

## Appendix E

### Equality impact assessment (EIA) screening form

Please refer to the [guidance notes](#) when completing this form.

This form has been developed to help you to identify the need for EIA when developing a new policy, strategy, programme, activity, project, procedure, function or decision (hereafter all understood by the term policy). You must also complete this form when reviewing or revising existing policies. It will also help to prioritise existing policies that may need to undergo a full EIA.

Unless they are 'screened out' following this initial prioritisation process, policies **will** be required to undergo full EIA in priority order. Refer to the above guidance notes on when an equality screening should happen, and some initial principles to bear in mind when getting started.

**No new or revised policy should be approved unless an equality screening and – if required – a full EIA has taken place.**

The following sections must be completed for all new policies:

**Name of policy being screened:**                      **Active Travel Act – Integrated Network Map**

**Brief description of the Policy:**

The Act makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. The Act also creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them, and requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport.

**Does this policy relate to any other policies?**

Local Transport Plan, Walking and Cycling Strategy, Rights of Way Improvement Plan (RoWIP), capital grant funding applications and schemes, Council's policies relating to healthy and active lifestyles. It will also have an impact on the Council's highways services, with implications for the Council's planning, education and regeneration functions, and potentially the Strategic Equality Plan 2016 - 2020

**What is the aim or purpose of the policy?**

To meet the duties under the Active Travel (Wales) Act 2013.

**Who is affected by this policy (e.g. staff, residents, disabled people, women only?)**

Staff, all county borough residents, visitors to the county borough.

**Who is responsible for delivery of the policy?**

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The Council as a whole, but primary responsibility will lie with the highways services department.

The following sections must be completed for all policies being reviewed or revised:

**Is this a review of an existing policy?** Yes

**If this is a review or amendment of an existing policy, has anything changed since it was last reviewed?** N/a

**Has an EIA previously been carried out on this policy?** Yes

**If an EIA exists, what new data has been collected on equality groups since its completion?** N/a

### Screening questions

**1. Is this policy an important or 'large scale' function, and/or is it likely the policy will impact upon a large number of staff, residents and/or contractors?**

Yes

No

Unknown

[\(Guidance\)](#)

**2. Is it possible that any aspect of the policy will impact on people from different groups in different ways? (See guidance for list of 'protected characteristics' to consider)**

<b>Characteristic</b>	<b>Yes</b>	<b>No</b>	<b>Unknown</b>	<b>Explanation of impact</b>
<b>Age</b>	X			The maps required by the Act will provide information relating to the suitability of routes for active travel, in a range of formats where necessary. During the preparation stages, local authorities are specifically encouraged to engage with children and young people. This will include identifying any issues which may affect those with visual or mobility impairments such as the presence of steps or crossing points. It will also require local authorities to enhance routes and facilities for active travel year on year in line with WG guidance, taking account of the needs of those with protected characteristics.
<b>Disability</b>	X			The maps required by the Act will provide information relating to the suitability of routes for active travel, in a range of formats where necessary. This will include

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				identifying any issues which may affect those with sensory or mobility impairments such as the presence of steps or crossing points. It will also require local authorities to enhance routes and facilities for active travel year on year in line with WG guidance, taking account of the needs of those with protected characteristics.
<b>Gender reassignment</b>		X		None
<b>Pregnancy and maternity</b>		X		None
<b>Race</b>		X		None – however routes and plans will be provided in alternative languages where appropriate
<b>Religion/belief</b>		X		None
<b>Sex</b>		X		None
<b>Sexual orientation</b>		X		None
<b>Civil Partnerships and Marriage</b>		X		None

Yes

No

Unknown

[\(Guidance\)](#)

*Please expand on your answer:*

*See above.*

- 3. What is the risk that any aspect of the policy could in fact lead to discrimination or adverse affects against any group of people? (See guidance for list of protected characteristics?)** The design of active travel routes and facilities will need to take account of the potential for conflict between various highway users, in particular conflict between cyclists and pedestrians i.e. the very young, elderly and/or disabled people.

What action has been taken to mitigate this risk? The schemes will be designed in line with the Welsh Government's Active Travel Act Design Guidance, and will take account of the requirements of the Equalities Act 2010. [Guidance](#)

*Please expand on your answer:*

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*The design of each of the routes and facilities identified on the maps prepared to meet the duties of the Act, and which will be delivered by the Council, will take account of the needs of all highway users including those with protected characteristics and will be the subject of their own EIA.*

### 4. Could any aspect of the policy help BCBC to meet the main public sector duties? Bear in mind that the duty covers 9 [protected characteristics](#). [Guidance](#)

Duty	YES	NO	Unknown
Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act	X		
Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it		X	
Foster good relations between persons who share a relevant protected characteristic and persons who do not share it		X	

***Please set out fully your reasoning for the answers given to question 4 including an awareness of how your decisions are justified.***

The design of the routes and facilities identified on the active travel maps will take account of the needs of all users and will therefore help to reduce discrimination in the provision of such facilities.

### 6. Could any aspect of this “policy” assist Bridgend County Borough Council with its compliance with the Welsh Language Standards and the Welsh Language (Wales) Measure 2011 which are as follows:-

a. consider whether this new/revised policy has a positive or negative effect on:-

- opportunities for people to use Welsh and
- treating Welsh and English equally.

b. consider how this policy could be reviewed so that any decision would have a positive (or a more positive) effect on:-

- opportunities for people to use Welsh and
- treating Welsh and English equally.

c. consider how the policy could be reviewed so that any decision would not have adverse effects (or decreased adverse effects) on:-

- opportunities for people to use Welsh and
- Treating Welsh and English equally.

Yes – the maps and associated literature will be produced bilingually.

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### 7. Are you aware of any evidence that different groups have different needs, experiences, issues and/or priorities in relation to this policy?

Yes

No

Unknown

[\(Guidance\)](#)

*If 'yes', please expand:*

The development of our Safe Routes in Communities/Schools schemes, and our Local Transport Plan included consultation with various residents and local groups who raised specific issues where relevant, including some which were specifically relevant to groups with protected characteristics including the elderly, those with disabilities and children and young people.

### 8. Is this policy likely to impact on Community Cohesion?

Yes – the maps will help to widen transport choice in terms of how to make local journeys, with particular emphasis on identifying those routes and facilities suitable for active travel (walking and cycling).

## Conclusions

### 9. What level of EIA priority would you give to this policy?

[\(Guidance\)](#)

<b>HIGH</b>	-	full EIA within 6 months, or before approval of policy
<b>MEDIUM</b>	-	full EIA within one year of screening
<b>LOW</b>	-	full EIA within three years of screening
<b>SCREEN OUT</b>	-	no further EIA required at this time

***Please explain fully the reasons for this judgement including an awareness of how your decisions are justified.***

The design of active travel routes and facilities will need to take account of the potential for conflict between various highway users in particular between cyclists and pedestrians who may be very young, elderly or are disabled.

### 7. Will the timescale for EIA be affected by any other influence e.g. Committee deadline, external deadline, part of a wider review process? No

[\(Guidance\)](#)

### 8. Who will carry out the full EIA? Transportation Policy and Strategy Officer

*EIA screening completed by: Matthew Gilbert*

*Date: 14th September 2017*

When complete, this initial screening form and, if appropriate, the full EIA form must be sent to [Paul Williams](#)