Behavioural change campaigns (in combination with cycle training and improved infrastructure included under the 'Active Travel' theme) may improve the confidence and feelings of safety for underrepresented groups when cycling, allowing access to the positive economic and health benefits of cycling as a mode of transport. Child Rights and Wellbeing Impact Assessment – moderate positive impact - If behavioural change campaigns are targeted at schools, this may increase the confidence of children when cycling. - There may also be positive health, and wellbeing impacts for children if training sessions within school encourage the uptake of cycling. This could result in increased rates of physical activity amongst children in North Lanarkshire. Fairer Scotland Duty Impact Assessment – neutral impacts - Behavioural change campaigns may encourage the uptake of cycling which provides a low-cost method of travel. This could have economic benefits for lower-income households. However, it should be noted that there may be financial barriers which prevent the uptake of active travel (such as a lack of cycle storage or the cost of bicycles). Health Inequalities Impact Assessment – moderate positive impact - There is likely to be health, and wellbeing impacts for the local population through increasing levels of physical activity as a result of encouraging the uptake of active travel methods.	- Effective behavioural change strategies should be inclusive and tailored to diverse community needs, recognising that approaches effective for the general population may not be suitable for all groups. For example, people with disabilities may require different methods to achieve meaningful impact. - Specific consideration is needed for the accessibility of low-income groups to access behavioural change initiatives. Targeted engagement could be used to reach these groups.
Public Transport	Actions seek to support North Lanarkshire's bus network and work with SPT during the lifetime of the Regional Bus Strategy, continue delivery of NLC's Public Transport Infrastructure Improvement Programme and to work with partners to improve the connectivity of public transport and accessibility to bus stops and rail stations.	Equality Impact Assessment – moderate positive impact - Actions to support the bus network through franchising, Real Time Passenger Information, bus priority infrastructure and accessible stops (PT-1) may have positive impacts for protected characteristic groups that are more likely to rely on public transport, such as older people, young people, women and people with disabilities. There may be further benefits for these groups living in rural areas and underserved communities by improved access to key service, such as hospitals (PT-3). - Action PT-1 could present benefits for women who are more likely to make multi-modal journeys through an improved bus network. There may be further positive impacts for people with mobility impairments through improvements made to the accessibility of bus stops (PT-1), to bus stops (PT-2) and to rail stations (PT-3). This could improve equality of opportunity and independent travel for this group. Child Rights and Wellbeing Impact Assessment – moderate positive impact - Children and young people may rely on public transport to access social and educational opportunities as they are too young to drive or may face barriers to gaining a driving license. Therefore, the action to improve the bus network (PT-1) could have a positive impact on children. Fairer Scotland Duty Impact Assessment – moderate positive impact - Improvements to the bus network (PT-1) could positively impact lower-income households that rely on this low-cost travel method. In particular, this could increase access to strategic employment locations and to opportunities for low-income households living in underserved communities (PT-3) and reduce forced car ownership. This may be particularly beneficial for households in rural areas where existing provision is limited.	- In addition to making stops more accessible, increased training for public transport drivers/staff on different types of disabilities and how to assist disabled passengers would make public transport more accessible for people with disabilities. - Information on public transport routes to hospitals and health services could be displayed at GPs and other primary care services.

Action Group	Overview	Assessment of impacts	Recommendations
		Health Inequalities Impact Assessment – minor positive impact - Improvements to the bus network could support people accessing health services such as Monklands replacement hospital (PT-2, PT-3) and therefore presents positive health impacts. - Increased use of public transport may increase levels of physical activity (assuming users walk to stops and stations) which may provide wider health benefits.	
Shared Transport	This group includes working with partners to support measures to enhance Community and Demand Responsive Transport (DRT).	Equality Impact Assessment – moderate positive impact - Working with partners to support measures to enhance Community and Demand Responsive Transport (ST-1) may have positive accessibility impacts for groups who are not able to drive due to disabilities and health problems, such as older people and people with disabilities. This could be particularly beneficial for those living in rural areas at risk of social isolation, and provides access to essential services such as hospital appointments, employment and supermarkets. - There may be indirect positive health impacts for groups more sensitive to the negative health impacts of poor air quality (such as older people, pregnant people and people with disabilities) if improvements to Community Transport and DRT result in a reduced use of private cars which could reduce air pollution. Child Rights and Wellbeing Impact Assessment – minor positive impact - As discussed above, if Community Transport and DRT reduce reliance on private cars there could be indirect positive health impacts due to reduced air pollution which could benefit children who tend to be more sensitive to the negative health impacts of poor air quality. Fairer Scotland Duty Impact Assessment – moderate positive impact - Enhancing Community and Demand Responsive Transport (ST-1) could also support alternative to car-ownership, particularly in more rural areas, and support lower-cost methods of travel. Health Inequalities Impact Assessment – minor positive impact - As discussed, there could be minor health benefits for the local population if the actions within this group lead to a reduction in the number of cars on the road and therefore reduce the amount of congestion and air pollution.	Consideration should be given to how digitally excluded groups (such as some older people and people with disabilities) can access information on DRT.

Action Group	Overview	Assessment of impacts	Recommendations
Environmental and decarbonisation	This group sets out actions to promote the use of electric vehicles, including delivering an accessible and affordable public charging network, decarbonising the Council's fleet and working with Council colleagues to help reduce the impact of transport on the environment.	Equality Impact Assessment – minor positive impact - The action supporting an affordable public charging network for electric vehicles (ED-1), phasing out NLC fleet petrol and diesel cars (ED-2) and working with the council to reduce noise and air pollution from transport (ED-4) could encourage a modal shift to the use of electric vehicles. This may have positive impacts for groups more vulnerable to the negative health impacts caused by air pollution, including children, older people, pregnant people and people with disabilities. Child Rights and Wellbeing Impact Assessment – minor positive impact - As discussed, children tend to be more sensitive to the negative health impacts of air pollution and therefore may benefit from actions to support electric vehicles, phase out petrol and diesel and focus on reducing pollution (ED-1, ED-2, ED-3, ED-4). Fairer Scotland Duty Impact Assessment – minor positive impact - Support for an 'affordable' charging network (ED-1) may have positive economic impacts for low-income households and groups more at risk of transport poverty through reduced running costs of vehicles. However, the higher up-front costs for electric vehicles could be an access barrier for these households. Health Inequalities Impact Assessment – minor positive impact - As discussed, support for electric vehicles (ED-1), decarbonisation of the council fleet (ED-3) and reduced transport-related air pollution (ED-4) could have positive health impacts for people in North Lanarkshire, particularly for protected characteristic groups more sensitive to air pollution.	
Safety in Transport	Actions seek to support measures enhancing personal safety, such as the introduction of lighting along active travel routes and improve safety on the local road network, such as the expansion of traffic calming measures where feasible in line with current policy.	Equality Impact Assessment – moderate positive impact - Measures to improve safety, including street lighting (ST-1) could have a positive impact for protected characteristic groups who feel less safe making journeys alone and may face greater risk of discrimination and harassment, such as women, people with disabilities, minority ethnic and religious groups, and people with minority sexual orientation and gender identities. - Actions to introduce 20mph speed limits (ST-2) may positively impact the safety of groups more at risk of road traffic accidents, such as those with reduced mobility. Child Rights and Wellbeing Impact Assessment – moderate positive impact - Improvements to road safety could positively impact children who are more at risk of road traffic accidents. Fairer Scotland Duty Impact Assessment – minor positive impact - Measures to enhance personal safety and security could positively impact the safety of low-income households accessing key services such as employment, education and healthcare by public transport. This group tend to rely more heavily on public transport services, and the provision of street lighting (ST-1) could increase feelings of safety while reducing the pressure on car ownership. - Further actions to improve road safety (ST-2) may also have positive impacts on the safety of this group as people living in more deprived neighbourhoods have higher levels of exposure to road traffic risk and high volumes of fast-moving traffic. Health Inequalities Impact Assessment – moderate positive impact - As discussed above, the actions within this group could have positive impacts on road safety for all users, such as introducing 20mph speed limits (ST-2). This could have positive health impacts for everyone, but particularly for groups more at risk of accidents.	- To support personal safety in North Lanarkshire, the use of personal/ gender safety assessments could be used across projects to assess specific safety impacts and explore recommendations and opportunities to improve safety for protected characteristic groups. - Crime Prevention Through Environmental Design (CPTED) principles could be considered when planning active travel infrastructure which may reduce crime through the manipulation of the physical environment and improve perceptions of safety for more vulnerable

Action Group	Overview	Assessment of impacts	Recommendations
Freight	This group includes actions to support partners who are engaging with freight facilitators for opportunities around development, facilitating a shift in HGV traffic from local road network to strategic road network through the delivery of new transport infrastructure and supporting partners to achieve a modal shift of freight from road to rail.	Equality Impact Assessment – neutral impact - Groups with greater sensitivity to the negative health impacts of air pollution could benefit from actions to reduce HGV traffic on local roads (FR-2) due to reduced air pollution and congestion. - This action could also have a positive impact on pedestrian casualties, particularly for groups with reduced mobility. Child Rights and Wellbeing Impact Assessment – neutral impact - Action FR-2 aims to facilitate a shift in HGV traffic from the local road network to strategic road networks which may positively impact children by reducing child pedestrian casualties. - Children may also experience positive impacts through reduced congestion and air pollution through reduced HGV traffic on local roads as they can be more sensitive to the negative health impacts associated with poor air quality. Fairer Scotland Duty Impact Assessment – neutral impact - The actions within this group are not anticipated to have specific socio-economic impacts or impact lower-income households. Health Inequalities Impact Assessment – minor positive impact - As discussed, could be minor positive health impacts through the shift of HGV traffic from local roads to strategic roads (FR-2) as this could reduce congestion and air pollution in more residential areas and potentially reduce the risk of road traffic accidents. This could have minor positive health impacts, particularly for protected characteristic groups but overall, the specific equality impacts are likely to be negligible.	No wider recommendations identified for this group.
Maintenance	Actions include delivering the actions identified within NLC's Road Asset Management Plan to maintain the local road network, to improve communication of road and footpath/footway closures and support the use of sustainable practices and materials.	Equality Impact Assessment – minor positive impact - Action MA-1 to support measures within the Roads Asset Management Plan and maintain the local road network could particularly benefit people with mobility impairments. Paths that are unmaintained could become damaged or uneven over time, presenting an accessibility barrier for those travelling with a mobility aid such as wheelchairs or mobility scooters. Poor road and cycle lane infrastructure may also act as a barrier to active travel for groups underrepresented and lacking confidence and experience to cycle, such as women. - Actions to improve the communication of planned road and path closures (MA-2) may have equality impacts. Diversions and road closures can be challenging to navigate for people with mobility impairments, particularly if this results in longer walking routes and obstacles to reach a destination. Advanced communication could enable these users to plan alternative trips and routes in advance to avoid longer walking distances. Child Rights and Wellbeing Impact Assessment – neutral impact - There could be benefits for children if the measures within the Road Asset Management Plan (MA-1) successfully support the maintenance of road and pedestrian infrastructure around schools and any diversions being communicated early. However, overall these impacts are considered neutral. Fairer Scotland Duty Impact Assessment – neutral - The actions included within this group are not anticipated to improve socio-economic outcomes or have an identified impact on low-income households. Health Inequalities Impact Assessment – minor positive impact - If action MA-1 results in improved path maintenance, this could have positive health and wellbeing impacts by encouraging residents to walk, wheel and cycle all year round. Path maintenance could also reduce the risks of slips, trips and falls for residents.	Measures to improve the communication of planned road and path closures should include providing residents with advance warning of planned closures.

Action Group	Overview	Assessment of impacts	Recommendations
Road Safety and Network	Actions include delivering the actions identified within NLC's Road Safety Plan, working towards Scottish road safety targets, continue to analyse accident data and provide priority measures to identified problem sites, liaising with partners on trunk roads and the surrounding road network to improve safety, work with partners to undertake feasibility studies of network improvements and review and update the Guidelines for development roads.	Equality Impact Assessment – minor positive impact • Actions to deliver the Road Safety Plan (RSN-1), analyse accident data (RSN-3) and work towards Scottish road safety targets (RSN-2) may have positive equality outcomes. Analysis of accident data may help to prioritise problem sites which could reduce pedestrian road traffic accidents for groups at greater risk (such as older people, children and people with disabilities). • The action to liaise with partners on trunk roads to improve safety (RSN-4) and undertake feasibility studies of network improvements (RSN-5) also have the potential to positively impact groups more at risk of road traffic accidents (older people and people with disabilities). However, impacts will depend on the type of improvements introduced following the feasibility studies. • The update of the Guidelines for development roads (RSN-6) may have positive equality outcomes as it could help lower pedestrian traffic accidents among groups at higher risk, including older adults, children, and people with disabilities. Child Rights and Wellbeing Impact Assessment – minor positive impacts • As discussed in the EqIA assessment, the action to undertake feasibility studies of network improvements (RSN-5) could also benefit children who are more at risk of road traffic accidents. However, this will depend on the types of improvements introduced. Fairer Scotland Duty Impact Assessment – neutral impacts • The actions within this group are not anticipated to have specific socio-economic impacts or impact lower-income households. Health Inequalities Impact Assessment – minor positive impacts • Actions to improve road safety may have positive health impacts through reduced road traffic accidents, particularly for vulnerable groups.	• During construction and road works required for network improvements, consideration should be paid to potential equality construction impacts (such as increased noise, vibration, air pollution and potential diversions and disruptions). Appropriate mitigation measures should be introduced.
Parking	This group sets out actions to undertake a review of parking across North Lanarkshire, including reviewing the accessibility of disabled parking bays and provide effective enforcement of parking controls in North Lanarkshire.	Equality Impact Assessment – minor positive impact • Undertaking a review of parking across North Lanarkshire (P-1) could have positive impacts for multiple protected characteristic groups. Considering the adequacy of disabled parking and provision of parking at multi-modal interchanges may enable people with disabilities to park close to services and independently change transport modes at interchanges. • Action P-1 may also positively impact young families with pushchairs and older people who need to travel by private car to key services, as well as women undertaking multi-modal journeys through additional parking at interchanges. The realisation of these equality impacts is dependent on the outcomes of the parking reviews. • Actions to provide effective enforcement of parking controls (P-2) include restrictions on pavements. If successful, this could positively impact people with disabilities and those with reduced mobility (such as older people and pregnant people) whose access could be restricted by cars parking on pavements. Child rights and wellbeing impact assessment – minor positive impacts • Children travelling to and from school may be disproportionately impacted by the enforcement of pavement parking restrictions outside schools (P-2) through providing a clear path for walking and wheeling and reducing the risk of pedestrian casualties.	• Best practice guidance should be followed during the review of parking across North Lanarkshire, such as adequacy of disabled parking provision and ensuring disabled spaces are located close to the main entrance of services. • Consideration should be paid to the introduction of parking charges in lower-income areas to minimise negative impacts on lower-income households who rely on private cars to access services. • Where parking charges are introduced, it is recommended that multi-modal transport options are advertised as an alternative to driving.

Action Group	Overview	Assessment of impacts	Recommendations
		Fairer Scotland Duty Impact Assessment – moderate negative impacts - Equality impacts may arise if actions lead to a reduction in free parking or the introduction of parking fees in areas mostly accessible by car. This could create financial barriers for low-income households, potentially forcing them to seek more distant parking options and increasing travel burdens. Health Inequalities Impact Assessment – minor positive impacts - There may be positive wider health impacts due to reduced safety risks by actions aimed at reducing pavement parking and enforcing other parking restrictions (P-2).	
Digital and technology	This group sets out actions to support partners on the delivery of Mobility as a Service (MaaS) solutions, and on the roll out of high-speed broadband.	Equality Impact Assessment – minor positive impact - The delivery of MaaS (DT-1) may have benefits for protected characteristic groups with more reliance on public transport, such as women, older people, people with disabilities, children, ethnic minority groups. In particular, MaaS may benefit women who are more likely to undertake multi-modal journeys and people with disabilities who need to plan their journeys in advance. - Positive impacts may be experienced by disabled people through the availability of accessibility data through MaaS, for example, which stations have step-free access, audio announcements and wheelchair spaces. However, equality issues may arise for digitally excluded groups, such as older people and people with disabilities (see recommendations). - Improvements to high-speed broadband across North Lanarkshire (DT-2) could have a positive impact on safety. This could enable travellers to plan journeys, access real-time travel information, such as delays and cancellations, and contact family, friends and the emergency services. This could benefit groups who feel less safe when travelling, such as women, minority ethnic and religious groups and people with minority sexual orientations and gender identities and people with disabilities who need to plan their journeys in advance. Child Rights and Wellbeing Impact Assessment – minor positive impact - Children and young people who rely on public transport to access school and social and educational opportunities could benefit from improved digital integration of services (DT-1). Fairer Scotland Duty Impact Assessment – minor positive impact - The integration of ticketing into MaaS solutions could make it easier and cheaper to plan multi-modal journeys for low-income households who tend to rely on public transport modes. MaaS may also reduce the need for private cars and making lower-cost public transport more attractive. Health Inequalities Impact Assessment – neutral impact - If the introduction of MaaS solutions increases the uptake of public transport, this could bring wider health impacts due to increased levels of physical activity.	- In addition to MaaS, work with partners to explore alternative methods to buy tickets at stops and stations for people who are digitally excluded (such as some older people and people with disabilities). - Inclusion of protected characteristic groups and low-income households in data collected against action DT-3 to enhance active travel and public transport experiences for all users.

Action Group	Overview	Assessment of impacts	Recommendations
Overarching	This group includes actions to collect baseline data for monitoring and evaluating transport in North Lanarkshire, to work with partners to integrate transport in development planning and deliver new transport infrastructure set out within the City Deal Programme.	Equality Impact Assessment – minor positive impact - The collection of data (OA-1) could positively impact groups more reliant on public transport, such as women, older people, children, people with disabilities, and some minority ethnic groups, by making sure their needs are considered in the effective and robust monitoring and evaluation of the transport network. - The potential to improve equality of opportunity for protected characteristic groups through stronger consideration to active travel (OA-2) and delivering new transport infrastructure (OA-3) has been assessed throughout the 10 preceding groups. Child Rights and Wellbeing Impact Assessment – minor positive impact - As discussed, health and safety benefits associated with improvements to the active travel network (OA-2) and transport infrastructure more widely (OA-3) has been assessed throughout the 10 preceding groups. Fairer Scotland Duty Impact Assessment – minor positive impact - As discussed, the positive affordability impacts of expanding active travel infrastructure (OA-2) and the wider public transport network (OA-3) have been assessed throughout the 10 preceding groups. - There could also be positive economic impacts through actions that improve access to industrial sites (OA-3). This could improve access to employment opportunities for low-income households. Health Inequalities Impact Assessment – minor positive impact - The wider health benefits for the local population associated with improved active travel infrastructure (OA-2) which could increase physical activity has been explored throughout the preceding 10 groups.	- Actions to collect baseline data (OA-1) to support monitoring and evaluation of transport should involve the collection of data on protected characteristic groups and low-income households. - When delivering new transport infrastructure (OA-3), an assessment of the local equality impacts should be undertaken on a case-by-case basis with consideration for the local population needs and vulnerabilities.

Conclusions and Recommendations

Summary

The actions contained within the LTS are expected to have largely positive impacts on protected characteristic groups, children and young people, socio-economically disadvantaged groups and on health inequalities. Actions related to active travel, behaviour change, public transport, shared transport and safety in transport are anticipated to have the highest level of impact (moderate positive) across the EqIA, CRWIA, FSDA and HIIA assessments compared to other action groups.

The desk-based integrated impact assessment of the LTS has highlighted some of the key issues relating to transport in North Lanarkshire and the actions are likely to generate the following positive impacts:

- The LTS could improve the **transport network**:

Actions include expanding the active travel network (walking, wheeling and cycling) and extending the network along strategic routes which could benefit children access educational opportunities and low-income groups to access employment opportunities through a low-cost travel method.

A particular focus on improving and maintaining the cycle network through new active travel infrastructure, supporting cycling training could positively impact groups underrepresented in cycling figures.

Actions to support bus franchising and improve the accessibility of stops could benefit protected characteristic groups reliant on public transport as an alternative to private car and a low-cost travel method.

Introducing a digital service to plan and book journeys (MaaS) could improve the integration of active travel and public transport for users making multi-modal journeys and people with a disability that need to plan their journey in advance.

- Transport is likely to become **more accessible**:

Reviews of active travel signage may result in improved signage and wayfinding which could make it easier for people to navigate around North Lanarkshire independently. This could benefit groups that experience digital exclusion, such as older people and those with disabilities.

Improved access to public transport in rural and underserved communities could allow protected characteristic groups living in these areas realise the positive equality and health benefits of the LTS.

Actions to introduce community and demand responsive transport could advance equality of opportunity for people with a disability and those vulnerable to social isolation living in rural areas.

People with a disability could also be positively impacted by the action to review the number of disabled parking spaces and to enforce pavement parking restrictions which could provide obstacle free user routes for pedestrians with mobility aids such as wheelchairs and young families with pushchairs.

- The LTS actions also focus on **improving safety and resilience**:

Actions seek to support measures including street lighting to enhance personal safety could positively impact groups more vulnerable to harassment and discrimination.

The introduction of traffic calming measures where feasible in line with current policy and working towards Scottish road safety targets may positively impact the safety of vulnerable pedestrians with reduced mobility and children who face a higher risk of pedestrian casualty.

Enhancing digital connectivity through high-speed broadband could improve the safety and resilience of vulnerable travellers through access to live information, delays and cancellations and ability to contact family, friends and emergency services.

- The LTS is expected to encourage an uptake in active travel. This could generate health benefits for residents through encouraging physical activity.
- The LTS could support wider health benefits through encouraging modes of travel other than private car. For example, promoting a shift to electric vehicles through affordable infrastructure could reduce air pollution which is particularly harmful for certain protected characteristic groups. However, there could be negative health impacts associated with the construction of new active travel infrastructure through noise, vibrations, air quality and diversions that require mitigating.

Recommendations

The following points for the LTS are recommended to minimise any negative impacts and enhance any positive impacts:

- **Safety:** To support measures that can improve safety and security, it is recommended that personal safety assessments (or gender safety assessments) are conducted on individual projects to assess safety impacts and identify opportunities for improvement.
 - Consider Crime Prevention Through Environmental Design (CPTED) principles on individual projects.
 - Work with partners to consider how e-bikes can be monitored to ensure they are used safely and do not increase health and safety risks for vulnerable path users.
- **Accessibility:** Make sure to follow best practice guidance and standards for new active travel infrastructure.
 - Consider all protected characteristic groups when identifying effective behavioural change strategies to ensure they are inclusive.
 - It is recommended that clear signage and wayfinding methods are considered when making upgrades to infrastructure or developing new hubs, interchanges, stops and stations so that it is easy for all users to find their way.
- Actions to enforce parking regulations and bans should include provision for disabled parking for residents who rely on their car as a mobility aid.
- Consideration should be paid to the accessibility and promotion of multi-modal transport options as alternatives to driving at locations where parking restrictions are introduced.
- There should be consideration for where parking is a necessity and whether parking restrictions are affordable for lower-income households.
- Work with partners to explore alternative methods for buying tickets in stops and stations for people who are digitally excluded.
- **Health and wellbeing:** During construction of active travel infrastructure and network improvements consider potential construction impacts (such as increased noise, vibration and air quality) and introduce appropriate mitigation.
- **Financial barriers:** Consider whether the use of parking charges in more deprived areas are appropriate and ensure that where parking charges are introduced, there are good alternative public transport options available to avoid negative impacts for lower-income households.
- **Monitoring:** Ensure that when collecting and sharing baseline data to monitor and evaluate public transport and active travel, equality groups are included to ensure the effectiveness is assessed for people with a variety of needs. Equality groups should also be included in any monitoring reports.

Appendix A

LTS Action Groups and Actions Assessment

Action Group	Ref	Actions	EqlA	CRWIA	FSDA	HIIA	Comments
			+ positive impact/ - negative impact/ N neutral/no impact				
Active Travel	AT-1	Implement actions identified in North Lanarkshire Council's Active Travel Strategy (ATS) to facilitate strategic routes and Local Living, including: - Community Hub Improvements. - Strategic Active Travel Network Routes. - Local Neighbourhood and Connecting Active Travel Network Routes, including cross boundary connections.	+	+	+	+	The strategic active travel routes could improve connectivity and aid access to essential services and employment opportunities. This may be beneficial for groups who need to access essential services more frequently. For example, older people and people with disabilities may need more regular access to healthcare facilities. There could also be positive socio-economic impacts for lower-income households through improved connectivity to employment opportunities. This is likely to have positive impacts on health and wellbeing for the local population if the action increases the uptake of active travel. Recommendation: make sure that active travel routes comply with local, regional and national strategies outlined in the NLC Active Travel Strategy 2021-2031 and wider accessible guidelines (e.g. Department for Transport's Inclusive Mobility Guidance).
	AT-2	Implement complementary measures that will help to promote and encourage walking, wheeling and cycling for everyday travel across North Lanarkshire, including: - Installation of cycle parking and storage. - Supporting colleagues to manage cycle training for children (including working with third parties). - Monitoring and evaluation of active travel projects. - Review of active travel signage as part of each infrastructure project. - Promotion of North Lanarkshire Council's active travel website.	+	N	+	+	As above, there could be positive health and wellbeing impacts associated with promoting walking, wheeling and cycling. This could be particularly beneficial for groups underrepresented in cycling figures (such as women and some minority religious groups). The support for cycle training for children may also have specific positive impacts on this group. If the review of active travel signage as part of infrastructure project results in improved signage and wayfinding, this may positively impact people with disabilities and users who may feel vulnerable when navigating new environments, such as women, the LGBTQ+ community, minority ethnicities and religions. Recommendation: the speed of e-bikes can cause safety concerns, particularly for more vulnerable users, such as people with mobility impairments. Consideration should be given to monitoring the use of E-bikes on active travel routes.
	AT-3	Deliver new active travel infrastructure within the City Deal Programme, working with partners where there are added value opportunities.	+	+	+	+	Delivering new active travel infrastructure could improve safety for people walking, wheeling and cycling which would bring health benefits. This may be particularly beneficial for groups who are more nervous to cycle alongside traffic. If this action increases the uptake of active travel, there should be positive health and wellbeing impacts. Recommendation: during construction of active travel infrastructure, consideration should be paid to potential equality construction impacts (such as increased noise, vibration, air pollution and potential diversions and disruptions). Appropriate mitigation measures should be introduced during construction.

Action Group	Ref	Actions	EqlA	CRWIA	FSDA	HIIA	Comments
			+ positive impact/ - negative impact/ N neutral/no impact				
Behaviour Change	BC-1	Work with partners to identify and implement the most effective way of delivering behaviour change campaigns including: - Specific road safety campaigns. - Introducing behaviour change campaigns to support the use of active travel infrastructure.	+	+	+	+	Road safety and behavioural change campaigns could have positive impacts on the safety of road users when participating in active travel. Children are more at risk of road traffic accidents, particularly in more deprived areas, therefore children may be disproportionately positively impacted by behavioural change actions. They may also have wider health, and wellbeing impacts through increased physical exercise. Behavioural change campaigns could encourage the uptake of active travel which could have positive impacts for lower-income households through creating awareness and confidence of walking, wheeling and cycling which provide low-cost travel methods to access services and opportunities. Recommendation: when developing behaviour change campaigns, consider that different groups may be impacted differently and that the most effective way to encourage behavioural change for most, may not include some protected characteristic groups, for example, people with disabilities. In addition, it should be noted that there can be financial barriers that prevent people from participating in active travel, such as lack of bike storage and the cost of bicycles and cycling equipment. Financial barriers may need to be addressed so that behavioural change campaigns can be successful.

Action Group	Ref	Actions	EqlA	CRWIA	FSDA	HIIA	Comments
			+ positive impact/ - negative impact/ N neutral/no impact				
Public Transport	PT-1	Support North Lanarkshire's bus network through engaging and working with Strathclyde Partnership for Transport (SPT) during the lifetime of the Strathclyde Regional Bus Strategy (SRBS). Actions and measures captured in the SRBS include those related to: - Bus franchising. - Real Time Passenger Information. - Decarbonisation of buses. - Bus priority infrastructure. - Accessible bus stops.	+	+	+	+	Actions supporting bus franchising and providing Real Time Passenger Information and bus priority infrastructure could have positive impacts for groups more reliant on public transport, such as women, older people, children and young people and some minority ethnic groups. Therefore, this action could have positive equality impacts. Improvements to the accessibility of bus stops could have positive impacts for people with mobility impairments, such as older people, children, pregnant people and people with disabilities. Improvements to public transport services may also have positive socio-economic impacts, particularly for lower-income households through reliable provision of lower-cost transport options and the potential for improved connectivity and therefore increased access to services and employment opportunities. The use of public transport could lead to increased levels of physical activity (facilitated by walking to and from stops) which may have wider health benefits. There may also be health benefits through increased access to health services. This could benefit older people who may be unable to drive due to deteriorated eyesight and may use the bus to access appointments.
	PT-2	Continue to deliver North Lanarkshire Council's Public Transport Infrastructure Improvement Programme: - Improving accessibility to bus stops. - Improving waiting facilities for passengers, including at transport interchanges. - Exploring opportunities to improve on and off-road provision for bus operators.	+	+	+	+	Improving the accessibility to bus stops could benefit people with disabilities and reduce the need to use more expensive methods of transport, such as taxis. Therefore, they may be economic impacts for people with disabilities.
	PT-3	Work with partners to explore opportunities for: - Increased south-north public transport connectivity. - Improved rural public transport connectivity. - Services connecting to Monklands replacement hospital. - Connectivity opportunities for strategic employment locations, e.g. Eurocentral, Strathclyde Business Park. - Connectivity opportunities for unserved / underserved communities. - Progressing the development of Clyde Metro. - Improved accessibility to rail stations. - Upgraded bus corridors resulting in reduced journey times.	+	N	+	+	This action could have positive socio-economic impacts through improved access to education and employment opportunities including strategic employment locations, particularly for those in more rural areas where there are fewer bus routes (see Figure 9). Improved connectivity to Monklands replacement hospital could have health benefits due to improved access to healthcare appointments. The focus on improved rural public transport connectivity could provide socio-economic benefits for more rural households, reducing the need for car ownership and providing lower-cost transport options. Improving the accessibility to rail stations could benefit people with disabilities and reduce the need to use more expensive methods of transport, such as taxis. Therefore, they may be economic impacts for people with disabilities. Faster bus journeys could have positive impacts for groups more reliant on public transport, such as women, older people, children and young people and some minority ethnic groups. Therefore, this action could have positive equality impacts.

Action Group	Ref	Actions	EqlA	CRWIA	FSDA	HIIA	Comments
			+ positive impact/ - negative impact/ N neutral/no impact				
Shared Transport	SH-1	Work with partners to support measures in North Lanarkshire to enhance Community and Demand Responsive Transport.	+	N	+	N	This action is likely to have positive impacts for people who are more likely to rely on DRT, such as people with disabilities and older people. There could also be benefits for households in more rural area through improved access to services. This may also reduce the proportion of households forced into car ownership and have positive economic impacts for lower-income households in more rural areas.
	ED-1	Work with partners to deliver an accessible and affordable public charging network for Electric Vehicles across North Lanarkshire, including through the Glasgow City Region Deal, and within new developments.	+	+	+	+	If this action encourages increased use of electric vehicles, this could have positive health impacts through improved air quality. This may disproportionately benefit protected characteristic groups more vulnerable to poor air quality, such as children, older people, pregnant people and people with disabilities. There may also be positive economic impacts through affordable public charging networks, particularly for lower-income households.
Environmental and Decarbonisation	ED-2	Align with the Scottish Government commitments to ensure that North Lanarkshire Council (NLC) will continue to work towards decarbonising the Council's own fleet vehicles by: - Phasing out the need for new petrol and diesel light commercial vehicles from 2025 onwards. - Phasing out the need for new petrol and diesel heavy duty vehicles (HDV) from 2030 onwards (Vehicles with a gross vehicles weight of more than 3.5t or passenger transport vehicle of more than 8 seat buses and coaches). - Replacing the 846 Council owned fleet vehicles between 2025-2040.	+	+	+	+	As above, the use of electric vehicles and reduced use of petrol and diesel vehicles can have positive health impacts.
	ED-3	For the operational deployment of North Lanarkshire Council (NLC) fleet vehicles, appropriate infrastructure is required. We will support colleagues to deliver appropriate charging facilities at NLC sites across North, Central and South areas.	+	+	N	+	As above, there may be positive health impacts through the reduced impact of transport on the environment.
	ED-4	Work with colleagues to reduce the impact of transport on the environment, such as air pollution, by supporting delivery of actions identified within relevant Council strategy and policy documents, such as North Lanarkshire's Path to Net Zero (2045).	+	+	N	+	As above, actions to reduce the impact of transport on the environment including air quality, could provide wider health benefits, particularly for more vulnerable groups.

Action Group	Ref	Actions	EqlA	CRWIA	FSDA	HIIA	Comments
			+ positive impact/ - negative impact/ N neutral/no impact				
Safety in Transport	ST-1	Support measures to enhance personal safety and security of users on North Lanarkshire's transport network, including provision of street lighting on all active travel routes.	+	+	+	N	Protected characteristic groups can feel less safe when travelling due to fear of discrimination and harassment, such as women, people with disabilities, minority ethnic and religious groups, minority sexual orientation and gender identity groups. Therefore, providing street lighting could have positive impacts for these groups. Low-income groups travelling on public transport may also benefit from feelings of safety through these interventions. Recommendation: consider the use of Crime Prevention Through Environmental Design (CPTED) principles and the use of personal/gender safety assessments for specific proposals to assess safety impacts and identify opportunities to improve safety for protected characteristic groups.
	ST-2	Support measures to improve safety on North Lanarkshire's local road network, including through reviewing the signal timings across our network, expansion of 20mph limits and traffic calming measures where justified in line with current policy.	+	+	+	+	Reviewing current signal timings and expanding traffic calming measures could have positive road safety impacts. These could have positive health impacts for all pedestrians but also positively impact protected characteristic groups more at risk of road traffic accidents, such as children, older people and people with disabilities, and those living in deprived areas exposed to higher levels of road traffic risk.
Freight	FR-1	Support partners who are engaging with freight facilitators for opportunities around development, recognising the important role of freight and its distribution in the local economy.	N	N	N	N	No specific equality or health impacts identified.
	FR-2	Facilitate a shift in HGV traffic from local road networks to strategic road networks through the delivery of new transport infrastructure within the City Deal Programme and wider supporting initiatives.	N	N	N	+	There may be health benefits through the shift of HGV traffic from local roads to strategic roads as this could reduce congestion and air pollution in more residential areas and reduce the risk of road traffic accidents. This could positively impact children and protected characteristic groups, but the impacts are likely to be negligible.
	FR-3	Support partners to achieve a modal shift of freight from road to rail.	+	+	N	+	Encouraging freight movements from road to rail may result in decreased congestion on the roads which may improve local air quality. This could have positive health impacts for groups more vulnerable to the negative impacts of air pollution.

Action Group	Ref	Actions	EqlA	CRWIA	FSDA	HIIA	Comments
			+ positive impact/ - negative impact/ N neutral/no impact				
Maintenance	MA-1	Support measures within North Lanarkshire Council's Road Asset Management Plan (RAMP) and maintain the local adopted road network.	N	N	N	+	If this action results in improved path maintenance, this could have positive health impacts by improving safety when using the local road network. There may be wider health benefits if this encourages residents to walk, wheel and cycle. The impacts will be dependent on the actions included within the Road Asset Management Plan.
	MA-2	Improve communication of planned road and footpath/footway closures.	+	N	N	N	Some protected characteristic groups could be disproportionately negatively impacted through road and footpath/footway closures. For example, if a path closure results in a diversion with a longer walking distance, this may negatively impact groups with mobility impairments (such as older people and people with physical disabilities). Improved communication regarding planned closures could positively impact certain protected characteristic groups by facilitating advance planning when travelling. Recommendation: Provide advance warning of planned footpath/footway closures to allow local residents to plan accordingly.
	MA-3	Support the use of sustainable practices and materials where possible when maintaining existing or constructing new infrastructure and facilities, building on work undertaken as part of Live Labs.	N	N	N	N	No specific equality or health impacts identified.

Action Group	Ref	Actions	EqlA	CRWIA	FSDA	HIIA	Comments
			+ positive impact/ - negative impact/ N neutral/no impact				
Road Safety and Network	RSN-1	Progress and deliver actions identified in North Lanarkshire Council's Road Safety Plan (2026).	+	+	N	+	There may be positive equality impacts for groups more at risk of road traffic accidents (older people, children, people with disabilities) if the plan's delivery successfully improves road safety.
	RSN-2	Work towards achievement of the Scottish road safety targets, as set out in the Scottish Government's Road Safety Framework to 2030.	+	+	N	+	Supporting Scotland's road safety targets may have positive health impacts for groups more vulnerable to pedestrian road traffic accidents (including older people, children and disabled people).
	RSN-3	Continue to analyse accident data across the area and provide priority measures to identified problem sites.	+	+	N	+	Analysis of accident data to prioritise problem sites may positively impact groups more vulnerable to pedestrian road traffic accidents if measures are introduced to improve road safety at problem sites.
	RSN-4	Liaise with partners on trunk roads and the surrounding road network to improve safety, where possible.	+	+	N	+	Actions to improve road safety may have positive health and safety impacts, particularly for groups more vulnerable to pedestrian road traffic accidents (older people, people with disabilities and children).
	RSN-5	Work with partners to undertake feasibility studies of network improvements in North Lanarkshire, including but not limited to: - Glasgow Road, Wishaw. - Craiglinn Interchange, Cumbernauld. - Windmillhill Street, Motherwell. - Station Road / Cumbernauld Road / Lindsaybeg Road, Chryston and Muirhead. - Road network improvements associated with the impact of development traffic at Glenboig/ Gartcosh Community Growth Area where identified and necessary. - Other key junctions as deemed appropriate.	N	N	N	N	Equality impacts will depend upon the type of improvements introduced following feasibility studies. There is the potential for positive impacts for groups more at risk of road traffic accidents, reduced congestion which could benefit groups more reliant on a car (such as those with mobility impairments), and the potential for improved reliability of bus services which could benefit groups more reliant on public transport. However, at this stage this action is considered to have neutral impacts as it is dependent on the type of improvements considered and implemented. Recommendation: During construction and road works, consideration should be paid to potential equality construction impacts (such as increased noise, vibration, air pollution and potential diversions and disruptions). Appropriate mitigation measures should be introduced during construction.
	RSN-6	Review and update the Guidelines for development roads.	+	+	N	+	Updating of the Guidelines for development roads may have positive health and safety impacts as it could contribute to lower accidents particularly for groups more vulnerable to pedestrian road traffic accidents (older adults, people with disabilities and children).

Action Group	Ref	Actions	EqlA	CRWIA	FSDA	HIIA	Comments
			+ positive impact/ - negative impact/ N neutral/no impact				
Parking	PA-1	Undertake a review of parking across North Lanarkshire to consider: - The current parking demands within our town centres and villages. - Availability of disabled parking bays. - Parking standards. - Expansion of the off-street parking order (car parks) to facilitate the introduction and enforcement of disabled parking bays and electric vehicle charging bays.	+	+	N	N	If the review of parking availability results in increased disabled parking and improved parking facilities at multi-modal interchanges, this could positively impact groups who require a car as a mobility aid. Recommendation: make sure that there is adequate parking in locations that require a car for access and that parking fees are affordable for lower-income households. Consider whether parking charges are suitable in lower-income areas if there are limited public transport options where residents may rely on a car to access services.
	PA-2	Provide effective enforcement of parking controls in North Lanarkshire, including in relation to: - Pavement parking, double parking and dropped kerb parking. - Parking restrictions outside schools. - Restrictions to parking at bus stops. - Illegal parking within town centres and mixed-use urban locations.	+	+	-	+	This action could have positive impacts for people with mobility impairments and pushchairs who may find it harder to navigate pavements due to illegal parking. There could be positive health impacts for these groups through improved safety when navigating pavements. There could be positive impacts for children through restrictions outside schools and improvements to bus reliability through restrictions to parking in bus lanes. This could positively impact groups who rely more heavily on the buses (women, older people and some minority ethnic groups). However, parking restrictions could have negative impacts for people who rely on a car as a mobility aid. There may also be negative impacts for lower-income households who rely on a car to travel and must pay charges to park elsewhere. Recommendations: follow best practice guidance to make sure there is enough disabled parking. In addition, consider where parking is required and whether parking is affordable for lower-income households.

Action Group	Ref	Actions	EqlA	CRWIA	FSDA	HIIA	Comments
			+ positive impact/ - negative impact/ N neutral/no impact				
Digital and Technology	DT-1	Support partners in developing Mobility as a Service (MaaS) solutions to serve those using the transport network.	+	+	+	N	The impacts of this action will depend on how MaaS is delivered. This typically includes integrating multiple transport modes into an integrated digital service. This could improve journey planning for people with disabilities through integrating accessibility data (e.g. where there is step-free access, audio announcements and wheelchair space). MaaS could provide simplified travel options and make multi-modal journeys easier. This could benefit groups more likely to rely on public transport (such as women, older people, people with disabilities, some minority ethnic groups and children). The integration of ticketing across multiple modes of transport could have positive socio-economic impacts assuming this approach results in cheaper tickets. This could encourage lower-income households to use public transport to travel and therefore reduce forced car ownership and make transport more affordable. Recommendation: ensure that there are still ways for people to buy tickets at stops and stations for people who are digitally excluded.
	DT-2	Support partners who are delivering the roll out of high-speed broadband across North Lanarkshire, in alignment with North Lanarkshire Council's Digital and IT Strategy.	+	+	N	+	This action could support the success of DT-1 by enabling users to access MaaS information when travelling across North Lanarkshire. There could also be positive safety impacts through improvements to high-speed broadband as this could enable travellers to contact friends or the emergency services and enable users to access real-time travel updates such as cancellations or delays.
Overarching	OA-1	Collect baseline data, including through working with external partners, to support the effective and robust monitoring and evaluation of transport in North Lanarkshire.	+	+	+	+	The collection of data to support robust monitoring and evaluation of transport could positively impact all transport users. As above, if this improves experiences on public transport and active travel routes, this could positively impact lower-income households through improved low-cost travel methods. Recommendation: ensure equality data is collected to improve the experiences of all users.
	OA-2	Continue to work with partners to enhance and integrate the role of transport in development planning and give stronger consideration to the role of active travel and the Infrastructure First policy.	+	+	+	+	Actions focused on improving active travel could have positive health benefits for all users if this encourages increased uptake of walking, wheeling and cycling in North Lanarkshire.
	OA-3	Deliver new transport infrastructure within the City Deal Programme, working with partners where there are added value opportunities. This includes: - PAN Lanarkshire Orbital Transport Corridor, including East Airdrie Link Road (EALR) and Ravenscraig Access Infrastructure. - A8/M8 Transport Corridor Improvements.	+	+	+	+	The East Airdrie Link Road and Ravenscraig Access Infrastructure project aim to connect existing cycleways and footpaths which could improve active travel routes and encourage the uptake of walking, wheeling and cycling. This could have positive socio-economic impacts through improved access with low-cost transport methods and bring health and wellbeing impacts through increased physical activity.

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NORTH LANARKSHIRE COUNCIL

Corporate Communications

Chief Executive's Office

Civic Centre

Motherwell ML1 1AB

e. corporatecommunications@northlan.gov.uk

NORTHLANARKSHIRE.GOV.UK

