**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

1. **Gathering Evidence & Stakeholder Engagement**

Collect datato evidence the type of barriers people face to accessing services (research, consultations, complaintsand/or consult with equality groups)

1. **Assessment & Differential Impacts**

Reaching an informed decision on whether or not there is a differential impact on equality groups, and at what level

1. **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

1. **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**:

1. Name of the Policy, Project, Service Reform or Budget Option to be screened

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| Active Travel Strategy |

1. Reason for Change in Policy or Policy Development

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| Glasgow City Council is currently refreshing a suite of transport-related strategies and plans, including the Glasgow Transport Strategy (GTS), under the ‘umbrella’ of Connecting Communities. Included within this the Strategic Plan for Cycling 2016-2025 is being updated and its scope broadened - to incorporate walking and wheeling as well as cycling - into an .Active Travel Strategy for Glasgow.  The Active Travel Strategy (ATS) will enable and promote walking, wheeling and cycling so that they become the first and natural choice for everyday journeys in Glasgow, for people of all ages and ability. The ATS is being developed closely alongside the [Liveable Neighbourhoods Plan](https://www.glasgow.gov.uk/index.aspx?articleid=27062) (LNP) which aims to create healthy, accessible and safe places for people, and incorporates Active Travel and Everyday Journeys among its core thematics.  In 2019 the Council declared a climate and ecological emergency and in response to this has committed to achieving net-zero Carbon by 2030, and recently approved “[Glasgow’s Climate Plan](https://www.glasgow.gov.uk/index.aspx?articleid=27218)” which sets out steps to achieve this and includes support for investing in active travel. In Scotland transport is a major contributor to greenhouse gas emissions, therefore increasing the rates of active travel within Glasgow will make an important contribution towards reducing the City’s carbon emissions, as well as helping to meet some of the other key outcomes for the City, such as: improving local air quality, improving the health and wellbeing of residents, improving access to services and leisure opportunities and thereby reducing social and economic inequalities, and supporting sustainable economic growth.  The ATS will also help to meet the objectives within the city’s [Strategic Plan 2017-2022](https://www.glasgow.gov.uk/CHttpHandler.ashx?id=40052&p=0) themes of “a healthier city” and “a sustainable and low carbon city” and towards meeting the [City Development Plan’s](https://www.glasgow.gov.uk/CHttpHandler.ashx?id=35882&p=0) policy CDP11 “sustainable transport”. |

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

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| The main *outcomes* of the ATS will align with those of the forthcoming [Glasgow Transport Strategy](https://www.glasgow.gov.uk/transportstrategy) - as well as trying in with the overarching outcomes for the City - and will be:   * Transport contributes to a successful and just transition to a carbon neutral, clean and sustainable city. * Transport has a positive role in tackling poverty, improving health and reducing inequalities. * Transport contributes to continued and inclusive economic success and a dynamic, world class city. * Places are created where we can all thrive, regardless of mobility or income, through liveable neighbourhoods and an inclusive City Centre.   The ATS currently has three proposed Themes, each with further proposed sub-themes, as outlined below:   1. **Connectivity, People and Place** Proposed sub-themes are: Networks and Connections; Neighbourhoods   Glasgow has an ambitious target to make walking, cycling and wheeling the first choice for everyday journeys. This theme sets out the proposed infrastructure to provide a more enabling environment to support everyone in choosing active travel for their whole journey from door to destination. A key element of this will be the implementation of a City-level segregated active travel network at the required density to provide a high level of functionality. At the Neighbourhood-level the network will be more informal and with a focus on walking and wheeling through traffic-reduced streets. This network will largely be identified in collaboration with local communities through the Liveable Neighbourhoods (LN) Plan process; while this process creates the bridge between the front door and the City segregated network, the LN approach also recognises that the needs of different age groups, genders and physical abilities is crucial in designing suitable streets and infrastructure.  A further output from this theme will be a technical document for the City Network   1. **Unlocking Change (Enabling everyone to walk, wheel and cycle)**   Proposed sub-themes are: Training and Collaboration; Engaging People  This theme primarily focuses on behaviour change measures to enable everyone to walk, wheel or cycle, with the aim of unlocking new active travel journeys. The policies within this theme focus on the provision of training and easier access to cycles (including options for e-cargo bikes) for all; engaging with people across Glasgow to increase their participation in active travel, in particular working in collaboration with community and other organisations to identify and reach out to marginalised, under-represented and harder-to-reach groups in order to develop and deliver meaningful programmes of activities to increase active travel among these groups; . This The focus will be on building a programme of positive messaging and promotion of active travel while also, and easier access to bikes, resulting in people being equipped with the information and skills - and therefore the confidence - that they need to choose to walk, wheel or cycle. To ensure inclusivity and wider participation, particularly from those under-represented and harder-to-reach groups, the Council will need to work in collaboration with community organisations, employers and schools, etc, for the delivery of many these activities.  **iii.** **Thinking Differently (Encouraging, motivating and sustaining change)**  Proposed sub-themes are: Promotion & Messaging;Activities, Events and Legacy  Within this theme we will look to set out interventions that can help individuals either through tailored one-to-one support or via group activities within the community, such as health walks or led rides, which can provide huge improvements to people’s physical and mental health. This theme will also look at how community and group events can build a virtual pathway for individuals from a group or leisure event breaking down the initial barriers to walking/cycling, leading to training, and ultimately to utility/every day active journeys.  Two of the key ***outputs*** from the Active Travel Strategy will be:   1. The City Network – a comprehensive, coherent and safe active travel network providing a high level of service and consisting largely of protected cycle routes. 2. The Action Plan, which will detail how the City network will be implemented by 2030 and set out the broader details of the communication and behaviour change activities and interventions, and their collaborative delivery. |

1. Name of officer completing assessment (signed and date)

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| Jan Boyd, July 2021 |

1. Assessment Verified by (signed and date)

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# 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.

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| 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:   * 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. |
| Glasgow Transport Strategy’s Draft Case for Change Report | All |  |
| Connecting Communities public consultation 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](https://www.glasgow.gov.uk/index.aspx?articleid=26106). |  | One of the main findings of the consultation is that over 50% of respondents **disagreed** that Glasgow’s transport system was adequate for their needs and there was a desire for change. Nearly 60% said they would consider leaving their car at home for shorter journeys and choose walking or cycling instead. While a lack of safe places to cycle was noted, there was support for segregated cycle ways and better access to bikes and cycling support as part of the solutions to Glasgow’s transport issues. |
| Spaces for People common place |  |  |
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| [Scottish Index of Multiple Deprivation](https://statistics.gov.scot/slice?dataset=http%3A%2F%2Fstatistics.gov.scot%2Fdata%2Fscottish-index-of-multiple-deprivation&http%3A%2F%2Fpurl.org%2Flinked-data%2Fcube%23measureType=http%3A%2F%2Fstatistics.gov.scot%2Fdef%2Fmeasure-properties%2Fdecile&http%3A%2F%2Fpurl.org%2Flinked-data%2Fsdmx%2F2009%2Fdimension%23refPeriod=http%3A%2F%2Freference.data.gov.uk%2Fid%2Fyear%2F2020&http%3A%2F%2Fstatistics.gov.scot%2Fdef%2Fdimension%2FsimdDomain=http%3A%2F%2Fstatistics.gov.scot%2Fdef%2Fconcept%2Fsimd-domain%2Fsimd) (2020 published Jan 2020) | All | Main issues:  Detailed dataset showing spatial variation of deprivation across the city, and can help to identify particular areas to focus on in engagement on specific issues. This dataset is also being used in ongoing analysis to support the Glasgow Transport Strategy e.g. in relation to public transport accessibility analysis. |
| [Glasgow Household Survey](https://www.glasgow.gov.uk/article/17712/Glasgow-Household-Survey-GHS) 2019 | Age, deprivation | Main issues 2019 report:   * 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 the 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 then 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. |
| Glasgow Bike Life 2018, <https://www.sustrans.org.uk/media/2945/bike_life_glasgow_2018.pdf> | Age, gender, race/ethnicity | Main issues:  - 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 cycling in Glasgow were men and 92% white. 50% of “bike riders” were under 34 years of age. |
| 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 | Relevant for socio-economic criteria | Main issues:   * 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.   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. |
| Scotland’s [Accessible Travel Framework](http://accessibletravel.scot/wp-content/uploads/2016/11/Going-Further-Scotlands-Accessible-Travel-Framework-Full-Report.pdf) | Disability | Main issues:   * 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 proportion had difficulties getting on or off these forms of transport. Nine per cent had difficulties crossing roads or using pavements. * 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.   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. |
| Census 2011 | All to an extent, though now a fairly dated source and SHS a better source for many indicators | Main issues (where not already covered by more up to date sources):   * 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 | Main issues:   * 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%.   The number of one person households in Glasgow is projected to steadily increase in the future. |
| Scottish Household Survey2019 – Community Belonging | Age, Gender, Ethnicity, Socio-economic status | Main issues   * 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 more likely to experience discrimination (19%) compared to white adults 7% * Adults in less deprived areas had stronger feeling of belonging than those in the most deprived. |
| Quality or quantity? Exploring the relationship between Public Open Space attributes and mental health.  <https://www.sciencedirect.com/science/article/abs/pii/S0277953612001633> | Disability; Mental Health | Main issue  Greater quantities of green space in lower income areas was associated with poorer health.  Quality, as well as quantity of green space may be significant in determining health benefits. |

# 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 | The Plan aims to Create a more liveable place that puts people, rather than vehicles, first. This will be achieved through rebalancing the streets towards walking and cycling, while still allowing vehicular access. Interventions will be proposed by the local community.  The improvement in public realm and streets will have a positive impact on people’s ability to use these spaces safely and with confidence.  [Scot Govt Equality Evidence finder](http://www.equalityevidence.scot/) - Women use buses more frequently and are therefore more likely to benefit from investment in buses.  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. | There is a higher proportion of single parent households in Glasgow compared to Scotland as a whole. Parents have additional space needs in relation to taking buggies on buses, plus the journey patterns of parents can be more complex and not well served by traditional hub and spoke bus service patterns (as per the 2019 Transport and Poverty in Scotland report ref above). Women can also suffer more from isolated bus stops, due to concerns over personal safety. | The proposals 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.  The introduction of possible identified interventions such as improved public space, 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.  The negative Impact can be reduced through Local collaboration and input on LN interventions through the LN Plan. |
|  | Men | Scot Govt Equality Evidence finder – - Men slightly more likely to travel in general.  Men more likely to cycle to work.  Men drive more frequently.  Men walk and cycle more frequently. | 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). |  |
|  | Transgender |  | Limited evidence of differential impacts though could be some issues around personal security as per LGBT community. |  |
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| **RACE\*** | White | The ATS will allow identification of multimodal transportation options to improve accessibility and encourage active travel. | [Scot Govt Equality Evidence finder](http://www.equalityevidence.scot/) - White Scottish people least likely to walk or cycle for transport. |  |
| *Further information on the breakdown below each of these headings, as per census, is available* [*here.*](https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&ved=0ahUKEwij_q-kganSAhXEDsAKHZoeBgcQFggcMAA&url=https%3A%2F%2Fwww.ons.gov.uk%2Fons%2Fguide-method%2Fharmonisation%2Fprimary-set-of-harmonised-concepts-and-questions%2Fethnic-group.pdf&usg=AFQjCNFH-QwgZzHMg_lyyP4rhOqS2uZWjw)  *For example Asian includes Chinese, Pakistani and Indian etc* | Mixed or Multiple Ethnic Groups | [Scot Govt Equality Evidence finder](http://www.equalityevidence.scot/)  Less likely to have access to a car than average. The ATS will allow identification of multimodal transportation options to improve accessibility. |  |  |
| Asian | As above | [Scot Govt Equality Evidence finder](http://www.equalityevidence.scot/)  – 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   SHS data suggests some Asian groups in Glasgow are more likely to have access to a car whilst Asian-Chinese are less likely to.  Glasgow has a significantly higher proportion of households from Asian ethnic groups than Scotland, and African households. |  |
| African | As above | [Scot Govt Equality Evidence finder](http://www.equalityevidence.scot/) – - 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). |  |
| Caribbean or Black | As above | [Scot Govt Equality Evidence finder](http://www.equalityevidence.scot/)  Less likely to have access to a car than average. |  |
| Other Ethnic Group | As above | [Scot Govt Equality Evidence finder](http://www.equalityevidence.scot/) – 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%).   * 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.   18% of White Polish people have taken a train in the past month, the lowest for any ethnic group. People from other ethnic groups (not White or Asian) are most likely to have taken a train (38%). |  |
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| **DISABILITY** | Physical disability | The proposals have the potential to significantly improve access for disabled people, with less priority given to vehicles and more emphasis on creating safe, accessible spaces with appropriate facilities such as dropped kerbs and crossings points, lower speeds, less traffic. Additional features in the improved public realm such as seating areas will also benefit those with physical disabilities by providing rest points. | 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.  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 (below) | No Disabled Parking bays will be removed although there is the possibility of relocation. |
| *A definition of disability under the Equality Act 2010 is available* [*here.*](https://www.gov.uk/definition-of-disability-under-equality-act-2010) | Sensory Impairment  (sight, hearing, ) |  | 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.  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. |  |
| Mental Health | High quality public spaces may be important settings for enhancing sense of community within residents of new housing developments.  Provision of improvement of place has a positive impact on people’s mental health. |  |  |
| Learning Disability | Depending on Intervention a less cluttered, more clearly defined spaces with a focus on pedestrians and cyclists instead of vehicles is likely to create a better environment for people with learning disabilities to navigate. |  |  |
| **LGBT** | Lesbians |  | Some research has suggested safety and security are particular issues for individuals identifying as LGBT, particularly on public transport, so transport interventions and policy should take this into |  |
|  | Gay Men |  |  |
|  | Bisexual |  |  |
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| **AGE** | Older People (60 +) | Scottish Household Survey 2019 <http://www.equalityevidence.scot/>  Older people aged 60 and over have stronger feelings of belonging to their community. 86% felt strongly that they belonged. This project can have a positive impact with increased community Empowerment. | [Scot Govt Equality Evidence finder](http://www.equalityevidence.scot/):   * 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).   Walking and cycling as a means of transport decreases with age. |  |
|  | Younger People (16-25) | Scottish Household Survey 2019 <http://www.equalityevidence.scot/>  Younger people have less feeling of belonging to their area. As with the older people this project could have a greater impact with community empowerment and increase sense of belonging. | Glasgow has a relatively young population compared to Scotland, and the travel choices of young people are gradually changing.  [Scot Govt Equality Evidence finder](http://www.equalityevidence.scot/)   * 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.   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). |  |
|  | Children (0-16) | Projects/interventions that are included in the study will be trips to school and car free school zones. This has the opportunity to provide safe access to local schools, improved health. | Young people are less likely to have access to a car or a licence and more likely to rely on buses. Over half of journeys to school in Scotland are by active travel.  Even if school children have access to school transport, the lack of public transport or expensive public transport can limited access to extra-curriculum activities (anecdotal evidence in Glasgow). Transport is a well-known barrier to accessing further education, training and jobs. |  |
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| **MARRIAGE**  **& CIVIL PARTNERSHIP** | Women |  | As above for gender. |  |
|  | Men |  | As above for gender. |  |
|  | Lesbians |  | As above for LGBT. |  |
|  | Gay Men |  | As above for LGBT. |  |
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| **PREGNANCY & MATERNITY** | Women | ATS aims to improving Walking and wheeling (including prams) usability and paths allowing access to daily amenities. | Note likely to be similar issues to women above plus suitable facilities during journeys (e.g. seats, access to toilets and baby changing and breastfeeding areas). |  |
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| **RELIGION & BELIEF**\*\*  A list of religions used in the census is available [here.](https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&ved=0ahUKEwi0tbauhqnSAhVkDMAKHRrOBtAQFggkMAE&url=https%3A%2F%2Fwww.ons.gov.uk%2Fons%2Fguide-method%2Fharmonisation%2Fsecondary-set-of-harmonised-concepts-and-questions%2Fnational-and-religious-identity.pdf&usg=AFQjCNEq3xYwRxcbtwe3qqtyFgstlLd1WQ&bvm=bv.148073327,d.ZGg) | See note |  | 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](http://www.equalityevidence.scot/)  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.](https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&ved=0ahUKEwi0tbauhqnSAhVkDMAKHRrOBtAQFggkMAE&url=https%3A%2F%2Fwww.ons.gov.uk%2Fons%2Fguide-method%2Fharmonisation%2Fsecondary-set-of-harmonised-concepts-and-questions%2Fnational-and-religious-identity.pdf&usg=AFQjCNEq3xYwRxcbtwe3qqtyFgstlLd1WQ&bvm=bv.148073327,d.ZGg)

Summary of Protected Characteristics Most Impacted

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| 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. This will be achieved through rebalancing the streets towards walking and cycling, while still allowing vehicular access.  However there is potential for some people with physical disabilities or sensory impairments to be impacted by the proposals, particularly in relation to crossing or navigating implemented interventions. |

Summary of Socio Economic Impacts

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| 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 ATS. Specific local engagement will be identified to reach all members of the communities, including protected groups, within the Identified Liveable Neighbourhood areas. |

Summary of Human Rights Impacts

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| 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). |

# OUTCOMES, ACTION & PUBLIC REPORTING

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| **Screening Outcome** | **Yes /No**  **Or /**  **Not At This Stage** |
| **Was a significant level of negative impact arising from the project, policy or strategy identified?** | Strategies 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. |

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| **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)** |
| Consultation with relevant stakeholders, transport organisations and emergency services.  Engaging with local communities: This screening document will inform the approach to engagement and consultation throughout the development of the ATS, and a report on consultation will be part of the workstream outputs.  Publication of proposals for general public.  Further work is required to assess the impacts of ATS interventions on population groups identified as being at risk from differential impacts in this screening assessment.  Monitor and review if successfully implemented. | Active Travel Strategy | Ongoing, ATS consulation in October/November 2021, resolutions delivered for final delivery of Strategy February 2022 |

**Public Reporting**

All completed EQIA Screenings are required to be publically available on the [Council EQIA Webpage](https://www.glasgow.gov.uk/index.aspx?articleid=17533) once they have been signed off by the relevant manager, and/or Strategic, Policy, or Operational Group. (See [EQIA Guidance](https://www.glasgow.gov.uk/index.aspx?articleid=17533): Pgs. 11-12)

# 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](https://www.gov.uk/equality-act-2010-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](http://www.equalityhumanrights.com/about-us/devolved-authorities/the-commission-in-scotland/legal-news-in-about-us/devolved-authorities/the-commission-in-scotland/articles/understanding-the-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](https://www.gov.scot/binaries/content/documents/govscot/publications/guidance/2018/03/fairer-scotland-duty-interim-guidance-public-bodies/documents/00533417-pdf/00533417-pdf/govscot%3Adocument)

**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.