

# Gender budgeting in active travel: Sustrans Scotland's Places for Everyone response

The Places for Everyone (PfE) team values the insights and findings from the Gender Budgeting in Active Travel in Scotland report.

The following response outlines the work that has been developing in this field within PfE prior to the report, since its completion and our future intentions and aspirations based on its recommendations.

---

## Context: The relaunch of the Places for Everyone fund

From March 2021 – July 2022, the PfE programme was closed to new applications. During this time, the programme's application processes, guidance and criteria were refreshed.

The review considered the impact of PfE projects and the support the PfE team offered to delivery partners. Projects across the country had varying standards when it came to community and stakeholder engagement, behaviour change and the development of Equality Impact Assessments. Work on the Spaces for People programme<sup>1</sup>

In response to this, a new team was established team, specialising in engagement, equity and budgeting projects. Part of the team's remit was to support projects to ensure projects have sufficient budget for effective activities, in each individual setting. The team provided meetings, reviews and feeds back on draft plans. Through this team and Engage Inspire Learn, PfE will tackle inequities in active travel and the built environment.

---

<sup>1</sup> Spaces for People was a temporary infrastructure programme in Scotland to make it safer for people who choose to walk, cycle or wheel for essential trips and exercise during Covid-19  
<https://www.sustrans.org.uk/our-blog/projects/2020/scotland/spaces-for-people-making-essential-travel-and-exercise-safer-during-coronavirus>



## 2) Require funding applicants to address how their project will contribute to this gender equality goal.

How active travel projects will contribute to gender equality in active travel and broader society.

What we are already doing

Scoring for PfE funding applications includes prioritisation of:

- Projects that facilitate shorter trips and include walking and wheeling.

Women and men are equally as likely to walk ([Walking and Cycling Index Report](#)), but there is a disparity between numbers of women and men who cycle. Therefore, walking infrastructure is more likely to positively impact women's mobility.

- Projects that serve areas of deprivation.

The report identifies that women are less likely to have access to a private motor vehicle, and even less likely in areas of deprivation. Therefore, prioritising projects in areas of higher

We will continue to review applications that are received, monitor progress and monitor the impact of this scoring on the range of projects that successfully receive funding.

### 3) Increase capacity to apply gender expertise and support partners applying for funding to do the same.

Assess current levels of gender expertise within Sustrans, TS and Local authorities, identifying gaps and support partners to increase knowledge and expertise in partnership with relevant organisations such as the Scottish Women's Budget Group

What we already do

- Network planning tool

The Network Planning Tool is an interactive mapping website that supports Local authorities and NTHs to identify and map their own gender expertise (of people and organisations) and to identify other organisations that have gender expertise.



## 5) Collect and analyse intersectional data.

Successful implementation of gender budgeting requires sex-disaggregated data at a minimum and if/where possible, data disaggregated by other sociodemographic categories, like socioeconomic status, ethnicity, age, disability, gender identity and sexual orientation.

The aim of intersectional data collection and analysis should be removing obstacles to active travel for these vulnerable or underrepresented groups and actively engaging with them to encourage more active travel.

What we already do

- The Engagement team in PfE has produced guidance on the collection of data in relation to engagement.
- Research and Monitoring Unit currently support a selection of PfE projects, developing best practice in monitoring and evaluation to ensure we support partners to collect and use data to inform evidence-based approaches to removing obstacles to active travel for vulnerable and underrepresented groups.

What we can do more of

We will review the support we provide partners in the collection and analysis of data to inform project decisions and identify where we can provide further support to partners in this.

## 6) Conduct Equality Impact Assessments, gender safety audits and accessibility audits before and after active travel projects are completed.

What we already do

- Equality Impact Assessments

We developed a bespoke [EqlA template](#) in June 2023, geared towards active travel infrastructure projects. It directs PfE partners to think specifically about how projects impact women and girls in relation to:

- Engagement

- Motivation and behaviour change
- User conflict
- Perceived and social safety
- Accessibility audits and gender safety auditing tool

Grant advisors and engagement support team members encourage PfE project teams to arrange twilight and evening site visits and conduct gender safety audits.

What we can do more of

The training will be developed around the Equity framework outlined in the Gender Budgeting report; to further focus discussion around the six criteria of engagement, infrastructure, health and safety, accessibility, affordability and monitoring and evaluation.

What we are developing

- Women's safety audit tool

We are developing a women's safety audit tool for active travel infrastructure partners. This aligns with the development of an internal gender safety audit tool, so we are supporting the same standards in Sustrans delivered projects as with partners. This will be used for on-the-ground audits, will come with clear guidance.

The application of the women's safety audit tool will have the following benefits:

- Enhances the community engagement process with a structure way to gather lived experience.
- Provides data to inform project design.
- May support funding decision-making.
- Provides a consistent approach to data collection.
- A dataset explicitly addressing personal safety, as opposed to traffic safety.

7) Partner with community organisations to do meaningful engagement with local people.

As an organisation we do this, but it was outwith the remit of the PfE programme.

What we already do

Effective and inclusive engagement is a core requirement of the PfE programme. The Engagement team supports partners in equity and engagement. There is an engagement



## 9) Fund both physical and social infrastructure for cycling.

Sustrans and Transport Scotland should commit active travel funding for both physical and social infrastructure, given that the Active Travel Framework acknowledges the need for educational and behaviour change programmes alongside physical infrastructure.

What we already do

As part of infrastructure projects, behaviour change planning is a programme requirement. This ensures partners consider what barriers people face beyond physical infrastructure, and consider what interventions would be impactful throughout the project lifecycle. We provide support and guidance in considering how different audiences are impacted and how to design the right interventions for the audience.