

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 GLASGOW CITY COUNCIL (Queens park to Muirend Cycle Route) (TRAFFIC REGULATION) ORDER 201_

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

The proposal is to introduce improvements to the existing carriageway on Muirend Road and Langside Drive by providing advisory cycle lanes

This project addresses the following . Key to the delivery of the 4 key outcomes from Glasgow Strategic Plan for Cycling 2016 – 2025 policies.

- An integrated network of routes
- A healthier City
- More people cycling
- A safer cycling City

Glasgow's transport vision is to provide a world class transport system which is safe, reliable, integrated and accessible to all citizens and visitors and also supports the physical, social, economic, cultural, environmental and economic regeneration of the City. In order to achieve this, the Local Transport Strategy (LTS) concentrates on promoting and enhancing sustainable transport modes such as walking, cycling and public transport.

The purpose of these proposals is to assist the passage of cyclists, therefore helping to promote its use. The knock on effect of this is that more and more people leave their cars at home therefore easing traffic congestion and pollution and also reducing road traffic incidents.

The Queens park to Muirend Cycle Route Traffic Regulation Order has been proposed in line with these policies and to seeks to contribute to achieving these objectives by:-

- Provide no waiting, no loading 7am to 7pm Monday to Friday on Muirend Road and Langside Drive to facilitate advisory cycle lanes.
- Provide no waiting at any time, no loading at any time at the following junctions:
 - Langside Drive - Merrylee Road
 - Langside Drive - Quadrant Road
 - Langside Drive - Quadrant Road / Mochrum Road
 - Langside Drive – Monreith Road
 - Langside Drive – Newlands Road
- Minor associated waiting and loading amendments

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

Malcolm Hall 02/11/2016

d) Assessment Verified by (signed and date)

Steve Gray, Assistant Group Manager Technical Services

2. GATHERING EVIDENCE & STAKEHOLDER ENGAGEMENT

The best approach to find out if a policy, etc is likely to impact negatively or positively on equality groups is to look at existing research, previous consultation recommendations, studies or consult with representatives of those groups. This will provide you with what do you need to know that will provide you with evidence of the needs of the diverse population and their needs.

Please name any research, data, consultation or studies referred to for this assessment:	Please state if this reference refers to; Gender, BME, Disabled people, LGBT, older people, children & young people or faith & belief.	Do you intend to set up your own consultation? If so, please list the main issues that come from this consultation.
The proposals were advertised in the Evening Times. Anyone could object or support these proposals by writing to the Council within, in this case, a 7 week period. This is part of the statutory process. Notices were displayed throughout the area and maintained for the 7 week period.	There is a universal right of objection to any proposed traffic regulation order.	

3. ASSESSMENT & DIFFERENTIAL IMPACTS

Use the table below to tick where you think the **Policy, Project, Service Reform or Budget Option** has either a negative impact (could disadvantage them) or a positive impact (contributes to promoting equality or improving relations within an equality group), based on the evidence you have collated

		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
GENDER	Women		✓		<p>The proposal is to introduce no waiting no loading restrictions on Muirend Road and Langside Drive to facilitate the installation of advisory cycle lanes.</p> <p>This will assist with the provision of facilities to encourage behavioural change away from more sedentary and environmentally harmful methods of travel. Key to the delivery of the 4 key outcomes from Glasgow Strategic Plan for Cycling 2016 – 2025.</p> <ul style="list-style-type: none"> • An integrated network of routes • A healthier City • More people cycling • A safer cycling City <p>Glasgow's transport vision is to provide a world class transport system which is safe, reliable, integrated and accessible to all citizens and visitors and also supports the physical, social, economic, cultural, environmental and economic regeneration of the City. In order to achieve this, the Local Transport Strategy (LTS) concentrates on promoting and enhancing sustainable transport modes such as walking, cycling and public transport.</p> <ul style="list-style-type: none"> • Provide no waiting, no loading 7am to 7pm Monday to Friday on Muirend Road and Langside Drive to facilitate advisory

					<p>cycle lanes.</p> <ul style="list-style-type: none"> • Provide no waiting at any time, no loading at any time at the following junctions: Langside Drive - Merrylee Road Langside Drive - Quadrant Road Langside Drive - Quadrant Road / Mochrum Road Langside Drive – Monreith Road Langside Drive – Newlands Road • Minor associated waiting and loading amendments.
	Men		✓		As above
RACE	Asian People		✓		As above
	Black People		✓		As above
	Chinese People		✓		As above
	White People		✓		As above
	People of mixed race		✓		As above
	European People (Polish, Greek, Italian, etc)		✓		As above
DISABILITY	Physical disability	✓	✓	✓	<p>As above and Negative; Care workers visiting residents during peak hours (7am-9.30am & 4pm-7pm)</p> <p>Positive; Regulated parking prohibits parking on footways and junctions, leaving the footways and crossing points clear.</p>
	Sensory Impairment (sight, hearing,)	✓	✓	✓	As above
	Mental Health Issues		✓		The proposal is to introduce improvements to the existing bus corridor that will improve bus journey times and reliability, increase public transport priority, improves accessibility and enhances facilities for

					<p>bus users.</p> <p>This project addresses the following Glasgow Strategic Plan for Cycling 2016 – 2025 policies.</p> <ul style="list-style-type: none"> • An integrated network of routes • A healthier City • More people cycling • A safer cycling City <p>Glasgow's transport vision is to provide a world class transport system which is safe, reliable, integrated and accessible to all citizens and visitors and also supports the physical, social, economic, cultural, environmental and economic regeneration of the City. In order to achieve this, the Local Transport Strategy (LTS) concentrates on promoting and enhancing sustainable transport modes such as walking, cycling and public transport.</p> <p>The purpose of these proposals is to assist the passage of cyclists, therefore helping to promote its use. The knock on effect of this is that more and more people leave their cars at home therefore easing traffic congestion and pollution and also reducing road traffic incidents.</p>
LGBT	Lesbians		✓		As above
	Gay Men		✓		As above
	Bisexual		✓		As above
	Transgender		✓		As above
AGE	Older People (60 +)		✓		As above
	Younger People (16-25)		✓		As above
	Children (0-16)		✓		As above
MARRIAGE & CIVIL PARTNERSHI	Women		✓		As above

P					
	Men		✓		As above
	Lesbians		✓		As above
	Gay Men		✓		As above
PREGNANCY & MATERNITY	Women		✓		As above
			✓		As above
RELIGION & BELIEF	Input *		✓		As above

* 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

Continue to answer or tick the following questions where the initial screening (above) indicated that there may be a negative impact on certain equality groups. ** Equality Legislation listed a back of this document.

IMPACT	YES	NO
HIGH		
There is substantial evidence and/or concern that people from different groups or communities are (or could be) differently affected by the policy.		
MEDIUM		
There is some evidence and/or some concern that people from different groups or communities are (or could be) differently affected		
LOW		
There is little or no evidence that some people from different groups or communities are (or could be) differently affected.	✓	
Does the negative impact breach any of the equality legislation? **		✓
	Immediately	Within next 6 months
The negative impact requires action to be taken		

** See summary of legislation in appendix at the back of this form (you may also require to refer directly to the Equality Act 2010)

4. OUTCOMES, ACTION & PUBLIC REPORTING

SCREENING ASSESSMENT OUTCOME ACTIONS

Screening Outcome	Yes /No /Not At This Stage	Further Action Required	Lead Officer	Timescale for Resolution
Was a significant impact from the project, policy or strategy identified?	No			
Does the project, policy or strategy require to be amended to have a positive impact?	No			
Does a Full Impact Assessment need to be undertaken?	No			
If none of the above is required, please recommend the next steps to be taken. (i.e. is there a strategic group that can monitor any future impacts as part of implementation?)		Following implementation of the scheme, feedback shall be monitored from the public a period of 12 months.	Steve Gray	

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 AND NEXT STEPS

The equalities impact assessment screening is not an end in itself but the start of a continuous monitoring and review process.

It is our responsibility to identify any current, new or developing issues raised by the community.

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

The Race Relations (Amendment) Act 2000 extends the scope of the Race Relations Act 1976 to cover all the functions of the Council. It gives most public authorities, including the Council, a general duty to promote race equality. That duty requires the Council when carrying out our policies, employing people and delivering services, in partnerships or otherwise, to have due regard to the need to

- Eliminate unlawful racial discrimination;
- Promote equality of opportunity; and
- Promote good relations between persons of different racial groups.

The general duty is supported by specific duties that cover, among other things, employment, training and ethnic monitoring.

Disability Discrimination Act There is a general duty which applies to all public authorities, plus additional specific duties to support the majority of public authorities in achieving the outcomes required by the general duty. The basic requirement for a public authority when carrying out their functions is to have due regard to the need to do the following:

- promote equality of opportunity between disabled people and other people
- eliminate discrimination that is unlawful under the Disability Discrimination Act
- eliminate harassment of disabled people that is related to their disability
- promote positive attitudes towards disabled people
- encourage participation by disabled people in public life
- take steps to meet disabled people's needs, even if this requires more favorable treatment.
- Due regard' means that authorities should give due weight to the need to promote disability equality in proportion to its relevance.

The Gender Equality Duty and Equality Act (2010) - the Equality Act 2010 (Specific Duties) Scotland Regulations 2012

The Equality Act 2006 amended the Sex Discrimination Act 1975 to place the statutory duty on public authorities, when carrying out their functions, to have due regard to the need to:

- eliminate unlawful discrimination and harassment; and
- promote equality of opportunity between men and women

The 2010 Act consolidated this legislation. This is the general gender equality duty, which is supported by specific duties that cover among other things equal pay, occupational segregation and education.

To have due regard means that the weight given to the need to promote gender equality is proportionate to its relevance to a particular function. It will mean giving more consideration and resources to functions or policies that have most effect on the public, or the Council's employees, or on a section of the public or on a section of the Council's employees, for example, transsexual employees.

The gender equality duty incorporates a statutory duty to pay due regard to the need to eliminate discrimination and harassment towards transsexual staff. This applies at present to employment and vocational training.