



EqlA Final Report: 'DESIGN GUIDE FOR NEW RESIDENTIAL AREAS'

The numbered sections relate directly to the steps outlined in EqlA Guidance. It is recommended that the report is completed on an ongoing basis throughout the EqlA process. Each of the sections below must be completed. NB The term "policy" is used throughout to include any strategy, practice, function or proposal that is subject to an EqlA.

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Name/Title of Policy	<u>'Design Guide for New Residential Areas'</u> (Glasgow City Council)
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Step1. Screening

Date EqIA Initiation Form Submitted to Corporate Policy:	29 June 2012
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Step 2. Lead Officer and Steering Group Members

Lead Officer:	<ul style="list-style-type: none"> • Margherita Cavallo, Planning Officer, GCC Development & Regeneration Services
Steering Group Members:	<ul style="list-style-type: none"> • Andy Brown, Group Manager, GCC Land & Environmental Services; • Karen Rattray, Planner, GCC Development & Regeneration Services; • Paul Buchanan; Senior Change Development Officer, GCC Land & Environmental Services.

Step3. Preparation

<p>Rationale and Aims of the Policy:</p>	<p><i>Including policy options (i.e. what is open to influence or will change as a result of this EqIA?)</i> <i>Continue on an additional page if necessary</i></p> <p>The <i>Design Guide for New Residential Areas</i> is a Council policy that sets out guidance for developers and designers of new residential areas. It is based on the principles set out in Designing Streets, the Scottish Government's policy on street design, and makes it clear how Glasgow City Council will deal with applications for planning permission and relevant related Roads consents.</p> <p>As such the <i>Design Guide for New Residential Areas</i> builds on and interprets the guidance set out in <u>Designing Streets</u>, taking cognisance of Glasgow's physical context and policy requirements, to assist in the delivery of better designed new residential areas.</p> <p>The Guide draws together the Council's key planning and road design requirements. It will be used by Council officials to support their assessment of proposals that require planning and road construction consent. Developers and all professionals involved in the regeneration of the City should use it to understand Glasgow's expectations for the design of new residential areas. The Guide seeks to provide a clear and consistent and inclusive approach to design, embodying the core principles of Designing Streets, to deliver higher quality neighbourhoods and efficiency savings for developers. The Guide's principle aims are:</p> <ul style="list-style-type: none"> • To promote best practice and improve the process for obtaining planning permission and roads construction consent; • To provide developers/applicants with easy-to-use guidance that explains the steps necessary to secure planning and road construction consent in the most time-effective and consequently cost efficient manner; • To promote the creation of safe and integrated neighbourhoods that offer choices of movements for all users and foster healthy active lifestyles; and • To encourage overall quality and distinctiveness in new developments.
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Key sources of evidence & facts that informed the development of the policy

Type of Evidence	References	Key Facts/Comments
Data on populations in need	Census Data on percentage of population of Glasgow that have a long-term limiting illness and/or disability. Census Data indicating proportion of existing population that are members of relevant equality groups (the 'Protected Characteristics') Disability; Age; Gender etc. Census Data relating to estimates about population projections for Glasgow, particularly estimates of the percentage / proportion of the city's population that are likely to be members of relevant equality groups.	Published research has indicated that some 26% of Glasgow's population have a long-term limiting illness and/or disability. As a consequence, the proposals around streetscape, public space and development layout (design) standards within the Design Guide for New Residential Areas have taken account of the particular needs of this Protected Characteristic. This is in order to ensure that adequate consideration will be given during development planning processes to ensuring that potential barriers for people with disabilities are consistently designed out, and that whatever development is planned is sympathetic to the particular needs of disabled people.
Data on service uptake/ access	The Policy being assessed relates to a universally available and accessible service, i.e. public space and streetscape.	As stated, the (Design Guide) policy relates to universally available and accessible public service. Previously published data has indicated however that some 26% of Glasgow's residents have a long-term limiting illness and/or disability.
Data on quality/outcomes		
Research evidence/ literature review	<ul style="list-style-type: none"> • 'Designing Streets', the Scottish Government's policy on street design. • Glasgow City Plan / Local Development Plan. 	The Scottish Government's policy on street design - 'Designing Streets' included an Equality Impact Assessment which has been referred to by the members of the Design Guide EqIA Steering Group. This was done in order to identify the existence of complementary findings / evidence and to help inform best practice within a Glasgow context.

Stakeholder consultation	<ul style="list-style-type: none"> The Design Guide for New Residential Areas was subjected, during August / September 2012, to a full public consultation. During this consultation groups / organisations representing the various 'Protected Characteristic' (equality categories) were specifically approached for their views on the proposals within the Design Guide, with a particular emphasis on how it might impact on them / their members from an equality perspective. 	No specific equality concerns were raised by any of the 'Protected Characteristic' groups (or individuals) during the public consultation exercise carried out about the proposals within the Design Guide for New Residential Areas. As a consequence it may be justifiably assumed that the Design Guide is likely to meet the needs of all groups in society. This being so in so far as it will prescribe the layout and features of new residential areas in Glasgow, serving as a technical reference tool for developers etc.
EqIAs on similar policies	<ul style="list-style-type: none"> Equality Impact Assessment of the Scottish Government's 'Designing Streets' policy on street design. 	The Scottish Government's policy on street design - 'Designing Streets' included an Equality Impact Assessment which has been referred to by the members of the Design Guide EqIA Steering Group. This was done in order to identify the existence of complementary findings / evidence and to help inform best practice within a Glasgow context.
Other (please specify)		

Step 4. Scoping Workshop

Scoping Workshop – Date and List of Participants

Date of Scoping Workshop:	5 July 2012		
List of Participants:	Name	Job Title/Role	Organisation
	1. Margherita Cavallo	Planning Officer	GCC Development & Regeneration Services
	2. Andy Brown	Group Manager	GCC Land & Environmental Services
	3. Karen Rattray	Planner	GCC Development & Regeneration Services
	4. Paul Buchanan	Senior Change Development Officer	GCC Land & Environmental Services

• **Scoping Workshop - Summary of main issues/impact areas identified**

This table is completed after the Scoping Workshop. Summarise here the main areas of impact issues identified in the Scoping Workshop and any key questions/missing information/evidence required. The Steering Group will use this summary for the prioritisation exercise. (For full detail of all impacts identified please refer to the Scoping Workshop Report)

Issue/Impact Area	Population Groups Affected	Key questions/missing information/evidence required	Initial Recommendations
<p>Shared pedestrian / vehicle space in new residential developments.</p>	<ul style="list-style-type: none"> • Age (Older people / children and younger people). • Disabled People (includes people with a physical disability, a learning disability, a sensory impairment, a long-term medical condition, or a mental health issue). 	<p>‘Possible’ negative impact flagged. Could arise from potential ‘road safety’ issue – i.e. vehicle / pedestrian conflict.</p> <p>Public consultation, which included focused consultation of interest groups representing relevant ‘protected characteristics’ (equality communities of interest) was used to identify evidence that could ‘shed light on’ any group specific impacts (positive or negative), should these in fact be shown to exist.</p>	<p>Action not necessary.</p> <p>The nature of road / footway design (passive speed control) as prescribed within the ‘Design Guide’ does, in itself, mitigate potential negative impacts (of this sort), as ‘shared space’ contexts are intended to be limited to ‘no through traffic’ situations where pedestrian driver / familiarity with the immediate locality will be the norm (local awareness etc.), and where the basic road design features will in themselves enhance driver concentration / attention.</p>
<p>Movement, mobility, accessibility, safety and well-being.</p>	<ul style="list-style-type: none"> • Disabled People (includes people with a physical disability, a learning disability, a sensory impairment, a long-term medical condition, or a mental health issue). 	<p>The Design Guide will have a positive impact on the mobility, and accessibility capacity of wheel-chairs users and people pushing children’s ‘buggies’. It will prescribe a footway width of 2 meters (minimum) in new residential developments (helping to overcome obstruction hindrances wherever these arise by creating sufficient ‘passing</p>	<p>Positive impact – no mitigating action necessary.</p>

		space' opportunities).	
Social Environment	<ul style="list-style-type: none"> • Older people • Women; men and transgender people • Disabled people • Minority Ethnic people • People with different religions or beliefs • Lesbian, gay, bi-sexual people. 	<p>'Possible' negative impact flagged. Could arise from building layouts / design circumstances where new build 'terraced' properties are constructed with parking provision in associated car parking areas to the rear. This may have a 'personal safety' implication disproportionately affecting people within the protected characteristics detailed (car parks not over-looked from house frontages etc.).</p> <p>Public consultation, including focused consultation of interest groups representing 'protected characteristics' (equality communities of interest) was used to identify evidence which could shed light on any group specific impacts (positive or negative) should these exist.</p>	<p>Mitigating action unnecessary.</p> <p>The perceived personal safety implication is mitigated by the design standards set by the Design Guide. In such circumstances a design compromise has been created to allow car free environments / social interaction space at the front of new developments. This will 'displace' parking provision to rear areas, however these will be private, shared (residents), be well-lit, be overlooked, will not be through-routes, and be self-contained, precluding and discouraging access by persons other than residents.</p>
Movement, mobility, accessibility, access to employment, economic social and educational opportunities	<ul style="list-style-type: none"> • People in different socio-economic groups (including those living in poverty / people of low income) 	None sought	<p>Potentially positive impact – no mitigating action necessary.</p> <p>The Design Guide for New Residential Areas could have a positive effect for people living in poverty / on low incomes. The Guide should assist in improving connectivity to employment and the costs involved in doing so (i.e. adequate public transport),</p>

			helping to reduce the potential for social and economic isolation.
Social Environment		None sought	Carers: There may be a positive aspect in so much as the Design Guide will promote improved social interaction and reduce isolation and exclusion by improving the vibrancy and community cohesion ethos of local neighbourhoods. In this sense therefore, the Design Guide for New Residential Areas could have a positive effect for people with 'carer' responsibilities, i.e. by reducing the potential for isolation by increasing opportunities for contact with neighbours in new residential areas.

Step 5. Prioritisation of Impacts Identified

Impacts may be judged '*significant*' if they:

- are likely to apply to a large number of people
- apply to a particularly vulnerable group of people
- have potential severe negative impacts for a subsection of the population
- have large potential for additional positive effects

Not all impact areas need to be subjected to further evidence and detailed assessment. See guidance on relevance and proportionality

<p>Which of the impact areas summarised above have been agreed by the Steering Group should be subject to further evidence gathering and appraisal?</p> <p>(This might include consulting with affected population groups or other stakeholders – see guidance in Appendix G)</p>	<ol style="list-style-type: none"> 1. Shared pedestrian / vehicle space in new residential developments (Possible negative impact flagged. Could arise from potential 'road safety' issue – i.e. vehicle / pedestrian conflict). 2. Social Environment (Building layouts / design circumstances where new build 'terraced' properties are constructed with parking provision in associated car parking areas to the rear. This may have a 'personal safety' implication disproportionately affecting people within certain Protected Characteristics detailed i.e. car parks not over-looked from house frontages etc.). <ul style="list-style-type: none"> • As a means of confirming assessors' assumptions, equality proofing of the Design Guide's proposals and design standards has in part (from a user perspective) been addressed through inclusion of identified equality groups (Protected Characteristics) as a specific audience in the public consultation exercise carried out about the Design Guide. The views of such groups (evidence) was considered to establish whether there is any likelihood of a disproportionate impact on them that might in some way have a negative affect. This should also confirm the relevance or otherwise of assessor assumption and inform the accurate development of any mitigating actions that are found to be necessary.
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Step 6. Appraisal of Evidence

- For each impact area prioritised, use the table below to summarise the populations affected, and the likelihood and severity of impact. (Four tables are provided, delete or copy these as necessary, depending on how many impact areas you are appraising).
- Underneath each table use bullet points to describe the impacts and how they are expected to arise with reference to the evidence.
- Complete each section by making recommendations.

Impact Area 1: Shared pedestrian / vehicle space in new residential developments.

Impact (i.e. potential impact on inequality)	Positive/ Negative	Affected population groups	No. of people affected	Likelihood (definite/ probable/ possible/ speculative)	Severity (major/ moderate/ minor)	Other comments (further evidence required/ questions)
Potential 'road-safety' impact i.e. slight potential for pedestrian / vehicle conflict.	Potential negative impact.	Age (Older people / younger people). Disabled people	Universally available service, No's affected cannot be determined.	Speculative (Officer held low-level perception of possible road-safety issue).	Minor.	Not appropriate

Description of impacts, pathways and evidence

- During development of the Design Guide, consideration was given by contributing / participating Council Officers to a possible issue that could arise with the resulting (standard) requirements for developers re prescribed road layouts in new residential developments. This highlighted a possibility that in **some** design circumstances, shared vehicle / pedestrian road space could lead to risk for people with sensory impairments who might not be aware of the presence of a nearby moving vehicle, resulting in a road-safety risk. Notably however, the particular roadway design circumstances where shared pedestrian / vehicle space would be approved, under Design Guide guidelines, would be restricted to short, no-through road layouts with good sightlines, and whose geometry would in itself act as a passive speed control measure.

Recommendations

- A formal public consultation exercise was carried out relating to the Design Guide for New Residential Areas. The circulation list for this consultation exercise specifically included representative groups of the equalities groups (Protected Characteristics) that it was considered could be affected by the proposals made by the Guide. It is notable however that no equalities groups responded to this consultation exercise with concerns of an equality nature, therefore it is assumed that such groups / individuals are content with the Design Guide as it stands.

Impact Area 2: Social Environment (Personal Safety / Well-being)

Impact (i.e. potential impact on inequality)	Positive/ Negative	Affected population groups	No. of people affected	Likelihood (definite/ probable/ possible/ speculative)	Severity (major/ moderate/ minor)	Other comments (further evidence required/ questions)
Building layouts / design circumstances with parking facilities separate / to rear of associated housing.	Potential negative impact. (Personal safety concern)	<ul style="list-style-type: none"> • Older people • Women; men and transgender people • Disabled people • Minority Ethnic people • People with different religions or beliefs • Lesbian, gay, bi-sexual people. 	Universally available service, No's affected cannot be determined.	Speculative.	Minor.	Not appropriate

Description of impacts, pathways and evidence

- 'Possible' **negative** impact flagged. Could arise from building layouts / design circumstances where new build 'terraced' properties are constructed with parking provision in associated car parking areas to the rear. This may have a 'personal safety' implication disproportionately affecting people within the protected characteristics detailed (car parks not over-looked from house frontages etc.).
- Public consultation, including focused consultation of interest groups representing 'protected characteristics' (equality communities of interest) was used to identify evidence which could shed light on any group specific impacts (positive or negative) should these exist.

Recommendations

- The perceived personal safety implication is mitigated by the design standards set by the Design Guide. In such circumstances a design compromise has been created to allow car free environments / social interaction / play space at the front of new developments. This will 'displace' parking provision to rear areas; however these will be quality, private, shared spaces (residents). They will be well-lit and be overlooked to greater extent, will not be through-routes and will be self-contained, discouraging access by persons other than residents.

Step 7. Final Recommendations, Implementation Plans and Sign Off of EqIA Final Report

Recommendations, changes required to the policy and future monitoring and evaluation

Please summarise any recommendations made in the Scoping Workshop or as a result of the appraisal below. For each recommendation, explain, what actions have been, or will be, undertaken and by when. Please also detail the arrangements put in place to monitor and evaluate the results of the action. (If the recommendation is not going to be progressed at this time please explain so and why.)

Recommendation	Protected characteristic affected	Action taken/to be taken	Who will take this forward (name and email)	Deadline for progressing	Review date
<p>1. As a result of there being no negative feedback from consultation with equalities groups about the proposals / design principals set out in the Design Guide for New Residential Areas, it is considered that it may be implemented as it stands. This will mean that its publication by the Council as a key strategic planning document, for use by developers when planning new residential areas in Glasgow, has been subject to a structured equality proofing exercise, and that it has been found to meet the terms of the 'Public Sector Equality Duty' as set-out by the Equality Act 2010, i.e. 'have due regard to the need to' -</p> <ul style="list-style-type: none"> • eliminate unlawful discrimination, harassment, victimisation • advance equality of opportunity between different groups • foster good relations between different groups. 	n/a	n/a	n/a	n/a	n/a

Sign off EqlA Final Report

Manager's/Steering Group Chair's Name:	Forbes Barron, Head of Planning and Building Control (DRS)
Signature:	
Date:	

Step 8. Submission for Publishing

Please send a completed copy of the EqIA Final Report with the EqIA Summary Form to: afton.hill@glasgow.gov.uk

Date submitted to Corporate Policy for publication:	
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The Council is required to submit monitoring reports on Equality Impact Assessment to Scottish Government. Therefore, please note that you may be contacted by a member of GCC Corporate Policy Team for quality assurance and/or monitoring purposes.