

EQUALITY IMPACT ASSESSMENT (EQIA): SCREENING FORM

Introduction to the EQIA screening process

A successful EQIA screening will look at 5 key areas:

1. **Identify the Policy, Project, Service Reform or Budget Option to be assessed**
A clear definition of what is being screened and its aims
2. **Gathering Evidence & Stakeholder Engagement**
Collect data to evidence the type of barriers people face to accessing services (research, consultations, complaints and/or consult with equality groups)
3. **Assessment & Differential Impacts**
Reaching an informed decision on whether or not there is a differential impact on equality groups, and at what level
4. **Outcomes, Action & Public Reporting**
Develop an action plan to make changes where a negative impact has been assessed. Ensure that both the assessment outcomes and the actions taken to address negative impacts are publically reported
5. **Monitoring, Evaluation & Review**
Stating how you will monitor and evaluate the **Policy, Project, Service Reform or Budget Option** to ensure that you are continuing to achieve the expected outcomes for all groups.

1. IDENTIFY THE POLICY, PROJECT, SERVICE REFORM OR BUDGET OPTION:

a) Name of the Policy, Project, Service Reform or Budget Option to be screened

Liveable Neighbourhoods Plan

b) Reason for Change in Policy or Policy Development

Glasgow City Council is refreshing its transport-related strategies and plans, including the Glasgow Transport Strategy (GTS), which provides an overarching framework for transport decision-making in the city over the next decade. The Liveable Neighbourhoods Plan (LNP) is being developed as part of this and aims to reduce the city's dependency on cars and make walking, cycling and public transport the first choice. It is essential that our residents benefit from safer, quieter streets that facilitate play, walking and cycling. Through an area-based approach, the LNP will help to limit the city's contribution to climate change and develop an inclusive network of accessible and revitalised neighbourhoods designed for the benefit of all, with integrated green infrastructure and enhanced public spaces.

The LNP will create healthy, accessible and safe streets and places for people that facilitate play, walking and cycling; with Active Travel, Everyday Journeys, Streets for People and Local Town Centres as its core themes. The LNP is being developed closely alongside the Active Travel Strategy (ATS) which aims to achieve significant modal shift across the city by realising its vision that "walking, wheeling and cycling will be the first and natural choice for everyday journeys, for people of all ages and ability".

c) List main outcome focus and supporting activities of the Policy, Project, Service Reform or Budget Option

The main outcome is a Liveable Neighbourhood Plan for Glasgow. LNP is a programme with a requirement to achieve overarching outcomes for the city by delivering on LNP tranches of work packages delivering specific outputs (to be identified through communities). Through our LNP we aim to transform streets, identified through meaningful engagement, into areas where people feel they are safe, pleasant, attractive environments. By encouraging active travel as the first choice of transport, these project will benefit public health by reducing noise and air pollution. To deliver Liveable Neighbourhoods in Glasgow, the infrastructure and place needs to be built that reflects the requirements and aspirations of people living within their local communities. To do this the focus will be centred on 4 themes. To achieve this, our outcome is to identify interventions in LNP areas through community conversations and dialogue to take interventions forward. The output for each area will differ however the outcome is for collaboration and community empowerment. The four themes are:

i. Local Town Centres

Glasgow's network of centres is a key strength of the City in moving towards an ambition of 20 Minute Neighbourhoods. Many of Glasgow's local centres are busy social spaces that provide many functions beyond retail and commercial. However, there are also major challenges created by retail competition and the shift to online shopping. However, there is a significant opportunity to strengthen the position of many local town centres in Glasgow by improving ease of access and improving the environmental quality.

ii. Everyday Journeys

The transport sector is Scotland's major contributor of carbon emissions. The majority of journeys made by car are short. By improving the conditions for walking and cycling within neighbourhoods there is a significant opportunity to reduce carbon emissions and improve health outcomes. For example, journeys to schools and other local amenities. However, it is also recognised that the needs of different age groups, genders and physical abilities is crucial in designing suitable streets and infrastructure.

iii. Active Travel

Glasgow has an ambitious target to make walking, cycling and wheeling considered as first choice modes of travel. A key element of this will be the implementation of a city-wide segregated active travel network. The Liveable Neighbourhoods approach will create the bridge between the front door and the city-wide segregated network.

iv. Streets for People

During the 20th century, Glasgow's streets and public spaces became dominated by the needs of motorised transportation. This includes vehicle movement and parking. International best practice has shown that as space is reallocated and vehicle speeds and flows are reduced, there is significant potential to improve the quality of street spaces. This creates opportunities to increase the range of people and activities that are on the street. It also creates space for increased green infrastructure, which is an important tool in climate adaptation and mitigation.

Key outcomes include:

- Improvements in Sustainable transport and encouraging modal shift.
- Reallocating road space for people and active travel, including placemaking and green infrastructure.
- Improving Safety, road and in public space
- Improving access for the mobility impaired
- Reduced emissions in local areas
- Local centres economic stimuli.

This will feed back into the GTS.

d) Name of officer completing assessment (signed and date)

Alex Robb 02/02/2021

e) Assessment Verified by (signed and date)

2. GATHERING EVIDENCE & STAKEHOLDER ENGAGEMENT

The best approach to find out if a policy, etc is likely to impact positively or negatively on equality groups is to look at existing research, previous consultation recommendations, studies or consult with representatives of those groups. You should list below any data, consultations (previous relevant or future planned), or any relevant research or analysis that supports the Policy, Project, Service Reform or Budget Option being undertaken.

Please name any research, data, consultation or studies referred to for this assessment:	Please state if this reference refers to one or more of the protected characteristics: <ul style="list-style-type: none"> ➤ age ➤ disability, ➤ race and/or ethnicity, ➤ religion or belief (including lack of belief), ➤ gender, ➤ gender reassignment, ➤ sexual orientation ➤ marriage and civil partnership, ➤ pregnancy and maternity, 	Do you intend to set up your own consultation? If so, please list the main issues that you wish to address if the consultation is planned; or if consultation has been completed, please note the outcome(s) of consultation.

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<p>Liveable Neighbourhood Plans subject to ongoing hybrid public consultation</p> <p>Other online and in-person engagement events / workshops also took place including with elected members</p> <p>The consultation activities took on different formats (in-person and virtual) in order to reach different audiences and to be inclusive while Covid-19 restrictions remained.</p> <p>All documents were accessibility checked prior to being posted online</p> <p>LNP Stage 0/1 reports passed to the City's Environment, Sustainability and Carbon Reduction Committee for adoption.</p> <p>Further consultation will take place as LN plans proceed to stage 2 and beyond</p>	<p>All</p>	<p>All Liveable Neighbourhood areas were hosted on a Commonplace map, to which comments could be added. Full consultation reports will be made available</p>
<p>Discussions with internal and external colleagues were held in Spring/Summer 2021 to identify their current work programmes, key priorities and</p>	<p>All are considered here.</p> <p>However, discussions tended to centre around those with the following protected characteristics in particular as being generally</p>	<p>Conversations helped inform the proposals contained within Liveable Neighbourhood Plans.</p>

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<p>opportunities for liveable neighbourhoods activity</p> <p>Internally, conversations took place with colleagues from across NRS, Education and Glasgow Life.</p> <p>Discussions helped pinpoint groups traditionally under-represented and seldom heard voices within Active Travel, Liveable Neighbourhoods and wider urbanism work. Detailed projects already underway within Glasgow to try and address this inequity.</p>	<p>being under-represented in active travel, and that the LNP would need to seek to address their barriers:</p> <p>Age Disability Race and/or ethnicity Gender Pregnancy and maternity All</p>	
<p>Glasgow Household Survey 2019</p>	<p>Age, deprivation</p>	<p>Main issues 2019 report:</p> <ul style="list-style-type: none"> - Residents of the North West were more likely to be satisfied with their neighbourhood than those in the North East and South. - Older respondents (aged 65+) were more likely than average to be satisfied with their neighbourhoods. There was further variation by social grade and deprivation: ABC1s were more satisfied than C2DEs while those in the least deprived areas were more satisfied than those in the most deprived areas. - In terms of top transport improvements people would like to see in their neighbourhood, better road maintenance was top followed by better pavement maintenance, then more/better public transport.
<p>Glasgow Bike Life 2018, https://www.sustrans.org.uk/media/2945/bike-life-glasgow-2018.pdf</p>	<p>Age, gender, race/ethnicity</p>	<p>Main issues:</p> <ul style="list-style-type: none"> - In Glasgow, black and minority ethnic communities, women and people 55 and over are underrepresented when it comes to riding a bike.” Data from survey work for Bike Life – from survey sample, 68% of people

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		<p>cycling in Glasgow were men and 92% white. 50% of “bike riders” were under 34 years of age.</p>
<p>Transport and poverty in Scotland: report of the Poverty and Inequality commission 2019 - https://povertyinequality.scot/wp-content/uploads/2019/06/Transport-and-Poverty-in-Scotland-Report-of-the-Poverty-and-Inequality-Commission.pdf</p>	<p>Relevant for socio-economic criteria</p>	<p>Main issues:</p> <ul style="list-style-type: none"> - Transport matters in relation to poverty because of its potential impact on income, household expenditure and mitigating the impact of poverty. - The modes of transport that people use are influenced by their income. - People in lower income households are more likely to take the bus, while people in higher income households are more likely to drive or take the train. - Having a driving licence, and having access to a car, is strongly related to income. <p>Research has also found a relationship between living in areas with higher levels of deprivation and having poorer transport options. While this is not universally the case, research suggests that areas with higher levels of deprivation tend to have worse public transport links in terms of both the number of options and quality of services.</p>
<p>Scotland's Accessible Travel Framework</p>	<p>Disability</p>	<p>Main issues:</p> <ul style="list-style-type: none"> - The last census showed that almost 1 in 5 people in Scotland had a long-term health problem or disability. - In 2013-14, 83.1% of disabled people surveyed said they hadn't used a rail service in the last month, compared to 70.7% of the Scottish population not using a rail service in the last month. - In 2013-14, 54.5% of disabled people surveyed said they hadn't used bus services in the last month, compared to 56.6% of the Scottish population not using such services in the last month. - In 2014, people in Scotland with a limiting health condition are less likely to have walked or cycled in the previous week than non-disabled people. For example, people with a limiting health condition were 19.7% less likely to have walked for transport at any time in the previous week. - Disabled people take less time on their commute than non-disabled people, suggesting they do not travel as far for work as non-disabled people. - In 2014, approximately one in 10 disabled people in the UK had difficulties getting to a rail, bus or coach station or stop and a similar

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		<p>proportion had difficulties getting on or off these forms of transport. Nine per cent had difficulties crossing roads or using pavements.</p> <ul style="list-style-type: none"> - In 2014 an estimated 48% of all adults visited the outdoors one or more times per week for leisure or recreation compared to only 36% of adults with a long-term health condition or illness. - After a lack of job opportunities, difficulty with transport was the most commonly cited barrier to work among UK adults with impairments. <p>A study looking at the impact of rail accessibility improvements found that 33% of wheelchair users, 19% of hearing impaired passengers and 15% of mobility impaired passengers reported increased trip making following the improvements.</p>
Census 2011	All to an extent, though now a fairly dated source and SHS a better source for many indicators	<p>Main issues (where not already covered by more up to date sources):</p> <ul style="list-style-type: none"> - Households from Chinese or African households are more likely to not have access to a car in Glasgow compared to other ethnic groups.
National Records Scotland https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/mid-year-population-estimates/mid-2018	Older people, children & young people	<p>Main issues:</p> <ul style="list-style-type: none"> - Glasgow has a relatively young population, and the youngest of the four largest city-based local authorities in Scotland. - Glasgow has the lowest % population at pensionable age of all local authorities in Scotland. - Whilst the older population segment will increase in the future, Glasgow has the lowest % projected growth in over 75s between 2016 and 2026 in Scotland. - Together with Edinburgh, Glasgow has the highest % population at working age, at 70%. <p>The number of one person households in Glasgow is projected to steadily increase in the future.</p>
Scottish Household Survey 2019 – Community Belonging	Age, Gender, Ethnicity, Socio-economic status	<p>Main issues</p> <ul style="list-style-type: none"> - Over 60s have the strongest feeling of community (86%) with the least discrimination. - Women are more likely than men to have a very strong feeling of belonging with their community at 36%. Equally they feel discriminated. - Minority Ethnic People are less likely to feel they belong to their community at 62% compared to 79% from 'white' ethnic groups and are

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		<p>more likely to experience discrimination (19%) compared to white adults 7%</p> <ul style="list-style-type: none"> - Adults in less deprived areas had stronger feeling of belonging than those in the most deprived.
<p>Quality or quantity? Exploring the relationship between Public Open Space attributes and mental health.</p> <p>https://www.sciencedirect.com/science/article/abs/pii/S0277953612001633</p>	Disability; Mental Health	<p>Main issue</p> <p>Greater quantities of green space in lower income areas was associated with poorer health.</p> <p>Quality, as well as quantity of green space may be significant in determining health benefits.</p>
<p>Glasgow Transport Strategy's Case for Change Report</p>	All	<p>This is a technical report of evidence of problems to tackle and opportunities to build on in the new Glasgow Transport Strategy, with relevance also to Liveable Neighbourhoods and Active Travel. There have been several iterations of the report, notably following the Public Conversation (see below) and with the most recent version issued June 2021.</p>
<p>Connecting Communities public Public consultation Conversation on Glasgow's Transport Future was held for six weeks during September-October 2020. The consultation used a variety of engagement tools to negate the restrictions on face-to-face events due to the Covid-19 pandemic. The consultation report can be found here.</p>	All	<p>One of the main findings of the consultation is was that over 50% of respondents disagreed that Glasgow's transport system was adequate for their needs and there was a desire for change.</p> <p>There was a desire to see better pedestrian and cycling infrastructure in Glasgow and development of the new Active Travel Strategy responds to that, also ensuring interventions are inclusive to the needs of people with different or additional travel needs such as those with disabilities.</p> <p>Key findings: Many people wanted to walk and cycle more. People were keen to cycle more for leisure and to access employment and services. However, they need to feel more protected and comfortable on the roads to have the confidence to do so. People were keen to access local shops and facilities by walking more but needed safer, better maintained pathways to do so.</p> <p>Other findings:</p>

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		<ul style="list-style-type: none">- Nearly 60% said they would consider leaving their car at home for shorter journeys and choose walking or cycling instead.- People feel it was not safe for children to walk, scoot or, in particular to cycle to school.- Lack of adequate walking and cycling infrastructure locally; poor quality public realm.- Noted car-dominated spaces and the current environment makes it too easy to use a car; people walking and cycling competing for the same restricted space as cars, and mobility limited by parked vehicles.- Lack of pedestrian priority; inadequate walking environments which limit mobility and access to local services and contributes to feelings of neglect and poor mental health.- Better environments for walking and behaviour change campaigns were seen as part of the solutions to Glasgow's transport issues.- The majority of people see walking and cycling projects as good for the City
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3. ASSESSMENT & DIFFERENTIAL IMPACTS

Use the table below to provide some **narrative** where you think the **Policy, Project, Service Reform or Budget Option** has either a positive impact (contributes to promoting equality or improving relations within an equality group) or a negative impact (could disadvantage them) and note the reason for the change in policy or the reason for policy development, based on the evidence you have collated.

Protected Characteristic	Specific Characteristics	Positive Impact (it could benefit an equality group)	Negative Impact – (it could disadvantage an equality group)	Socio Economic / Human Rights Impacts
SEX/ GENDER	Women	<p>Positive impact</p> <p>The Plan aims to enable places that puts people, rather than vehicles, first. This will be achieved through rebalancing of the streets towards walking, wheeling and cycling, while still allowing essential vehicular access. Interventions will be proposed by the local community.</p> <p>The improvement in public realm and streets will have a positive impact on people's ability to use these spaces safely and with confidence.</p> <p>Scot Govt Equality Evidence finder - Women use buses more frequently and are</p>	<p>No impact</p> <p>Glasgow has a higher proportion of single parent households compared to Scotland as a whole, with a disproportionate burden on women.</p> <p>Families have additional space needs in relation to storage of cycles and other cycling equipment at home; and when travelling with children and/or buggies along pavements, and on public transport.</p> <p>Women can also suffer more from isolated bus stops, due to concerns over personal safety. Passive surveillance will be a key consideration when developing interventions. Audits / monitoring will help identify issues in LN areas and the wider the active travel</p>	<p>Alongside the ATS, proposals will support the promotion of active travel uptake and social, economic, cultural and environmental regeneration of local neighbourhoods by promoting low cost, efficient and effective carbon neutral transport within Glasgow.</p> <p>The introduction of possible identified interventions such as improved public space and segregated cycle routes will encourage a greater number of people to walk and cycle. Separating cyclists from vehicular traffic, and implementing Neighbourhood networks with lower traffic volumes and lower speeds, will also reduce the risk of accidents and improve air quality.</p> <p>The negative Impact can be reduced through Local collaboration and input on LN interventions through the LN Plan. Ongoing consultation will seek the input from local communities and groups of people who have historically been seldom heard.</p>

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		<p>therefore more likely to benefit from investment in buses.</p> <p>Women are less likely to have access to a driver's licence than men (64% of women in 2018 v 76% men, SHS) and therefore potentially less likely to benefit from Interventions that can have a positive impact on their lives through providing an improved environment, providing choice of travel modes and investment in their local interventions that could also improve safety through passive surveillance and lighting.</p>	<p>network and seek to eliminate these.</p>	
	Men	<p>Positive impact</p> <p>The LNP & ATS will facilitate more men to access services and employment opportunities via active travel, possibly reaching out to those who have never considered it before, and create a more positive and safer experience for those</p>	<p>No impact.</p> <p>Men are more likely to be involved in road accidents. The negative Impact can be reduced through Local collaboration and input on LN interventions through the LN Plan that can improve traffic safety. And also promotion of safety can have an impact on Women (above).</p>	

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		<p>who already participate in active travel.</p> <p>Improved walking, wheeling & cycling conditions, including reduced traffic levels will create a safer environment for active travel with reduced accident rates.</p>		
	Transgender		There is limited evidence of differential impacts though could be some issues around personal safety As can be experienced by women or LGBT+ people	As above
RACE*	White	<p>Positive impact The LNP will allow identification of multimodal transportation options to improve accessibility and encourage active travel. It will improve conditions for walking, wheeling & cycling by reallocating space and facilitating safer streets.</p> <p>Scot Govt Equality Evidence finder</p>	<u>No impact</u>	Improved pedestrian, wheeling and cycle accessibility is advantageous to all groups, and especially where they are less likely to hold a driving licence or have access to a car, or live in areas where public transport options are limited.

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		<ul style="list-style-type: none"> - White Scottish people least likely to walk or cycle for transport. - Ethnic groups most likely to have access to a car or van at the time of the 2011 Census were White: Other British [and Pakistani]. 		
<p><i>Further information on the breakdown below each of these headings, as per census, is available here.</i></p> <p><i>For example Asian includes Chinese, Pakistani and Indian etc</i></p>	Mixed or Multiple Ethnic Groups	<p><u>No impact</u></p> <p><u>Scot Govt Equality Evidence finder</u> Less likely to have access to a car than average</p>	No impact	As above
	Asian	<p>As above</p> <p><u>Scot Govt Equality Evidence finder</u></p> <ul style="list-style-type: none"> - Ethnic groups most likely to have access to a car or van at the time of the 2011 Census were White: Other British and Pakistani. - Pakistani households were the most likely to have access to three or more cars or vans. - Asian people least likely to drive. 	<u>No impact</u>	

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		<p>SHS data suggests some Asian groups in Glasgow are more likely to have access to a car whilst Asian-Chinese are less likely to.</p> <p>Glasgow has a significantly higher proportion of households from Asian ethnic groups than Scotland, and African households.</p>		
	African	<p>As above</p> <p>Scot Govt Equality Evidence finder – - African people least likely to have access to a car (Scotland). African populations in Glasgow are less likely to have access to a car (from Census 2011 data).</p>	No impact	As above
	Caribbean or Black	<p>As above</p> <p>Scot Govt Equality Evidence finder - Caribbean and Black ethnic groups are less likely to have access to a car than average.</p>	No impact	As above

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	Other Ethnic Group	<p>As above</p> <p>Scot Govt Equality Evidence finder – White Polish (82%), and Other White (not Scottish, British or Polish) (83%) people had walked most frequently as a means of transport in the previous week. Least likely to walk were White Scottish people (67%).</p> <ul style="list-style-type: none"> - Other White people were most likely to have cycled (12%), compared to just 5% for White Scottish and Asian, Asian Scottish or Asian British people. - White Scottish and White other British people least likely to use the bus. People from other ethnic groups (not White or Asian) are most likely to have taken a bus. <p>18% of White Polish people have taken a train in the past month, the lowest for any</p>	No impact	As above
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		ethnic group. People from other ethnic groups (not White or Asian) are most likely to have taken a train (38%).		
DISABILITY	Physical disability	<p>Positive impact. The proposals have the potential to significantly improve access for disabled people, with on the rebalancing of our streets creating safe, accessible and inclusive spaces for people, with appropriate facilities.</p> <p>For example:</p> <ul style="list-style-type: none"> • Benches and rest areas • Increased dropped kerbs and clearer footways • Better and more frequent road crossings • Retaining accessible car parking • Streets designed for 20mph • Protected cycling infrastructure 	<p>The use of kerbs to separate cycle routes from pedestrian areas could pose an issue to people with mobility issues. Provision of dropped kerbs at frequent intervals should however ensure that access for all can be maintained.</p> <p>Noted that while interventions that include vertical elements such as full size kerbs can provide a barrier for those with mobility issues. Having no kerb or low level kerb can provide a barrier to Visually impaired</p> <p>We will continue to consult and work with disabled people to ensure infrastructure designs are optimal.</p>	<p>The LNP recognises that for many disabled people their car is their mobility aid. Disabled Parking bays will be retained although there is the possibility that some will require relocation.</p>

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		<p>through the city network</p> <ul style="list-style-type: none"> • Quiet and safe cycling infrastructure through the neighbourhood network • Active travel routes that are accessible by all, including adapted or non-standard cycles 		
<p><i>A definition of disability under the Equality Act 2010 is available here.</i></p>	<p>Sensory Impairment (sight, hearing,)</p>	<p>Positive impact. The rebalancing of Glasgow's streets and places giving more emphasis to people over vehicles, resulting in quieter streets with improved crossings, better links to public transport, clearer pavements, will likely have a positive impact on people with sensory impairments.</p>	<p>If interventions include crossings, pedestrians will be required to cross the segregated cycle routes to access bus stops and crossing points. Coloured tactile paving will be used to both alert pedestrians of the cycle route crossing point, and to alert cyclists of the potential for pedestrians to be crossing ahead.</p> <p>RNIB and Guide Dogs Scotland both raised concerns over the way in which the segregated cycle routes will be separated from pedestrians and advised the use of 60mm kerbs/vertical deflections rather than a simple painted line or surface texture contrast.</p> <p>As the Liveable Neighbourhood plans progress, best practice design</p>	

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			guidance will be consulted and there will be ongoing dialogue with disabled groups to ensure inclusive and accessible designs, and a continual learning process and updating of our own best practice.	
	Mental Health	<p>Positive impact. A rebalancing of our streets and improvement of public spaces through both the ATS and LNP may enhance the sense of community within neighbourhoods and have a positive impact on people's mental health</p> <p>Active travel is recognised as a means for people to increase their physical activity, and thereby makes a significant contribution to mental (and physical) health and wellbeing.</p>	No impact	
	Learning Disability	<p>Positive impact. Less cluttered, more clearly defined spaces with a focus on pedestrians and cyclists instead of vehicles is</p>	No impact	

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		<p>likely to create a better environment for people with learning disabilities to navigate.</p> <p>In collaboration with delivery partners, and through the wider the behaviour change interventions / activities contained within the ATS; we will seek to support harder to reach people within our communities to be more active, e.g. activities already carried out by Freewheel North.</p>		
LGBT	Lesbians	<p>The improvements to enable active travel, the creation of more liveable places, and putting people rather than vehicles first (while still allowing access for vehicles), will have a positive impact on people's ability to use their neighbourhood spaces safely and with confidence.</p> <p>There may be some similar concerns around safety as for Women (above), with some</p>	No impact	<p>Scot Gov Sexual Orientation in Scotland 2017 (summary evidence base) notes LGBO (those identifying as 'lesbian', 'gay', 'bisexual' or 'other') adults are more likely to be younger, to live in large urban areas and deprived areas, be unemployed and report less good health.</p>
	Gay Men			
	Bisexual			

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		<p>research suggesting safety is an issue for individuals identifying as LGBT, particularly on public transport. The City Network will be well lit and routed through busier areas so that people feel safer using it, including at night.</p>		
AGE	Older People (60 +)	<p>Positive impact. In addition to greater community empowerment, Infrastructure proposals within the LNP (and ATS) will help older people participate actively. For example, smoother clearer pavements and installation of seating; protected cycle routes removing fear of cycling in traffic; enhanced links to green networks and greenspace.</p> <p>Some older people may have reduced mobility or sensory impairments - similar impacts as for Disability above.</p>		<p><u>Scot Govt Equality Evidence finder:</u></p> <ul style="list-style-type: none"> - travel decreases with age for people over 60. - Over a third of bus journeys are by concessionary pass holders. Older people are more likely to use the bus than average. - As people get older they are more likely to drive to work (though older people drive less). <p>Walking and cycling as a means of transport decreases with age.</p>

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	<p style="text-align: center;">Younger People (16-25)</p>	<p>Positive impact. Enhanced conditions for active and sustainable travel will increase overall access to work and study opportunities, and provide independence for young people through low-cost travel options.</p> <p>Further benefits can be derived from increased lighting and protected cycleways.</p>		<p>Glasgow has a relatively young population compared to Scotland, and the travel choices of young people are gradually changing.</p> <p>Scot Govt Equality Evidence finder</p> <ul style="list-style-type: none"> - Accident rate higher for younger drivers. - Younger people are more likely to use the train and bus than average. They are more likely to walk to work or travel by bus to work. - Younger people drive less frequently and less likely to hold a licence. <p>Glasgow Bike Life 2018 survey sample – only 24% though safety of children’s cycling in the city was ‘good’ (less than the 32% who thought cycling safety generally in Glasgow was good).</p>
	<p style="text-align: center;">Children (0-16)</p>	<p>Positive impact. The neighbourhood networks (delivered in conjunction with the ATS) will provide the links between the city network and schools.</p> <p>The LNP will increase the number of school streets and deliver measures to facilitate everyday journeys made via active travel.</p>	<p>Over half of journeys to school in Scotland are by active travel.</p> <p>Glasgow Bike Life 2018 survey sample – only 24% thought safety of children’s cycling in the city was ‘good’ (less than the 32% who thought cycling safety generally in Glasgow was good).</p> <p>Even if school children have access to school transport, the lack of public transport or</p>	<p>Parallel projects contained within the ATS will expand ‘grassroots’ programmes for children’s cycling training, with a focus on areas of deprivation; improving access to cycling activities, including at Venues and through clubs, etc. The ATS aims for every school to be within 400m of the City Network</p>

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		<p>Additional support from GCC's Road Safety Plan and increased 20mph provision.</p> <p>These measures provide the opportunity for safe access to local schools, improved health through activity and traffic reduction, and active travel normalised for our next generations.</p>	expensive public transport can limit access to extra-curricular activities.	
MARRIAGE & CIVIL PARTNERSHIP	Women	As above for gender	As above for gender.	
	Men	As above for gender	As above for gender.	
	Lesbians	As above for LGBT	As above for LGBT.	
	Gay Men	As above for LGBT	As above for LGBT.	
PREGNANCY & MATERNITY	Women	<p>Positive impact. The LNP (with the ATS) will make improvements to our neighbourhood environments for walking and wheeling (including with prams, etc.).</p>	<p>Likely to be similar issues to Women (listed above) plus suitable facilities required during journeys (e.g. seats, access to toilets and baby changing and breastfeeding areas).</p>	

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		Includes clearer, smoother, footways; better and increased crossing points; dropped kerbs, seating/resting points; better links to public transport; and paths allowing access to daily amenities.		
RELIGION & BELIEF** A list of religions used in the census is available here .	See note	Positive as above: The LNP will improve conditions for walking, wheeling and cycling for all through a series of infrastructure changes to enable everyday journeys through active travel		There is a slightly higher (but declining) % of people with religious beliefs in Glasgow v Scotland as a whole, and a higher % of people of the Roman Catholic faith in Glasgow than Scotland as a whole, and from “other religions” category in SHS. In terms of differential impacts from transport specifically, Scot Govt Equality Evidence finder states that Sikhs have highest car access.

* For reasons of brevity race is not an exhaustive list, and therefore please feel free to augment the list above where appropriate; to reflect the complexity of other racial identities.

** There are too many faith groups to provide a list, therefore, please input the faith group e.g. Muslims, Buddhists, Jews, Christians, Hindus, etc. Consider the different faith groups individually when considering positive or negative impacts. A list of religions used in the census is available [here](#).

Summary of Protected Characteristics Most Impacted

For most Protected Characteristics groups, Liveable Neighbourhoods Plan can have a substantial positive impact through the creation of more liveable places that put people, rather than vehicles, first. To be achieved through rebalancing the streets towards walking and cycling, while still allowing vehicular access.

This will occur concurrently with the Active Travel Strategy which will facilitate the creation of better physical environment in our streets and places for walking, wheeling and cycling, supported through the 'softer' behaviour change measures such as training and education, promotion and messaging.

However, there is potential for some disabled, sensory impaired or older people to be impacted by the proposals, particularly in relation to crossing segregated cycle routes to reach crossing points or bus stops. There may also be conflicting requirements from physical infrastructure between blind/visually impaired people and disabled people; the ongoing design process will be considerate of best practice (from around the country and locally) and a dialogue with the impacted groups will be continued.

Summary of Socio Economic Impacts

The proposals support the promotion of active travel uptake and social, economic, cultural and environmental regeneration of local neighbourhoods by promoting better places through community empowerment and choice of low cost, efficient and effective carbon neutral transport within Glasgow.

Engaging with local communities: This screening document will inform the approach to engagement and consultation throughout the development of the LNP. Specific local engagement will continue to be identified/reviewed to reach all members of the communities, including protected groups, within the Identified Liveable Neighbourhood areas.

Summary of Human Rights Impacts

The introduction of the LN Plan aims to improve public spaces will encourage a greater number of people to walk and cycle and implement interventions that promote lower traffic volumes and lower speeds, will also reduce the risk of accidents, improve the environment (emission and noise).

EQIA Screening Form

4. OUTCOMES, ACTION & PUBLIC REPORTING

Screening Outcome	Yes /No Or / Not At This Stage
Was a significant level of negative impact arising from the project, policy or strategy identified?	Projects are still in development. Not at this stage.
Does the project, policy or strategy require to be amended to have a positive impact?	Strategies are still in development. Not at this stage
Does a Full Impact Assessment need to be undertaken?	Not at this stage.

Actions: Next Steps

(i.e. is there a strategic group that can monitor any future actions)

Further Action Required/ Action To Be Undertaken	Lead Officer and/or Lead Strategic Group	Timescale for Resolution of Negative Impact (s) / Delivery of Positive Impact (s)
<p>Ongoing consultation is a core part of the Liveable Neighbourhoods Programme. Commonplace digital platforms will continue to operate through the project cycle with targeted in-person consultation events being held during each RIBA stage.</p> <p>Consultation with relevant stakeholders, transport organisations and emergency services will continue.</p> <p>Engaging with local communities: This screening document will inform the approach to engagement and consultation throughout the development of the LNP, consultation reports will be continue to be published as part of the workstream outputs.</p> <p>Continued publication of proposals for general public.</p>	<p>The Group Manager for Liveable Neighbourhoods and the wider Active Travel Strategy and Liveable Neighbourhoods team, within NRS.</p>	<p>LNP Stage 0-2 (concept design) for Tranche-1 areas to be delivered by Autumn 2022.</p> <p>EQIA screening will be continually assessed and updated with more targeted EQIAs undertaken for specific projects.</p> <p>A Liveable Neighbourhoods update paper and Stage 0/1 reports for the Langside-Toryglen and Ruchill-Cowlares LN areas were presented to ESCR Committee on 1st February 2022,.</p> <p>A Liveable Neighbourhoods update and business case was presented to and approved by the City Administration Committee on 24th February 2022.</p> <p>GCC has established an Inclusive and Accessible Design Forum (AIDF) to ensure cognisance is taken of the needs of disabled people within infrastructure designs across the city and to ensure investment enhances positive outcomes in social inclusivity and ensures no individual, community or social group is left behind. This should also provide a resource-efficient way for organisations representing disabled people to ensure their views are recorded and considered, with an opportunity for balanced dialogue between stakeholders, supported by independent facilitation. Although the Forum is being led by GCC's Avenues team, the outputs and decisions will be shared across, and used to inform, all GCCs active travel and Liveable Neighbourhoods projects, to help provide consistency across the city. A briefing note to update elected members on progress in establishing the AIDF was issued during March 2022; the first AIDF meeting will be held March 30th 2022. Invitees to the Forum include organisations representing people with</p>

EQIA Screening Form

<p>Further work is required to assess the impacts of LNP interventions in Liveable Neighbourhood areas on population groups identified as being at risk from differential impacts in this screening assessment.</p> <p>More specific EQIAs will be required to be undertaken as projects are taken forward through RIBA stages to construction.</p> <p>Monitor and review interventions when implemented.</p>		<p>sensory impairments and physical disabilities, cycling groups and walking representatives.</p>
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Public Reporting

All completed EQIA Screenings are required to be publically available on the [Council EQIA Webpage](#) once they have been signed off by the relevant manager, and/or Strategic, Policy, or Operational Group. (See [EQIA Guidance](#): Pgs. 11-12)

5. MONITORING OUTCOMES, EVALUATION & REVIEW

The Equalities Impact Assessment (EQIA) screening is not an end in itself but the start of a continuous monitoring and review process. The relevant Strategic, Policy, or Operational Group responsible for the delivery of the Policy, Project, Service Reform or Budget Option, is also responsible for monitoring and reviewing the EQIA Screening and any actions that may have been take to mitigate impacts.

Individual services are responsible for conducting the impact assessment for their area, staff from **Corporate Strategic Policy and Planning** will be available to provide support and guidance.

Legislation

Equality Act (2010) - the Equality Act 2010 (Specific Duties) Scotland Regulations 2012

The 2010 Act consolidated previous equalities legislation to protect people from discrimination on grounds of:

- race
- sex
- being a transsexual person (transsexuality is where someone has changed, is changing or has proposed changing their sex – called 'gender reassignment' in law)
- sexual orientation (whether being lesbian, gay, bisexual or heterosexual)
- disability (or because of something connected with their disability)
- religion or belief
- having just had a baby or being pregnant
- being married or in a civil partnership, and
- age.

Further information: [Equality Act Guidance](#)

As noted the Equality Act 2010 simplifies the current laws and puts them all together in one piece of legislation. In addition the **Specific Duties (Scotland Regulations 2012)** require local authorities to do the following to enable better performance of the general equality duty:

- report progress on mainstreaming the general equality duty
- publish equality outcomes and report progress in meeting those
- impact assess new or revised policies and practices as well as making arrangements to review existing policies and practices gather, use and publish employee information
- publish gender pay gap information and an equal pay statement
- consider adding equality award criteria and contract conditions in public procurement exercises.

Further information: [Understanding Scottish Specific Public Sector Equality Duties](#)

Fairer Scotland Duty

Authorities should also consider Socio-Economic Impacts where appropriate. Further information: [Fairer Scotland Duty Interim Guidance](#)

Enforcement

Judicial review of an authority can be taken by any person, including the Equality and Human Rights Commission (EHRC) or a group of people, with an interest, in respect of alleged failure to comply with the general equality duty. Only the EHRC can enforce the specific duties. A failure to comply with the specific duties may however be used as evidence of a failure to comply with the general duty.