

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

Connecting Battlefield Phase 2

b) Reason for Change in Policy or Policy Development

In summary the project will seek to enable:

- New public space and footways including routes to Battlefield Rest and other trip-generating sites, and providing the potential for community events or activities, for example a farmers' market and Christmas fayre;
- Modernising existing crossings and providing new pedestrian and cycle signalised crossings;
- Improved public transport including rationalised bus stops and re-aligned bus stops with upgraded facilities;
- Better conditions for cycling, including potential segregated cycle lanes and a link to the South City Way;
- Reduce the dominance of the car in the area.

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

Key aspects of the project include:

- Amendment to the existing Traffic Regulation Order to restrict parking and loading and also facilitate the presence of mandatory two way cycle lanes

This project addresses the following.

Glasgow City Council Strategic 2022 – 2027:

- Reduce poverty and inequality in our communities
- Increase opportunity and prosperity for all our citizens
- Fight the climate emergency in a just transition to a net zero Glasgow
- Enable staff to deliver essential services in a sustainable, innovative, and efficient way for our communities.

Active Travel Strategy 2022 - 2031

Themes of the Active Travel Strategy 2022 - 2031:

- Transport contributes to a successful and just transition to a net-zero carbon, clean and sustainable city.
- Transport has a positive role in tackling poverty, improving health and reducing inequalities.
- Transport contributes to continued and inclusive economic success and a dynamic, world-class city.
- Places are created where we can all thrive, regardless of mobility or income, through liveable neighbourhoods and an inclusive City Centre

Aims of the City Network:

Enable direct, clear active travel journeys to everywhere in Glasgow, for everyone in Glasgow.

Eliminate traffic danger as a reason not to cycle.

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.

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

David Clark 13-02-2025

e) Assessment Verified by (signed and date)

Aidan O'Meara 13-02-2025

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.

<p>Please name any research, data, consultation or studies referred to for this assessment:</p>	<p>Please state if this reference refers to one or more of the protected characteristics:</p> <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, 	<p>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>
<p>Stakeholder consultation has be undertaken to discuss proposals at an early stage. Including internal departmental consultation with parking / road safety, traffic etc. Traffic Regulation Order consultations subsequently undertaken for final design with relevant stakeholders, transport organisations and emergency services. This included publishing the proposals to gain feedback</p> <p>The statutory consultation procedure for Traffic</p>	<p>The publication of proposals will be made available in the media, online and on street to ensure that all members of the public can provide comment and input.</p> <p>There is a universal right of objection to any proposed Traffic Regulation Order by anyone.</p>	<p>The statutory requirements, officers will notify ward members through a ward notification in the same way as is done for restrictions associated with roadworks. The Regulations require that Safety Notices are advertised on street and this will be undertaken in line with normal procedures. The TROs will be advertised in a newspaper, again in line with standard procedures. In addition, information on restrictions will be made available online</p>

Regulation Orders will be undertaken with relevant stakeholders, transport organisations and emergency services.		and through social media channels.
--	--	------------------------------------

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>Creation of a more liveable place that puts people, rather than vehicles, first. This will be achieved through rebalancing the streets towards walking and cycling, while still allowing vehicular access.</p> <p>The introduction of parking and loading restrictions will allow for the protection of those cycling on Connecting Battlefield which could have a positive impact on people’s ability to use these spaces safely and with confidence.</p>	N/A – parking is maintained on both side of the carriageway.	<p>The proposals support the promotion of active travel uptake and social, economic, cultural and environmental regeneration of the City by promoting low cost, efficient and effective carbon neutral transport within Glasgow and specifically on Grange Road and Battlefield Road.</p> <p>The initial proposal will result in improved road safety, reduce vehicular demand and enable greater priority to be given to pedestrians and cyclists.</p> <p>Vehicular traffic, will also reduce the risk of life’s</p>
	Men	As above	As above	As above
	Transgender	As above	As above	As above

OFFICIAL

Appendix 4

EQIA Screening Form

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
RACE*	White	As above	As above	As above
<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	As above	As above	As above
	Asian	As above	As above	As above
	African	As above	As above	As above
	Caribbean or Black	As above	As above	As above
	Other Ethnic Group	As above	As above	As above
DISABILITY	Physical disability	<p>The proposals have the potential to improve access for disabled people by offering additional footway space in certain locations. Seating could provide a benefit to those with physical disabilities by providing rest points.</p> <p>Every effort will be made to ensure the needs of disabled people are fully considered in the planning and delivery of measures and the project team will endeavour to ensure that the measures reflect the considerations identified</p>	N/A	As above
<i>A definition of</i>	Sensory Impairment	The proposals will provide		

OFFICIAL

OFFICIAL

Appendix 4

EQIA Screening Form

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
disability under the Equality Act 2010 is available here .	(sight, hearing,)	additional space for walking and wheeling which will potentially benefit visually impaired pedestrians. Work will be undertaken to encourage removal of some obstacles on existing footways (for example A boards) which should benefit visually impaired pedestrians.	Pedestrians may be required to cross cycle lanes to access bus stops and crossing points. Measures will be investigated to both alert pedestrians of the cycle route crossing point, and to alert cyclists of the potential for pedestrians to be crossing ahead.	As above
	Mental Health	Creation of a more liveable place that puts people, rather than vehicles, first. This will be achieved by providing enough space on city streets to support physical distancing for those walking, wheeling and cycling. The improvement in public realm will have a positive impact on people's ability to use these spaces safely and with confidence.	As above	As above
	Learning Disability	As above	As above	As above
LGBT	Lesbians	As above	As above	As above

OFFICIAL

OFFICIAL

Appendix 4

EQIA Screening Form

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
	Gay Men	As above	As above	As above
	Bisexual	As above	As above	As above
AGE	Older People (60 +)	As above	As above	As above
	Younger People (16-25)	As above	As above	As above
	Children (0-16)			
MARRIAGE & CIVIL PARTNERSHIP	Women	As above	As above	As above
	Men	As above	As above	As above
	Lesbians	As above	As above	As above
	Gay Men	As above	As above	As above
PREGNANCY & MATERNITY	Women	As above	As above	As above
RELIGION & BELIEF** A list of religions used in the census is available here .	See note	As above	As above	As above

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.

*

OFFICIAL

OFFICIAL

Appendix 4

EQIA Screening Form

** 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](#).

OFFICIAL

Summary of Protected Characteristics Most Impacted

For most groups with Protected Characteristics, try walking and cycling measures will have a positive impact on city streets for those walking, wheeling and cycling. These measures will also help to create more liveable places that put people, rather than vehicles, first.

However there is potential for some people with physical disabilities or sensory impairments to be impacted by the proposals, particularly in relation to the increased potential for pedestrian and cycle conflict at bus stops and crossing points on a cycle lane or a reduction in access or parking opportunities.

There are often competing preferences from groups with protected characteristics where a balanced approach must be taken when developing designs for interventions.

For example, those with physical disabilities prefer step free access at the same level whilst those representing people with visual impairments strongly recommended the use of kerbs and a level change to allow for guide dogs and cane users to identify the change in use of an area.

The design team will consider all available information and views carefully when progressing the designs and ensure, where possible, that access for all is maintained at all times within the constraints of the temporary nature of the measures and costs of deploying suitable solutions

Summary of Socio Economic Impacts

The proposals seek to improve opportunities and access to sustainable and/or active travel by enhancing local environments and improving conditions for those walking, wheeling and cycling. By addressing barriers to social mobility and improving access to services this project can help to support positive mental health and wellbeing outcomes.

The proposals support the promotion of active travel uptake and social, economic, cultural and environmental regeneration of the City by promoting low cost, efficient and effective carbon neutral transport within Glasgow.

Summary of Human Rights Impacts

The introduction of these measures and improved access will encourage a greater number of people to walk and cycle. Separating cyclists from vehicular traffic, and reducing the risk of accidents for vulnerable users.

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?	Not at this stage

Actions: Next Steps (i.e. is there a strategic group that can monitor any future actions)		
Further Action Required/ Action To Be Undertaken	Lead Officer and/or Lead Strategic Group	Timescale for Resolution of Negative Impact (s) / Delivery of Positive Impact (s)
Consultation with relevant stakeholders, transport organisations and emergency services through the Traffic Regulation Order process. Publication of proposals for general public within GCC Storymap. Monitor and review if successfully implemented.	David Clark – Sustainable Transport.	

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 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.

OFFICIAL

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](#)

Fairer Scotland Duty

Authorities should also consider Socio-Economic Impacts where appropriate. Further information: [Fairer Scotland Duty Interim Guidance](#)

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.

OFFICIAL