



The Glasgow City Council (North Kelvin, North Woodside and Woodlands)
(Mandatory 20mph Speed Limit Zone) Order 201_



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.



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1. IDENTIFY THE POLICY, PROJECT, SERVICE REFORM OR BUDGET OPTION:

Name of the Policy, Project, Service Reform or Budget Option to be screened

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a) Reason for Change in Policy or Policy Development

To reduce vehicle usage and vehicle speeds in residential areas and improve the safety and actual perceived security of travelling within the area for all road users.

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

The proposal is to introduce a 20mph zone for the area generally bounded by Maryhill Road to the North and East, Queen Margaret Drive to the West and Great Western Road to the South. The second zone also being promoted is bounded by Great Western Road to the North, St George's Road to the East and Woodlands Road to the South.

Transport Scotland have published the 'Good Practice Guide on 20mph Speed Restrictions' - Version 2-June 2016, which states that 20mph Limits can now be considered without traffic calming measures at locations where the 'existing mean speeds are no greater than 24mph'. Speed surveys were carried out throughout Ward 11 and results have been undertaken and confirm no physical traffic calming measure will be required to introduce a 20mph speed limit.

The purpose of the 20mph zones is to ensure that vehicle users reduce their speeds to 20mph or less, and therefore improve road safety for pedestrians, cyclists and all other vehicle users. By turn, it is anticipated that this will encourage more people to walk and cycle, which would have associated health benefits.

Furthermore, a report by Department for Transport (DfT), titled, '*Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants*', notes the following benefits:

- If someone is hit by a car at 40 mph they are 30% likely to be killed.
- If someone is hit by a car at 30 mph they are 7% likely to be killed.
- If someone is hit by a car at 20 mph they are 1% likely to be killed.



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Furthermore, Glasgow City Council's Local Transport Strategy is designed to keep Glasgow's roads moving and included within this the Council has two high level objectives which the proposed traffic calming scheme relates to. These are:-

- To 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.

And

- Improve the safety and the actual and perceived security of travelling within the City by reducing accidents and enhancing the personal security of all users of the transport network.

To achieve these objectives the Council has agreed the following transport policies which are relevant to this proposal, as follows:-

- Reduce vehicles and vehicle speeds in main shopping areas and work towards reducing speeds in appropriate residential areas.
- Focus accident reduction measures on worst sites and schools with special weighting to vulnerable users (e.g. children, cyclists, the elderly).

The policies stated above can be achieved by:-

- Maintaining and utilising a safety audit procedure for the design and implementation of new schemes
- Implementing traffic calming or other measures (including 20mph zones) in selected residential areas focusing on areas of high pedestrian activity with known problem of injury.
- Investigating the feasibility of Mandatory 20mph limits in appropriate residential areas supported by an appropriate enforcement regime, as an alternative to traffic calming

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

Suzette Aidoo, 9th September 2019

d) Assessment Verified by (signed and date)

Malcolm Hall , 18 September 2019



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2. GATHERING EVIDENCE & STAKEHOLDER ENGAGEMENT

The best approach to find out if a policy, etc. is likely to impact positively or negatively on equality groups is to look at existing research, previous consultation recommendations, studies or consult with representatives of those groups. You should list below any data, consultations (previous relevant or future planned), or any relevant research or analysis that supports the Policy, Project, Service Reform or Budget Option being undertaken.

Please name any research, data, consultation or studies referred to for this assessment:	Please state if this reference refers to one or more of the protected characteristics: <ul style="list-style-type: none"> ➤ 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.
A consultation will be carried out with relevant transport organisations and emergency services. The proposals will be publicised.	There is a universal right of objection to any proposed Traffic Regulation Order.	N/A
	This publication of proposals will be available in the media, at a local exhibition and online to ensure it is open to all members of the public for comment and input. As above there is a universal right of objection to any proposed Traffic Regulation Order.	N/A



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3. ASSESSMENT & DIFFERENTIAL IMPACTS

Use the table below to provide some **narrative** where you think the **Policy, Project, Service Reform or Budget Option** has either a positive impact (contributes to promoting equality or improving relations within an equality group) or a negative impact (could disadvantage them) and note the reason for the change in policy or the reason for policy development, based on the evidence you have collated.

Protected Characteristic	Specific Characteristics	Positive Impact (it could benefit an equality group)	Negative Impact – (it could disadvantage an equality group)	Socio Economic / Human Rights Impacts
SEX/ GENDER	Women	<p>A report by Department for Transport (DfT), titled, ‘Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants’, notes the following benefits:</p> <ul style="list-style-type: none"> - If someone is hit by a car at 40 mph they are 30% likely to be killed. - If someone is hit by a car at 30 mph they are 7% likely to be killed. - If someone is hit by a car at 20 mph they are 1% likely to be killed. 	N/A	<p>To support the continuing physical, social, economic, cultural and environmental regeneration of</p> <ul style="list-style-type: none"> • North Kelvin • North Woodside • Woodlands <p>by maintaining and promoting efficient and effective transportation services and infrastructure within the area.</p> <p>Improve the safety and the actual and perceived security of travelling within the area by reducing accidents and enhancing the personal security of all users of the transport network.</p>
	Men	As above	As above	As above
	Transgender	As above	As above	As above

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.</i> <i>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



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DISABILITY	Physical disability	As above	As above	The quality of life for residents in this area should be improved with cars driving at a lower speed.
<i>A definition of disability under the Equality Act 2010 is available here.</i>	Sensory Impairment (sight, hearing,)	As above	As above	As above
	Mental Health	As above	As above	As above
	Learning Disability	As above	As above	As above
LGBT	Lesbians	As above	As above	As above
	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)	As above	As above	As above
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



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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.

** 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.](#)



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Summary of Protected Characteristics Most Impacted

N/A

Summary of Socio Economic Impacts

The proposals would positively affect the area as a whole as more people will be encouraged to walk and cycle which would have associated health benefits.

Summary of Human Rights Impacts

Introducing mandatory 20mph speed limit zones ensure that vehicle users reduce their speeds to 20mph or less, and therefore improve road safety for pedestrians, cyclists and all other vehicle users.



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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?	Not at this stage
Does the project, policy or strategy require to be amended to have a positive impact?	Not at this stage
Does a Full Impact Assessment need to be undertaken?	Not at this stage



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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)
Undertake a review of the proposals following implementation	Suzette Aidoo	12 months following possible introduction of the proposals

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)



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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.



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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.

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