

Equality Impact Assessment

Block A / Workgroup 2 (Sauchiehall St precinct)



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

Sauchiehall Street Precinct Avenue

b) Reason for Change in Policy or Policy Development

This EQIA relates to one element of *The Avenues* programme, this is the Sauchiehall St precinct. This route runs from Rose Street in the west to West Nile Street in the east. Under the proposals it will remain a 'pedestrianised' street with 24hr access permitted to cycles and timed access for service vehicles.

The Glasgow City Region City Deal initiative is a 20-year, £1.13 billion infrastructure investment programme. It aims to promote economic development and business growth. The programme is being funded by the United Kingdom and Scottish Governments as well as the 8 participating local authorities. Investment decisions are governed by the Treasury's Green Book guidance. Glasgow City Council is undertaking several infrastructure and development projects including *The Avenues* projects around the city centre. As part of the Glasgow City Region City Deal funding, Glasgow City Council is investing approximately £115m within the city centre to deliver on the Enabling Infrastructure - Integrated Public Realm (EIIPR) programme. The EIIPR programme is essentially a quality place-making scheme that will transform 17 key streets and adjacent areas (or "Avenues") in Glasgow city centre, through the introduction of an improved external environment that will rebalance traffic modes, introduce green and SMART infrastructure, and place "people" firmly at the heart of the project vision and design strategy.

The Avenues programme, will see streetscape improvements made to the public realm, supporting a key strategic objective of the *City Centre Strategy and Action Plan 2014-19*: the establishment of principal routes throughout the city centre to form an integrated network of continuous pedestrian and cycle priority routes. The Avenues will be used to integrate public realm and placemaking initiatives making the city more attractive, "people-friendly" and economically competitive.

Glasgow City Council's *Local Transport Strategy* is designed to keep Glasgow's roads moving and included within this the Council has high level objectives which the project links with and relates to, such as support the continuing physical, social, economic, cultural and environmental regeneration of the City by maintaining and promoting efficient and effective transportation services and infrastructure within Glasgow.

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

This project within the ambitious overall Avenues programme aims to transform the face of the city for all those who live, work and visit. It will see key Glasgow city-centre streets redesigned to protect and prioritise space for pedestrians and cyclists, improve connectivity, introduce sustainable green infrastructure through attractive streetscapes and enhancing biodiversity and improve the way public transport is accommodated. It will prevent city centre streets from being one dominated by vehicles to one that attracts and retains footfall and investment, due to the shifting of traffic priority and introduction of soft and smart infrastructure. Softer impacts likely to accrue from the investment, such as a decrease in roadside noise, or improvement in local air quality, visual amenity and appearance, and improved street lighting, will have a comparatively bigger effect on pedestrians and cyclists than other road users.

The improvements include:

- Enhanced pedestrian space
- Plentiful and frequent seats with backs and arm rests
- Green/Blue Infrastructure (trees and planted rain gardens)
- Signalised junction crossings and crossings with priority for pedestrians with footway level with crossing
- Reduced street clutter and furniture zones
- Intelligent Street Lighting (ISL) and improved lighting features

Key outcomes include:

- To enhance the built environment
- Improve the public perception of space
- Improve transport links
- Improve community safety
- To protect and improve public health, and
- To improve climate change resilience.

Other outcomes:

- To support broader policy ambitions for a low carbon, low emissions transport system.
- To enhance the amenity of the city centre as a vibrant and thriving place in which to live, visit and do business.

Supporting activities:

Linked to this project is the 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 14 June 2018. This is initially focused on buses, with the sector being supported towards cleaner vehicles through a national retrofitting fund. Further implementation will be extended to all other vehicle types in 2023. Other aspects of a public realm improvement programme, such as respect for other users and keeping pathways clear of obstacles require behavioural change. That should be taken forward over time.

For the purposes of this Equality Impact Assessment, the above improvements and outcomes will be considered in terms of impact on those with Protected Characteristics, socio-economic impacts and any impact on human rights. We will look at, and highlight, where the project has

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positive impacts on groups, and we will identify where there may be negative impacts and how these have been mitigated.

The concept design development for Sauchiehall St Precinct occurred during 2018 and was focused on workshops with stakeholders facilitated by the design team (Benton Scott Simmons, Urban Movement & Civic Engineers). The consultation involved site walkovers, on-street consultation and online surveys to help identify issues related to the street environment, its performance and planned improvements. Plans were also influenced by the significant consultation that took place prior to the Sauchiehall St proof of concept project.

The detailed design development was completed in 2022 and further consultation in the form of webinars was undertaken to ensure all interested parties were informed on the development of the project.

The Equality Impact Assessment Screening process identified a number of common criteria which apply to the protected characteristic groups as identified by The Equality Act 2010. These criteria are Safety, Road Safety, Accessibility and Connectivity and will be used throughout the following screening process.

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

Stephen McDonagh (Glasgow City Council, Assistant Group Manager, Technical Services)

e) Assessment Verified by (signed and date)

Christine Francis (Glasgow City Council, Head of Technical Services)

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.
<p>An Inclusive Design Working Group was established in March 2018 for the Avenues project to act as a working group for issues related to inclusive design. Representatives from:</p> <ul style="list-style-type: none"> • Glasgow Disability Alliance (LGBT, BAME and organisations representing the elderly are already part of their membership) • Guide Dogs Scotland, • RNIB Scotland, • Glasgow City Council Centre for Sensory Impaired People, • Glasgow Access Panel • and 	Older People and Disabled people	<p>User consultation highlighted that if one part of a journey is problematic, then no matter how good other bits are then it puts people off travelling. Participants mentioned the difficulties caused by temporary obstructions, such as wheelie bins, advertising boards (A-boards) and cars parked on the pavement</p> <p>Continuous engagement and consultation should continue with groups representing disabled people and others to ensure the design of the development meets DDA requirements.</p>

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<ul style="list-style-type: none"> Euan's Guide are members of the group. <p>Alzheimer's Scotland Age Concern invited onto group on 2 August 2019.</p>		
<p>Walking Group 20 March 2018 - An accessibility walk undertaken with members from RNIB, Guide Dogs Scotland and Euan's Guide including a long cane user, a short cane user and a guide dog.</p>	<p>All</p>	<p>Public transport: Access points at bus stops have been considered to provide marked pathways with tactile paving and raised kerbs</p> <p>Footways: Type of surface important as is slip-free surfaces, colour contrasts to support visually impaired, more seating, improved lighting and reduced obstructions on footpaths.</p> <p>Street furniture These are minimised and moved wherever possible into furniture zones.</p> <p>Crossings: Dropped kerbs are helpful, along with shorter crossings and signalised crossing where any vehicles are nearby.</p> <p>Parking: Even legally parked vehicles can make crossing the street more difficult and dangerous.</p> <p>Traffic: The project will reduce traffic concerns and make the centre a more pleasant place to walk around.</p> <p>People consulted identified the need for public toilets (for disabled people and older people in particular). These are not in scope but should be at least lobbied for.</p>
<p>Inclusive Design Workshop (Glasgow Disability Alliance) June 2018</p>	<p>Disabled</p>	

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<p>Community Council meetings with:</p> <ul style="list-style-type: none"> • Woodside Community Council: 6th August 2018 • Woodlands and Park Community Council: 12th September 2018. • Garnethill Community Council: 13th December 2018. • Blythswood and Broomielaw Community Council: 18th December 2018. 	All	Maintenance and behavioural concerns of road users and cyclists were raised.
Stakeholder Sessions (including Community Council members) 13 November 2018	All	
Business Proprietors (face to face sessions – 130 contacted) June 2018	All	
Business session (St. Georges Cross)	All	
<p>On Street engagement (Chinwagons):</p> <ul style="list-style-type: none"> • 16 November • 17 November <p>1000 conversations took place</p>	All	95% positive approval of the plans.
Oakgrove Primary School, 16 November 2018	Young people	
Office for National Statistics Nomis (2018)	All	<p>Glasgow: There are 626,400 people 306,100 Males 320,400 Female 437,900 (70.5%) are 16-64</p>
The Travel Trends 2017 data from the Office for National Statistics (ONS)		787,000 international visitors to Glasgow (2017)
National Records of Scotland Estimates 2017 and National Records of Scotland 2011 Census	All	<p>Comparison of Sauchiehall Street / Cambridge Street v Glasgow</p> <p>Gender: The female gender split is lower than the Glasgow average at 46% (Glasgow 51%)</p> <p>Age: There is a much higher ratio of 16 to 29-year olds compared to Glasgow (53%</p>

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<p>Scottish Index of Multiple Deprivation 2016</p>		<p>compared to 24%). This is offset by lower numbers in all other age groups, most predominantly in the 45 to 64 age group.</p> <p>Ethnicity: 69% of the population are white compared to 88% for Glasgow. The highest non-white ethnicity is Chinese at 14%.</p> <p>Households: There is a much higher percent of households where everyone is a full-time student (20% compared to 2% for Glasgow), and much lower number of family households (24% v 48%) and lone parent households (4% compared to 14%).</p> <p>Economic activity: The percent of economic inactive people is 46% compared to 30% for Glasgow. (There are higher numbers of students in this area)</p> <p>Sauchiehall Street / Cambridge Street SIMD</p> <p>The two data zones that make up Sauchiehall Street and Cambridge Street are around the middle of the SIMD rankings. Sauchiehall Street is one of the most deprived areas in Scotland for housing while Cambridge Street is one of the most deprived for crime. Both rank highly for access (meaning good access to GPs, retail and services).</p>
<p>Understanding Glasgow – The Glasgow Indicators Project</p>	<p>All</p>	<p>Glasgow has the largest traffic volume of Scotland's local authorities</p>

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41% of Glaswegians commute to work by car (as driver or passenger), 30% by public transport (by bus, train or underground) and 27% walk or cycle

Only a small proportion of people cycle to work (1.6% - Census, 2011)

However, trips into and out of the city centre by bike have increased by 110% since 2009 [rising 12% annually on average], while pedestrian trips into the city centre have increased by 19% [2% annually] (Cordon Count Survey, 2018)

Active, sustainable travel is good for population health and for the environment. Public health leaders and politicians have highlighted the importance of greater investment in sustainable, integrated transport to promote active travel, to create safe, attractive communities, to reduce carbon emissions and improve air quality.

There has been a 110% increase in cycle trips into and out of the city over the period 2009 to 2018. In 2018, the cordon survey counted 11,000 trips into and out of the city per day by bicycle. This figure represents a 22% increase in the number of cycle trips compared to the previous year.

Levels of cycling in Scottish cities (Glasgow is second lowest ahead of Stirling) are in general much lower than in

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		selected European cities.
Equalities Evidence Matrix (Glasgow City Council – EQIA guidance)	All	
EQIA Glasgow City Centre Transport Strategy 2014-2024 Link	All	Consultation with disability support groups suggests that there are no apparent limitations or issues faced by those with mental health issues that either impact upon their use of the cycling infrastructure or would need to be addressed to facilitate their uptake of this.
Disabilities: Overcoming barriers and identifying opportunities for everyday walking for disabled people Link Living Streets	Disabled	<p>The most common physical barrier to walking identified by the participants was crossing the road. This should not be surprising because crossings connect pedestrian routes, they intersect with vehicular traffic and are the point at which pedestrians are most vulnerable walking.</p> <p>Adaptations to make the pedestrian environment more accessible can also be problematic. For example, tactile paving helps blind and partially sighted people to navigate but is a trip-hazard for stroke survivors who have problems lifting their feet. Similarly, the lack of colour contrast in seemingly accessible places can create hazards only a partially sighted person can see. This demonstrates the need to consider the accessibility of pedestrian environment while avoiding a focus on any one disability.</p>
	Age (Older people 60+)	Adequate seating and smooth pavements may influence an older person's decision

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<p>Previous consultations on a proof of concept pilot project for Sauchiehall St in 2015. This focused on three workshops with council stakeholders facilitated by the design team (Urban Movement).</p>	<p>All</p>	<p>to go on a journey.</p> <p>The consultation shaped the thinking of the design team in relation to some key issues such as:</p> <ul style="list-style-type: none"> • Extreme severance – Great Western Road access eroded, and connectivity lost • Hostility of motorway infrastructure (aggressive/lacks human scale) • Too much open space – due to the erosion of the original city grids • Need to reduce traffic speeds • Car dominated spaces • Public perception – city centre and the West End are remote and distant <p>Surfacing plays an important part in people’s perception of how a space is intended to be used. Black top or asphalt is associated with vehicle users and therefore gives the message that they have priority. The use of high-quality natural stone indicates that the space is not solely the domain of a single user – the vehicle user may be a guest in that space. The encouragement of appropriate behaviour from all users - pedestrian, disabled, cycling and vehicle – is necessary. This is the responsibility of wider external organisations and the community.</p>
<p>Similar EQIAs for public realm or road improvement projects across the UK indicate little adverse impacts on people with protected characteristics. Other road improvement and public realm improvement EQIAs looked at include:</p>	<p>All</p>	<p>Reviewing many other EQIAs there were no significant negative equality impacts on protected characteristics. Ways to minimise negative impacts have been identified and included where possible. Negative impacts were outweighed by the</p>

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<ul style="list-style-type: none"> • City Centre Enabling Infrastructure Integrated Public Realm – Sauchiehall Street Avenue (Proof of Concept) • EQIA Final Report: Glasgow City Centre Transport Strategy 2014-24 • EQIA Tree Planting on Sauchiehall St Link • EQIA South City Way Glasgow • Orkney Islands Council, Kirkwall Placemaking Proposals Public Realm Improvements - Broad Street, Kirkwall, 2015 • Cambridge City Council: Environmental Improvement Programme, 2017 • Stratford on Avon District Council, Site Allocations Plan, 2017 • Kent County Council, Bullockstone Road Improvements, 2018 • The Nottinghamshire County Council (Century Road ,Grace Road, Ordsall Road, Newlands, Ollerton Road, West Hill Road, Ordsall, Retford), 2017 • Haringey County Council, Holcombe Road Public Realm Scheme (Growth on The High Road (GoTHR).2015 		<p>positive impacts on safety, community cohesion, improved air quality and improved perception of the area by the community.</p>
<p>Made in Sauchiehall St and Garnethill – Regeneration Framework Link</p>	<p>All</p>	
<p>Scottish Government Equality Outcomes: Gender Evidence Review Link</p>	<p>All</p>	
<p>Scottish Government Equality Outcomes: Age Evidence Review Link</p>	<p>All</p>	
<p>Scottish Government Equality Outcomes: Disability Evidence Review Link</p>	<p>Disabled</p>	
<p>Scottish Crime and Justice Survey 2014/15: Main Findings Link</p>	<p>All</p>	
<p>RTPI - Dementia and Town Planning Creating better environments for people living with dementia Link</p>	<p>All</p>	
<p>Equality and Human Rights – Publication library and</p>	<p>All</p>	

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research – General research covering all protected characteristics Link		
Equality Network – publications on LGBT community Link	LGBT	
Your space or Mine – The role of public space in the lives of young people	Age – young people	
Age UK – reports and briefing relating to Age including Age Friendly Places - Making our community a great place to grow older	Aged (Older)	
RTPI - Dementia and Town Planning Creating better environments for people living with dementia Link	Aged (Older people)	
Engender – reports and publications on gender Link	Gender	
Joseph Rowntree Foundation - reports on gender, children, older people, ethnicity, disability Link	All	
Traveller Movement – reports on traveller community Link	Travellers	Glasgow's Roma Gypsy/Travelers in Glasgow are estimated to be between 3,000-4,000. No impact on the community
Development of Low Emission Zone in Glasgow Link	All	Initially will only apply to local service buses
An environmental justice analysis of British air quality, G Mitchell & D Dorling (2003) Link	All	Research on environmental justice suggests two main mechanisms by which disadvantaged groups are adversely affected in an unequal manner by air pollution by: <ol style="list-style-type: none"> 1. being more exposed to air pollution (differential exposure) and 2. through being more likely to suffer ill effects (differential susceptibility), particularly because of prior high levels of childhood asthma, adult respiratory illness and smoking.
Investigating environmental justice in Scotland: links between measures of environmental quality and social deprivation, SNIFFER (2005) Link		
Emissions vs Exposure: Increasing injustice for road traffic related air pollution in the UK, J Barnes & T Chatterton (2017) Link		
Scottish Household survey data (2012) Link	All	
The BME population in Glasgow in 2015 Link	BAME	
Black & Minority Ethnic Health & Wellbeing Study in	BAME	Pakistani group were the least likely to

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Glasgow, NHS Greater Glasgow & Clyde (2016) Link to Active Travel		meet recommended physical activity levels (27% compared to a national average of 38%)
Transport Scotland – Developing an Active Nation Link	All	
The following guidelines were also considered in this assessment: <ul style="list-style-type: none"> • Scottish Government Designing Street Guidance on the use of tactile paving surfaces Link • Development Plan policies Link • Cycling by Design Link • TfL Streetscape Guidance 2016 Link • London Cycling Design Standards Link • TfL International Cycling Infrastructure Best practice Study Link 	All	
The programme was subject to a formal planning application process and a statutory consultation exercise relating to the promotion of the Traffic Regulation Order was undertaken. Meetings held to discuss design were held with: <ul style="list-style-type: none"> • RNIB Guide Dogs for the Blind • Glasgow City Council Sensory Impairment Unit • Police Scotland • Community Safety Glasgow 	All	
Stakeholder Sessions 9 June 2021	All	
Stakeholder Sessions 30 November 2021	All	
Presentation to AIDF 4 October 2022	Members	

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>No negative impact.</p> <p>No discrimination will be made on women. Many public realm improvements will have the potential to make the area safer for users. Specifically, these include creating a more open environment via extensions of the pavement area, removal of existing street clutter and improved lighting.</p> <p>Scottish Crime and Justice Survey indicate that women feel less safe than men when walking alone after dark. Therefore, a positive impact for women is expected from an improved and safer</p>	No impact	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

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		environment. They may feel safer and less stressed.		
	Men	No negative impact. Scottish Crime and Justice Survey indicate that men are more likely to be a victim of crime with men in the 16 – 24 age group particularly vulnerable. Therefore, a positive impact for men is expected from an improved and safer environment.	No impact	Higher levels of bars and clubs in the area that will be positively supported. Young people will benefit from the safer environment.
	Transgender	No impact.	No impact	No change required as impact is considered to be neutral.
RACE*	White	No impact	No impact	No change required as impact is considered to be neutral
<i>Further information on the breakdown below each of these headings, as per census, is available here. For example, Asian includes Chinese, Pakistani and Indian etc</i>	Mixed or Multiple Ethnic Groups	The revised design aims to create an improved gateway to the city centre.	No impact	.
	Asian		No impact	
	African	The upgrading of the footway will also improve pedestrian movement. This will impact on residents within the local area and aid social cohesion.	No impact	
	Caribbean or Black		No impact	
	Other Ethnic Group		No impact	
DISABILITY	Physical disability	The redesign of The Sauchiehall St Precinct could have positive	Design considerations intended to help people with one type of sensory	More visits by disabled people into the centre will benefit social inclusion and integration.

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		<p>impacts on people with disabilities. By removing the stepped terraces in the central core of the Precinct a significantly larger area becomes accessible to those with a physical disability.</p> <p>Narrower marked crossings will make it easier to cross streets.</p> <p>Scottish Crime and Justice Survey indicate that disabled people feel less safe than non-disabled people when walking alone after dark. No distinction between types of disability is available. Therefore, a positive impact is expected for disabled people from an improved and safer environment, in particular as a result of improved lighting columns and installations.</p>	<p>impairment may conflict with the needs of people with other types of impairment. Tactile paving, for example, is known to cause discomfort for those with arthritis. The raised blisters on steps and at crossings can potentially cause trips and falls (for stroke victims) too, but their need is accepted for visually impaired</p>	<p>The design incorporates coloured tactile paving parallel to crossing points, in tandem with tonal change. Guidance tactile paving has been specified to align with kerb detail across side street junctions, ensuring that there is a consistent sensory and visual cue for users to differentiate between footway and carriageway.</p>
<p><i>A definition of disability under the Equality Act 2010 is available here.</i></p>	<p>Sensory Impairment, (sight, hearing)</p>	<p>The redesign of The Precinct could potentially have positive impacts on people with disabilities. By making the street more accessible by the</p>	<p>Through consultation, the potential for some issues for blind, deaf and autistic road users have been identified and is something that we will continue to engage and work with the disability groups on.</p>	

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		removal of the stepped terraces, larger sections of dropped kerbs, provision of tonal differences, wider areas of paving and by reducing the speed of other road users, the proposals should provide a safer environment.	These matters have been carefully examined in the preparation of the proposed design solution.	
	Mental Health	Active travel (including cycling) has been shown to have a significant benefit to those with mental health issues, and it may encourage greater levels of activity in the general public and improve health.	No impact - Additional consultation with disability support groups suggests that there are no apparent limitations or issues faced by those with mental health issues that either impact upon their use of the cycling infrastructure or would need to be addressed to facilitate their uptake of this.	
	Learning Disability	No impact. No discrimination will be made on the basis of people with learning disabilities. No measures have been taken to directly address learning disability issues for people with a learning disability in the proposals	No impact	
LGBT	Lesbians	Fear of safety being in non-LGB&T social environments.	No impact.	Stonewall Scotland approached but had no comments to make.
	Gay Men		No impact.	

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	Bisexual	The improved lighting will mean safer streets, as will more free space to move and more visibility.	No impact.	No change required as impact is considered to be neutral.
AGE	Older People (60 +)	<p>Improving infrastructure will help older people participate actively. Scottish Government research indicates that being a victim of crime reduces with age, however older people have a greater fear of crime. Therefore, a positive impact is expected for older people from an improved and safer environment.</p> <p>More seats installed.</p> <p>Older people can experience reduced mobility and be more likely to rely on mobility aids such as motorised scooters and walking aids as they age. Consequently, a positive impact is expected for older people from accessibility improvements.</p>		<p>Elderly people can be victims of "hate crime" just as much as those of different races and religions. Recent reports have highlighted older people are often seen as an easy target by street muggers. Although the proportion of adults who feel unsafe being alone at home at night or walking alone is the local area after dark also fell.</p> <p>Older people were all more likely than other to feel unsafe. (Equalities Impact Assessment)</p>

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		Easier road crossing will improve safety for older people.		
	Younger People (16-25)	<p>People will be encouraged to engage in active travel.</p> <p>Scottish Government research indicates that young people aged 16 – 22 were twice as likely as the population as a whole to be injured on the roads. The area has a highly active night-time economy that focuses on younger people. There are bars, hotels, guesthouses, nightclubs and concert venues which attract a mainly younger clientele. Student accommodation is also located in the area and surrounding neighbourhoods. Therefore, a positive impact is expected for younger people from improved access and road safety.</p>	No impact.	28% of children in Scotland are overweight or obese;
	Children (0-16)	On streets with traffic the intention is to have a 20mph limit – obviously this doesn't apply to pedestrianised streets. Reduced traffic flow and	No impact.	Improved health due to reduced emissions.

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		more greenery so children who are at higher risk from traffic related poor air quality than other groups (as they are closer to the ground where pollution gathers) will benefit.		
MARRIAGE & CIVIL PARTNERSHIP	Women	No impact.	No impact.	No change required as impact is considered to be neutral.
	Men	No impact.	No impact.	
	Lesbians	No impact.	No impact.	
	Gay Men	No impact.	No impact.	
PREGNANCY & MATERNITY	Women	<p>The redesign of streets could have a positive impact on people pushing prams etc, by making streets more accessible with larger sections of dropped kerbs and wider areas of paving. Public seating will also have provision for parking buggies.</p> <p>Mobility may be an issue for some women particularly in the later stages of pregnancy. Therefore, a positive impact is expected for pregnancy and</p>	No negative impact.	There is some evidence to suggest that exposure to poor air quality in the early stages of pregnancy can contribute to negative birth outcomes

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		maternity from improved accessibility and easier road crossings.		
RELIGION & BELIEF** A list of religions used in the census is available here .	See note	No impact.	No impact.	No change required as impact is considered to be neutral.

* 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

The evidence suggests that an improved physical layout, improved surfaces and visual amenity of the Sauchiehall St Precinct Public Realm Project will have a positive outcome for Protected Characteristics groups. The implementation of the new layout has the potential to be positive for all users coming into and leaving the city centre, particularly for the disabled and elderly, but also for all racial and religious groups and sexual orientations, all ages and all genders. The new layout will increase accessibility and usability of the area. It will improve the visual amenity. Visually impaired people were assured at session 2 (CCA 13 November 2018) that there would be signalised crossings over streets and cycle routes). The project will increase the viability and vibrancy of the immediate locality.

The project will address the negatives of the current layout by creating greater visibility. This will make the area safer for all sections of the community to use. It will decrease the incidence of crime particularly for young men 16-25 who are often most involved in incidents and improve the perception of crime (especially for women through improved lighting).

The proposals apply street design methods which have been adopted elsewhere in the design and implementation of similar initiatives. There is therefore good evidence that they are effective and that any potential negative impacts (such as those identified in this report can be addressed at the detailed design and construction stages.)

Summary of Socio-Economic Impacts

This project fits with the purpose of the Scottish Government National Performance Framework. It meets national outcomes of helping people :

- live in communities that are inclusive, empowered, resilient and safe
- value, enjoy, protect and enhance their environment, and
- are healthy and active.

The project fits with the Glasgow Economic Strategy (GES) that says the Council will use the Glasgow City Deal to tackle inequalities “by placing inclusive growth at the heart of our masterplanning process for all of our infrastructure projects”. The council will exploit the opportunities that the City Deal offers to further expand the required foundations for a Smart City across Glasgow, including installing digital and other infrastructure wherever construction and excavation work takes place across the city and ensuring the continuing introduction and enhancement of Smart City services as an integral facet of City Deal projects where possible/appropriate. The project will revitalise the city centre through the delivery of the City Centre Strategy and £115.5million of City Deal investment. It will improve the public realm, investing in smart infrastructure such as surface water management systems and adaptable lighting systems. It will create an avenue of trees, segregated cycle lanes, and reductions in vehicle traffic

The project will increase access to the main employment opportunities in the city centre for those in walking and cycling distance into the city centre. It will bring more people into the city centre and make the place more attractive for tourists. The completed project will encourage more visits into the city centre and positively impact on the café-society feel of the area, so bringing economic benefits to local business. This will increase the opportunities for increased employment and economic growth.

The project supports the promotion of active travel uptake. This in turn will have positive benefits to all sections of the public who will be more likely to walk or cycle into the city centre. A public survey identified that people would be 80% more likely to travel into the centre. According to the survey the pedestrian provision, cycling facilities, trees and outdoor spaces will all be significantly better than now. Glasgow is a city with traditionally low car ownership and therefore has a reliance for income-deprived households on local bus services that will be less affected by the changes than private cars. For public transport (mainly buses) the respondents were unsure if it would be better but there is no evidence to suggest that travel will be adversely affected. The bus stop boarding areas will be generally improved with bigger shelters, more seats and high access kerbs.

It will bring social benefits by improving peoples' perception of the area and the quality of life of people within the area. This will increase the public satisfaction of their communities. Reduced carbon emissions and more green space will bring benefits to all protected characteristics.

The area currently has relatively high crime levels. Improved lighting and layout will make people feel safer and so enhance community cohesion. Younger people will be more inclined to visit a more pleasant, safer environment. The completed project will bring cultural benefits to the wider community as the improved, safer public space and environmental improvements will encourage use by more people for various community-based events and individual pursuits. The environmental regeneration of the area within the City will promote the city's image as an efficient and effective carbon neutral player.

There will be temporary upheaval during the construction phase, although this will be planned and phased to minimise disruption.

Summary of Human Rights Impacts

We considered what extent the project impacted on absolute rights; limited rights and qualified rights. We considered the FAIR approach (Facts, Analyse, Identify and Review) shown in the flowchart (Scottish Human Rights Commission) and are satisfied that no rights are being infringed. On balance, feedback from engaged local people is that this project will have a positive impact. Taking a human rights-based approach is about making sure that people's rights are put at the centre of policies and practices, the PANEL principles are one way of breaking down what this means in practice (Participation, Accountability, Non-discrimination, Empowerment and Legality). Having a means, after implementation, of monitoring the benefits to people and responding to any issues from the community will ensure that there is continued accountability. There is no restriction of qualified rights and removing barriers to active travel will improve health to all residents. Action to improve air quality will protect the fundamental human right to good health.

The United Nations Sustainable Development Goals are the blueprint to achieve a better and more sustainable future for all. This project positively impacts on Sustainable Development Goals 3 (Good Health and Wellbeing) and Goal 11 (Sustainable Cities and Communities).

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?	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

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>The project steering group will contact Protected Characteristics groups to specifically ensure that all concerns if any can be addressed. These include:</p> <ul style="list-style-type: none"> • LGBTIQ (LGBT Health and Wellbeing Glasgow) • Women's Groups • Age Concern/Age UK <p>EQIA monitoring to become an agenda item.</p> <p>The project to nominate an EQIA champion.</p>	<p>Who?</p> <p>The Project Management Team, Project Coordination Team.</p>	<ol style="list-style-type: none"> 1) Assess delivery of project against protected characteristics within the first 6 months of opening 2) Assess programming of activities / collaboration work with groups from protected characteristic categories. 3) Gauge reaction and develop further programming with and for these groups. 4) Assess 1 year after opening.

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 taken 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.