

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

The introduction of a Low Emission Zone in the Glasgow city centre Air Quality Management Area by the end of 2018, with an initial focus on buses.

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

Key outcome: to protect public health through tackling poor air quality in the city centre AQMA.

Other outcomes:

To ensure that Glasgow moves more rapidly towards meeting Scottish and EU air quality objectives for nitrogen dioxide, which it is currently breaching.

To support broader moves by the city towards lower emissions transport and active travel, thereby improving urban liveability and supporting a vibrant and thriving city centre offer to residents, visitors and tourists.

Supporting activities:

Phasing of the Low Emission Zone's introduction and its development is based on the considerations set out and proposals agreed in a report to the City Administration Committee at its meeting of September 2017. This will initially focus on buses, with the sector being supported towards cleaner vehicles through a national retrofitting fund. Further implementation will be applied to all other vehicle types in time.

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

Duncan Booker	24.1.18
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d) Assessment Verified by (signed and date)

Robert Davidson	28.2.18
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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"> ➤ 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.
UK Census data (2011)	All	A public consultation on the establishment of low emission zones (LEZ) has been undertaken by the Scottish Government (closing date 28 November 2017). The results of this will be used to inform the further development of Glasgow’s LEZ. Glasgow’s LEZ will be phased in its introduction, applying initially to buses and then going on to incorporate lorries, vans, taxis and private cars. Engagement with industry and business representatives has taken place to ensure that the phasing of
Scottish Household survey data (2012)	All	
Glasgow City Council mapping of Refugee/Asylum Seekers and BME population (2015)	BME population, with particular reference to refugees and asylum seekers	
Scottish Transport Statistics (2016)	Gender, disability and age	
Scottish Index of Multiple Deprivation (2016)	All	
Glasgow City Council population and neighbourhood data (2017)	All	

<p><i>An environmental justice analysis of British air quality</i>, G Mitchell & D Dorling (2003)</p>	<p>Gender and socio-economic</p>	<p>the LEZ can be introduced in a manner which does not lead to negative impacts on Glaswegian residents, particularly in relation to equality groups.</p>
<p><i>Investigating environmental justice in Scotland: links between measures of environmental quality and social deprivation</i>, SNIFFER (2005)</p>	<p>All</p>	<p>Further direct consultation with equality groups will take place as the specific proposals and phasing plans for the LEZ are developed. It should be noted that there are national plans for a consistent approach across Scotland's four main cities in such respects and Glasgow's work will therefore be part of a broader approach to these important issues.</p>
<p><i>Air Quality and Social Deprivation in the UK: an environmental inequalities analysis</i>, DEFRA (2006)</p>	<p>Gender and socio-economic</p>	<p>Partners have been mindful of the relationship between socio-economic inequality and reliance on public transport (especially buses) and for the new duty on public bodies to be included in policy proposals. It is generally the case that research on environmental justice suggests two main mechanisms by which disadvantaged groups are adversely affected in an unequal manner by air pollution. These are through being more exposed to air pollution (differential <i>exposure</i>) and through being more likely to suffer ill effects (differential <i>susceptibility</i>), particularly because of prior high levels of childhood asthma, adult respiratory illness and smoking. Public health science attributes around 300 premature deaths each year to poor air quality in Glasgow.</p>
<p><i>Social inequalities resulting from health risks related to ambient air quality — A European review</i>, S Deguen & D Zmirou-Navier (2010)</p>	<p>All</p>	<p>Improvements to the bus fleet should benefit communities away from the city</p>
<p><i>Air Quality in Scotland</i>, SPICE Briefing (2016)</p>	<p>All</p>	<p>Improvements to the bus fleet should benefit communities away from the city</p>
<p><i>Black & Minority Ethnic Health & Wellbeing Study in Glasgow</i>, NHS Greater Glasgow & Clyde (2016)</p>	<p>BME populations</p>	<p>Improvements to the bus fleet should benefit communities away from the city</p>
<p><i>Air Quality: a briefing for Directors of Public Health</i>, DEFRA (2017)</p>	<p>All</p>	<p>Improvements to the bus fleet should benefit communities away from the city</p>
<p><i>Emissions vs Exposure: Increasing injustice for road traffic related air pollution in the UK</i>, J Barnes & T Chatterton (2017)</p>	<p>Gender and socio-economic</p>	<p>Improvements to the bus fleet should benefit communities away from the city</p>

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		centre, from and to which bus routes travel via the city centre, and also that any displacement effects from any potential action to re-route poorer quality buses should be minimal.
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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	Good Practice/ Promotes Equality or improved relations	Negative Impact – it could disadvantage an equality group	Reason for Change in Policy or Policy Development
SEX/ GENDER	Women	X			Women across Scotland are more likely to use buses than men (by 55% to 45% overall). Almost half of all households in Glasgow do not have access to a car.
	Men	X			
	Transgender	X			There is currently no Scottish data on travel issues specific to the trans community.
RACE*	White	X			Ethnic minority groups across Scotland are less likely to hold a driving licence than white ethnic groups
	Mixed or Multiple Ethnic Groups	X			
	Asian	X			

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here. For example Asian includes Chinese, Pakistani and Indian etc					
	African	X			African heritage community members in Scotland have the lowest level of access to a car of all BME groups.
	Caribbean or Black	X			
	Other Ethnic Group	X			
DISABILITY	Physical disability	X			Poor air quality is one of the most significant preventable causes of ill health and premature mortality for people with prior vulnerability through long-term illnesses. Adults with a disability or long-term limiting illness in Scotland are more likely to use a local bus service than those without a disability or long-term limiting illness.
A definition of disability under the Equality Act 2010 is	Sensory Impairment (sight, hearing,)	X			

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available here.	Mental Health	X			
	Learning Disability	X			
LGBT	Lesbians	X			There is currently no Scottish data on travel issues specific to the LGBT community.
	Gay Men	X			
	Bisexual	X			
AGE	Older People (60 +)	X			Older people, particularly those with prior vulnerability to respiratory illness, have a raised risk from poor air quality.
	Younger People (16-25)	X			
	Children (0-16)	X			Children are at higher risk from traffic-related poor air quality than other groups
MARRIAGE & CIVIL PARTNERSHIP	Women	X			
	Men	X			

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	Lesbians	X			
	Gay Men	X			
PREGNANCY & MATERNITY	Women	X			There is some evidence to suggest that exposure to poor air quality in the early stages of pregnancy can contribute to negative birth outcomes
RELIGION & BELIEF** A list of religions used in the census is available here .	See note	X			People who identify as members of the Sikh religion in Scotland have the highest level of access to two or more cars or vans, with members of the Hindu religion having the lowest level of such 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](#).

4. OUTCOMES, ACTION & PUBLIC REPORTING

SCREENING ASSESSMENT OUTCOME ACTIONS

Screening Outcome	Yes /No Or /Not At This Stage	Further Action Required/ Action To Be Undertaken	Lead Officer and/or Lead Strategic Group	Timescale for Resolution of Negative Impact/ Delivery of Positive Impact
Was a significant level of negative impact arising from the project, policy or strategy identified?	Potential negative impact on individuals who rely on public transport if bus fares rise or routes are cut.		Duncan Booker	The initial phasing of the LEZ in Glasgow city centre will be tailored to the capacity of the bus industry and availability of the retrofitting budget to bring about vehicle improvements to bus fleets. This approach is intended to ensure that there are no negative effects on passengers from the requirement for cleaner buses in the city centre.
Does the project, policy or strategy require to be amended to have a positive impact?	No, mitigation action through a fund for bus retrofitting was already part of the original proposals for the LEZ.			It should be noted that almost all bus journeys through the city centre do not originate or terminate there and the use of cleaner vehicles will therefore benefit other parts of the city through which they are routing. Similarly, modelling of the sources of poor air quality shows that dispersion (or 'knock-on') effects on other parts of the city from poorer standard buses being re-routed from the city centre (which need not necessarily be a consequence of these proposals) are within air quality objectives.

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<p>Does a Full Impact Assessment need to be undertaken?</p>	<p>Not at this stage, though further screenings will be undertaken of proposals as the project develops.</p>	<p>Further work will be undertaken with the Transport Scotland national consistency group to look at exemptions for certain protected equality groups in relation to the future phasing of the LEZ.</p>		
<p>If none of the above is required, please recommend the next steps to be taken.</p> <p>(i.e. is there a strategic group that can monitor any future impacts as part of implementation?)</p>		<p>Monitoring of this work and assessment of potential impacts will be the responsibility of the LEZ Delivery Group. This is chaired jointly by the Council and Transport Scotland and includes key local and national stakeholders.</p> <p>Further reporting on progress of the LEZ will be made to Council committees.</p>	<p>Glasgow LEZ Delivery Group</p>	

PUBLIC REPORTING OF SCREENING ASSESSMENT

All completed EQIA Screenings are required to be publically available on the Council website 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](#)

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.