EqIA Final Report: GLASGOW CITY CENTRE TRANSPORT STRATEGY 2014-2024

The numbered sections relate directly to the steps outlined in EqIA Guidance. It is recommended that the report is completed on an ongoing basis throughout the EqIA 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 EqIA.

Contents

Name/Title of Policy	Glasgow City Centre Transport Strategy 2014-2024

Step 1.   Screening

Date EqIA Initiation Form Submitted to Corporate Policy:	02/05/2014

Step 2.   Lead Officer and Steering Group Members

Lead Officer:	Elaine Wilson Smith SYSTRA Ltd
Steering Group Members:	**Andrew Brown** **Glasgow City Council** **Graeme Dewar** **Glasgow City Council** **Neill Birch** **SYSTRA Ltd** **Alec Knox** **SYSTRA Ltd** **Chris Paterson** **SYSTRA Ltd**

Step 3.   Preparation

Rationale and Aims of the Policy:	**The key aim of the Transport Strategy is to identify how transport will support and enhance the wider elements of the City Centre Strategy. The City Centre Strategy is aimed at tackling economic, planning, environmental and traffic issues within the city centre.**
	
	The area covered by the City Centre Transport Strategy is broadly contained within the boundaries of the M8, High Street and the River Clyde.
	
	The city centre faces a number of transport problems which this strategy seeks to address:
	1. Walking and Cycling Issues:
	    ▪ pedestrian environment issues;
	    ▪ poor conditions for cycling;
	2. Public Transport:
	    ▪ public transport network impacts;
	    ▪ quality of public transport provision;
	3. Traffic and Parking:
	    ▪ traffic movement restrictions;
	    ▪ traffic demand issues;
	    ▪ accidents;
	    ▪ parking.
	
	Five objectives have been defined which are consistent with the wider strategic context, and designed to address the issues above. These include:
	• Increase the modal share of trips to/from and within the city centre by walking, cycling and public transport;
	• Provide access for residents, blue badge holders, tourists and traffic essential to sustain economic functions;
	• Enhance the quality and legibility of main pedestrian spaces, key development areas and main access routes;
	• Reduce harmful traffic emissions; and
	• Enhance road safety and personal security for all city centre users.
	
	The Transport Strategy is currently being finalised; content has been influenced by this EqIA and/or the consultation responses.

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 - Index of multiple deprivation - Scottish Neighbourhood Statistics	2011 Census data in relation to Glasgow was considered to identify the extent of the various populations that may be affected by the Strategy.
Data on service uptake/ access	Not relevant for a Strategy Document	n/a
Data on quality/outcomes	Not relevant for a Strategy Document	n/a
Research evidence/ literature review	Drawings - Fastlink Route Plan Internal Workshop Minutes - City Centre Traffic Management Strategy Initial Workshop Meeting – 29th November 2006 - City Centre Transport Plan GCC / Strathclyde Partnership for Transport (SPT) Workshop – 22nd June 2007 Preliminary Scottish Transport Appraisal Guidance (STAG) Report - City Centre Review STAG Report Local Transport Strategy Reports - Local Transport Strategy 2007 - 2009: Consultative Workshops 2006 Report - Local Transport Strategy 2007 - 2009: Consultative Workshops 2006 Executive Summary - Local Transport Strategy 2007 - 2009: Consultative Workshops 2006 Report – Volume 2: Group Sessions	Key transport-related issues were identified, and solutions designed to address these. Engagement with stakeholders (groups, organisations and individuals) helped enhance the evidence base. Best practices from other similar cities also investigated. Emerging solutions were tailored to the wider-ranging City Centre Strategy, and its aspirations relating to public realm in the city centre.

Type of Evidence	References	Key Facts/Comments
	• Local Transport Strategy 2007 - 2009: Consultative Workshops 2006 Appendix: Volume 2 – Group Sessions • Local Transport Strategy 2007 - 2009: Consultative Workshops 2006 Report – Volume 3: Questionnaire Responses Strategy documentation • City Centre Strategy Pre-Appraisal Report • City Centre Strategy STAG Part 1 Appraisal • City Centre Strategy Accessibility and Social Inclusion Note • City Centre Strategy Appraisal Against Transport Planning Objectives • City Centre Strategy Cost to Government and Risk • City Centre Strategy Economy • City Centre Strategy Environment • City Centre Strategy Implementability • City Centre Strategy Integration • City Centre Strategy Safety and Security	
Stakeholder consultation	Themed Workshops • City Centre Traffic Management Strategy Public Transport Focus Group – 6th August 2007 • City Centre Traffic Management Strategy Cycling Focus Group – 8th August 2007 • City Centre Traffic Management Strategy Walking Focus Group – 15th August 2007 • City Centre Traffic Management Strategy Public Transport Focus Group – 17th August 2007 • City Centre Traffic Management Strategy Traffic Emissions Focus Group – 17th August 2007 • City Centre Traffic Management Strategy Essential	Significant consultation activities undertaken at each stage of the Strategy design. A very wide range of stakeholders have been consulted, over a variety of topics and subjects. Stakeholders have helped to shape the aims and priorities for the Strategy, as well as identify potential problems/issues and suitable, workable solutions.

Type of Evidence	References	Key Facts/Comments
	Access Focus Group – 21st August 2007 • City Centre Traffic Management Strategy Safety and Security Focus Group – 24th August 2007 Strategy Consultation Meetings and Minutes • 2012 City Centre Strategy STAG part 1 Workshop minutes • 2013 City Centre Strategy STAG part 2 Workshop minutes • 2012 Initial workshop with GCC Development and Regeneration Services (DRS) • 2012 Initial workshop with GCC Land and Environmental Services (LES) • 2012 Initial workshop with Glasgow Community and Safety Services • 2012 Initial meeting with Glasgow Chamber of Commerce • 2013 Public Transport Workshop • 2013 Public Realm Workshop • 2013 Traffic Management Workshop • 2013 Cycling Workshop • 2013 Emissions Workshop • 2013 Freight Workshop • 2013 Coach Parking Workshop • 2013 Modelling requirements discussion with SPT • 2013 Synergy meeting with City Centre Districts Strategy and Wider Strategy Team Draft Strategy Consultation Meetings • Draft Strategy Consultation meeting with Chamber of Commerce	

Type of Evidence	References	Key Facts/Comments
	• Draft Strategy Consultation meeting with First Glasgow • Draft Strategy Consultation meeting with SPT • Draft Strategy Consultation meeting with SPT Freight Quality Partnership • Draft Strategy Consultation meeting with Friends of the Earth	
EqIAs on similar policies	• Wiltshire Local Transport Plan 2011-2026: Equality impact assessment • West Dunbartonshire Council's Equality Impact Assessment of their Local Transport Strategy (LTS) 2013-2018	Both considered in advance of preparing this EqIA to identify likely issues.
Other (please specify)	• City Centre Shopping Survey Report and evidence of the implications of parking management measures on town and city centre businesses Strategy Progress Meeting minutes • Progress Meetings 1 – 22	A total of 548 interviews were conducted. Interviews were conducted over several weeks in June and July 2013 and took place on weekdays, weekends and Thursday evenings. The split between male and female respondents was fairly even (49% and 51% respectively). A broad range of ages were targeted. The target sample was agreed with Glasgow City Council prior to commencement of the survey, and based upon population data for the Glasgow Local Authority Region.

Step 4.   Scoping Workshop

Scoping Workshop – Date and List of Participants

Date of Scoping Workshop:	12/06/2014		
List of Participants:	**Name**	**Job Title/Role**	**Organisation**
	1. Andrew Brown	Projects Manager, Land and Environmental Services (LES)	Glasgow City Council
	2. Graeme Dewar	Project Management LES	Glasgow City Council
	3. Ken Higgins	Senior Change Development Officer LES	Glasgow City Council
	4. Patrick McGuigan	Chairperson	Glasgow Access Panel
	5. Catherine Shields	Community Developer	Glasgow City Council, Social Work North West
	6. Brian Scott	Development Manager	Glasgow Disability Alliance
	7. James Montgomery		Disability, Have Your Say
	8. Elaine Wilson Smith	Principal Consultant	SYSTRA
	9. Alec Knox	Principal Consultant	SYSTRA
	10. Chris Paterson	Principal Consultant	SYSTRA
	11. Stela Bounta	Analyst	SYSTRA
	12.		
	13.		
	14.		
	15.		

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). Cross-references in square brackets refer to appropriate pages in the Strategy Document – for example [62].

Issue/Impact Area	Population Groups Affected	Key questions/missing information/evidence required	Initial Recommendations [Cross ref to page in draft Strategy]
Avenues: street furniture	Physically and Visually Impaired People, elderly and parents with young children		To be considered at detailed design stage to ensure disability compliant
Avenues: potential lack of kerbs at roadside	Positive for physically impaired Potentially negative for visually impaired or young children	Do road safety educators have alternative training they can use in such situations to train visually impaired and/or children?	Liaise with groups representing disabled and road safety trainers on possibilities as well as method for distributing information [44]
Wider footways	Pedestrians and motorists	Will this create or reduce congestion?	Strategy includes a number of traffic reduction measures which will facilitate the ability to widen footways [40-62]
Lack of pedestrian crossing signals, in particular audible "beeping" signals	Visually impaired	Not used in city centre due to potential for confusion. Are there alternatives to beeps?	Tactile paving and cones are used for city centre pedestrian crossings
Tactile paving	Potential conflicts between visually and mobility impaired people		Consider appropriate options as part of the design process
Nature of footway surface	Potential conflict over appearance and safety for those with walking difficulties		Ensure appropriate standards used in design process. All paving used in Glasgow must meet minimum standards which exceed satisfactory levels of wet slip resistance. [44]
Cycling Routes	Cyclists, those with health and mental health issues, reduction in conflict between the various	Do mental health issues have any impact upon potential use?	Consider including general section within strategy summarising its potential

Issue/Impact Area	Population Groups Affected	Key questions/missing information/evidence required	Initial Recommendations [Cross ref to page in draft Strategy]
	city centre users.		benefits (including these) [62-67]
Bus corridors	Bus users, other road users, pedestrians	Will this impact upon congestion levels?	Consider including general section within strategy summarising its potential benefits (including these) [62-67]
Reducing on street parking provision in city centre	Disabled people, elderly, and parents with young children		Strategy does support continued fair access for disabled drivers. [57] Note that proposals must be compliant with current legislation and appropriate for volumes of other traffic (eg using loading bays).
Peripheral car parks	Disabled people, parents with young children		New car-parks are not mentioned by the Strategy, existing peripheral car parks are intended to be sufficient, supplemented by continued commitment to sufficient disabled parking [54] Add reference to fact that with greater emphasis on peripheral car parks, accessibility needs to follow good practice [54, 55]
Multi storey car parks	Disabled people, parents with young children, women, other minority groups		Add reference to fact that with greater emphasis on peripheral car parks, accessibility needs to follow best practice [54, 55]

Issue/Impact Area	Population Groups Affected	Key questions/missing information/evidence required	Initial Recommendations [Cross ref to page in draft Strategy]
20 mph zones	Good for all		Consider including general section within strategy summarising its potential benefits (including these) [56]
Low emissions zones	Good for all		May be merit in strengthening section on LEZs [59]
Improved accessibility to the city centre	Good for all and will encourage integration and social inclusion		Consider including general section within strategy summarising its potential benefits (including these) [62-67]
Improved/easier access to public transport	Good for all, but with particular benefits for those with little/no access to private vehicles		Consider including general section within strategy summarising its potential benefits (including these) [62-67]
Offside taxi ranks	Physically and Visually Impaired People, Elderly, Parents with young children		To be taken into consideration at detailed design stage
Integrated network	Good for all		Consider including general section within strategy summarising its potential benefits (including these) [62-67]
Access to Universities, Colleges and the Royal Infirmary	Unknown	Details on firm proposals for transport around these institutions required before nature and extent of impacts can be assessed.	Further liaison with these institutions required around the planning and design phases [55]

Step 5.   Prioritisation of Impacts Identified

Impacts may be judged '*significant'* if they:
- o   are likely to apply to a large number of people
- o   apply to a particularly vulnerable group of people
- o   have potential severe negative impacts for a subsection of the population
- o   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

Which of the impact areas summarised above have been agreed by the Steering Group should be subject to further evidence gathering and appraisal? (This might include consulting with affected population groups or other stakeholders – see guidance in Appendix G)	All issues/impact areas summaries above have been agreed to be subject to further evidence gathering and appraisal. The only exception is in relation to wider footways as it is considered that the Draft Strategy Document already details a number of measures to reduce traffic to facilitate this. Further evidence gathering was required for all impacts in terms of identifying the numbers of people likely to be affected by each. Scottish Census 2011 data relating to Glasgow City Council's population was examined. In addition, additional information was required in relation to any potential limitations and/or impacts that mental health issues may have on use of cycling routes. The Workshop attendee who highlighted this as a group that would particularly benefit from cycling routes and cycle hire facilities was contacted again to explore any limitations/impacts. The issues/impacts above have been grouped under five general area headings in the following section: • Avenues; • Footway Surfaces; • Routes and Zones; • Parking; and • Accessibility.

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: Avenues

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)
Street furniture	Negative	• Physically impaired • Visually impaired • Elderly, and • Parents with young children.	• 46,273 • 14,831 • 82,461 • 33,221	Probable	Moderate	

Description of impacts, pathways and evidence
- o Street furniture can create trip hazards for those with mobility and visual impairments, and makes it difficult for those with mobility and visual impairments, as well as for parents with young children to manoeuvre easily.

Recommendations
- o Potential for, nature and extent of any street furniture should be considered at the detailed design stage to ensure disability compliant and ease of manoeuvrability for pedestrians.

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 lack of kerbs at roadside	Positive & Negative	• Physically impaired • Visually impaired or young children	• 46,273 • 14,831 • 33,221	Possible	Moderate positive but potentially major negative	

Description of impacts, pathways and evidence
  o No kerbs at the roadside (i.e. pavement and road areas at the same level along the length of the Avenue) would be helpful for those with mobility issues, those that use wheelchairs, etc. as it would make crossing the road easier.
  o However, this would also have potentially negative impacts for those with visual impairments who use the kerb as a physical signpost and aid in road safety who may then find it more difficult to cross the road safely.
  o There may also be safety concerns for parents with young children who are also learning to cross the road using the kerbside as the stimuli to stop children from entering the road.

Recommendations
  o Final design of Avenues have not yet been agreed so the use of kerbs should be considered at the detailed design stage. Should it be decided that kerbs will not be used at the roadside then the Council should liaise with groups representing disabled people and educational road safety trainers on possibilities for training and alternate safety measures as well as method for distributing information.
  o Note to be added to the Strategy Document on this [44].

Impact Area 2: Footway Surfaces

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)
Nature of footway surface	Negative	Those with walking difficulties	46,273+	Possible	Major	

Description of impacts, pathways and evidence
o Potential conflict between the appearance of materials used for footways and the safety of certain surfaces when wet (e.g. marble surfaces). Surfaces which are slippery when wet create difficulties for those with difficulties walking, particularly for those with physical disabilities and the elderly, and create a hazard which could result in serious injury should they fall.
Recommendations
o Ensure appropriate standards used in the design process. All paving used in Glasgow must meet minimum standards which exceed satisfactory levels of wet slip resistance.
o Note to be added to the Strategy Document on this [44].

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)
Tactile paving	Positive & negative	• Visually impaired • Physically impaired	• 14,831 • 46,273	Speculative	Major	

Description of impacts, pathways and evidence
o Potential conflict between equality groups over the use of tactile paving, with it being highly valuable in road safety for those with visual impairments, but difficult for wheelchair users and those with walking difficulties to manoeuvre over.
Recommendations
o Consider appropriate options as part of the design process.

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)
Lack of pedestrian crossing signals, in particular audible "beeping" signals	Negative	Visually impaired	• 14,831	Possible	Minor	Are there alternatives to beeps?

Description of impacts, pathways and evidence
  o "Beeping" crossing signals are not used in the city centre due to the potential for confusion, i.e. the close proximity to other crossing signals could lead a visually impaired person to think it is safe to cross when they actually hear a nearby signal and not the one they are using. Rather, tactile paving and cones on crossing signals are currently used to allow visually impaired to cross the road safely.

Recommendations
  o Tactile paving and cones on crossing signals likely to be used going forward. Ensure this is clear in the Strategy Document.

Impact Area 3: Routes and Zones

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)
Cycling Routes	Positive	Cyclists and aspiring cyclists, those with health and mental health issues.	Unknown, expected to be significant	Probable	Moderate	Do mental health issues have any impact upon potential use?

Description of impacts, pathways and evidence
- o Cycling routes are expected to have little impact on most physically impaired and older people but 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.
- o 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. It may be beneficial for Glasgow City Council to liaise with existing mental health charities and support networks/groups in the area to make them aware of the plans/changes so that they can promote this to their members.
- o Expected that well defined and dedicated cycling routes will also reduce conflict between cyclists, other road users, and pedestrians in the city centre.

Recommendations
- o Improvements for cyclists highlighted throughout document [45,46]
- o Consider including general section within the Strategy Document summarising the potential benefits of cycling and cycle routes. [62-67]
- o Glasgow City Council to liaise with existing mental health charities and support networks/groups to make them aware of the plans/changes to cycling provision so that they can promote this to their members.

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)
Bus corridors	Positive	Bus users, other road users, pedestrians	593,245+	Probable	Moderate	Will bus corridors reduce congestion?

Description of impacts, pathways and evidence
- o Bus corridor infrastructure usually designed to restrict access for other traffic (e.g. bus gates), so expect congestion to be reduced, providing a positive impact for bus users, and pedestrians.
- o This may cause frustration for drivers however, if roads they currently have access to are closed off to them, however, this is likely to be a short term issue until drivers adapt their routes as required.

Recommendations
- o Add specific description of how bus corridors and congestion reduction would be delivered [throughout Chapters 5, 6].
- o Consider including general section within the Strategy Document summarising the potential benefits of bus corridors. [62-67]

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)
20 mph zones	Positive	All city centre users	593,245+	Definite	Major	

Description of impacts, pathways and evidence
- o 20 mph zones should both reduce the number of road traffic accidents and the severity of accidents.   Fewer pedestrians will be involved in accidents with vehicles, and the severity of the remaining accidents should be lessened.

Recommendations
- o Consider including general section within the Strategy Document summarising the potential benefits of 20 mph zones. [56]

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)
Low emissions zones	Positive	All city centre users	593,245+	Definite	Major	

Description of impacts, pathways and evidence
- o Low emission zones are considered positive for all city centre users, but with particular health benefits for those with poor health, respiratory issues, the elderly, children, etc.

Recommendations
- o Strengthening section on LEZs [59] to enhance this positive impact.

Impact Area 4: Parking

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)
Reducing on street parking provision in city centre	Negative	Disabled people, elderly and parents with young children	Unknown, expected to be significant	Probable	Moderate	

Description of impacts, pathways and evidence
- o Concern that reduction of on street parking provision in the city centre may result in increased difficulty in finding parking spaces, and increase inappropriate use/abuse of disabled parking bays. Parking difficulties may result in people avoiding the city centre, preferring to use alternative destinations where parking is more readily available.
- o Draft Strategy does support continued fair access for disabled drivers [59]. Note that proposals must be compliant with current legislation and appropriate for volumes of other traffic (eg using loading bays).

Recommendations
- o Link reduced on street parking provision to improved public transport links thereby reducing reliance on private car use in the city centre (i.e. reducing the need for extensive parking).
- o Outline measures to enforce appropriate use of disabled bays.

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)
Peripheral car parks	Negative	Disabled people, parents with young children	Unknown, expected to be significant	Probable	Moderate	

Description of impacts, pathways and evidence
  o New car-parks are not mentioned by the Strategy, existing peripheral car parks are intended to be sufficient, supplemented by continued commitment to sufficient disabled parking [59]
  o Reliance on peripheral car parks considered negative for those with mobility issues, the elderly, parents with young children, etc as being too far for people to have to walk to get into the city centre or to return to the car with shopping. This could discourage people from coming into the centre, especially in bad weather.

Recommendations
  o Add reference to fact that with greater emphasis on peripheral car parks, accessibility needs to follow good practice [54, 55].

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)
Multi storey car parks	Negative	Disabled people, parents with young children, women, other minority groups	Unknown, expected to be significant	Possible	Minor	

Description of impacts, pathways and evidence
  o Accessibility issues for the physically impaired, elderly, parents with buggies, etc.
  o Personal safety concerns for women and other minority groups, particularly when using these car parks at night/in the dark.

Recommendations
  o Add reference to fact that with greater emphasis on peripheral car parks, accessibility needs to follow best practice [54, 55].

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)
Offside Taxi Ranks	Negative	• Physically impaired • Visually impaired • Elderly, and • Parents with young children	• 46,273 • 14,831 • 82,461 • 33,221	Definite	Major	

Description of impacts, pathways and evidence
  o Concern was expressed that taxi ranks which required loading from the offside were unsuitable for physically impaired, elderly, parents with buggies, etc.

Recommendations
  o To be taken into consideration at detailed design stage.

Impact Area 5: Accessibility

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)
Improved accessibility to the city centre	Positive	All city centre users	593,245+	Definite	Major	

Description of impacts, pathways and evidence
  o Improved accessibility to the city centre should benefit all Glasgow residents, workers and other city centre users. It is expected that this will increase the number of disabled people visiting the city centre which should encourage integration and social inclusion.

Recommendations
  o Consider including general section within the Strategy Document summarising the potential benefits of improved accessibility to the city centre. [62-67]

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)
Improved/easier access to an integrated public transport network	Positive	All city centre users	593,245+	Definite	Major	

Description of impacts, pathways and evidence
  o Improved and/or easier access to public transport and a more integrated network should benefit all Glasgow residents, workers and other city centre users. It will be particularly valuable however, for those without access to private vehicles.
  o It is expected that this will increase the number of disabled people visiting the city centre which should encourage integration and social inclusion.

Recommendations
  o Include general section within the Strategy Document summarising potential benefits of improved access to public transport. [62-67]

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)
Access to Universities, Colleges and the Royal Infirmary	Unknown	All users of these institutions	Unknown, expected to be significant	Speculative	Unknown	Details on firm proposals for transport around these institutions required before nature and extent of impacts can be assessed.

Description of impacts, pathways and evidence
  o Lack of detail regarding the specific transport plans around these institutions, therefore the impact on access to health care and education cannot be fully assessed currently.

Recommendations
  o Further liaison with these institutions and their users required around the planning and design phases.

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
1. Should it be decided that kerbs will not be used at the roadside then the Council should liaise groups representing disabled and educational road safety trainers on possibilities for training and alternate safety measures as well as method for distributing information.	**Disabled**: Visually Impaired **Age**: Young Children	Note to be added to the Strategy [44].	Neill Birch nbirch@systra.com	05/12/14	12/12/14
2. Ensure appropriate footway surface standards used in the design process. All paving used in Glasgow must meet minimum standards which exceed satisfactory levels of wet slip resistance.	**Disabled and Age**: Those with walking difficulties	Note to be added to the Strategy [44].	Neill Birch nbirch@systra.com	05/12/14	12/12/14
3. Tactile paving and cones on crossing signals likely to be used going forward.	**Disabled**: Visually Impaired	Ensure this is clear in the Strategy Document.	Neill Birch nbirch@systra.com	05/12/14	12/12/14
4. Add specific description of how bus corridors and congestion reduction would be delivered.	All city centre users	Revise relevant sections (throughout Chapters 5 & 6).	Neill Birch nbirch@systra.com	05/12/14	12/12/14
5. Strengthening section on LEZs to enhance this positive	All city centre users	Revise relevant section [59]	Neill Birch nbirch@systra.com	05/12/14	12/12/14

impact					
6. Link reduced on street parking provision to improved public transport links thereby reducing reliance on private car use in the city centre (i.e. reducing the need for extensive parking), and outline measures to enforce appropriate use of disabled bays.	**Disabled**	Revise relevant section [54]	Neill Birch nbirch@systra.com	05/12/14	12/12/14
7. Add reference to fact that with greater emphasis on peripheral car parks, accessibility needs to follow good practice.	**Disabled Age**: Elderly and parents with young children	Note to be added to the Strategy [54, 55].	Neill Birch nbirch@systra.com	05/12/14	12/12/14
8. General section to be added in the Strategy to highlight all the positive impacts, including the benefits of: • cycling and cycle routes; • bus corridors; • 20 mph zones; • low emission zones; • improved accessibility to the city centre; and • improved access to public transport.	**Disabled and Age**, but with implications for all other city centre users as well	General section to be added to the Strategy Document. [62-67]	Neill Birch nbirch@systra.com	05/12/14	12/12/14
9. Elements to be considered at later stages, i.e. detailed design phases: • Potential for, nature and extent of street furniture; • Avenue design regarding use of kerbs/kerb free landscaping;	**Disabled and Age**, but with implications for all other city centre users as well	No actions required in the Strategy Document. Rather, further liaison with stakeholders/designers required before implementing any specific	Andrew Brown Andrew.Brown@glasgow.gov.uk	05/12/14	Ongoing

• Nature of new footway surfaces; • Tactile paving options; • Taxi rank design/location/accessibility; • Liaison with health and education institutions and their users regarding any detailed transport plans affecting them.		structural changes.			
10. Liaison with existing mental health charities and support networks/groups to make them aware of the plans/changes to cycling provision so that they can promote this to their members.	**Disability:** Mental health	No actions required in the Strategy Document. Rather, further liaison between Council and Third Sector to promote cycling strategy and any subsequent changes in provision.	Andrew Brown Andrew.Brown@glasgow.gov.uk	05/12/14	Ongoing

Sign off EqIA Final Report

Manager's/Steering Group Chair's Name:	Andrew Brown
Signature:	
Date:	15 December 2014

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:	

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.