



Equality Impact/Fairer Scotland Duty Assessment Form

Step 1

Name of Proposal: Pavement Parking Road Assessment Criteria

Step 2

Is this only a **screening** Equality Impact Assessment Yes/No

(A) If Yes, please choose from the following options **all** reasons why a full EIA/FSD is not required:

(i) It does not impact on people Yes/No

(ii) It is a percentage increase in fees which has no differential impact on protected characteristics Yes/No

(iii) It is for information only Yes/No

(iv) It is reflective e.g. of budget spend over a financial year Yes/No

(v) It is technical Yes/No

If you have answered yes to any of points above, please go to **Step 16**, and sign off the Assessment.

(B) If you have answered No to the above, please indicate the following:

Is this a full Equality Impact Assessment Yes/No

Is this a Fairer Scotland Duty Assessment Yes/No

If you have answered Yes to either or both of the above, continue with Step 3.

If your proposal is a **strategy** please ensure you complete Step 13 which is the Fairer Scotland Duty Assessment.

Step 3

(i)Lead Directorate/Service:

Infrastructure/Roads & Transportation

(ii)Are there any **relevant** statutory requirements affecting this proposal? If so, please describe.

Part 6 of the Transport (Scotland) Act 2019 makes provision for pavement parking and double parking prohibitions.

(iii)What is the aim of the proposal? Please give full details.

To ensure that appropriate criteria are applied to the road assessments to determine whether roads should be exempt from the parking prohibitions in the Transport (Scotland) Act 2019.

(iv)Is it a new proposal? Yes/No Please indicate OR

Is it a review of e.g. an existing budget saving, report, strategy, policy, service review, procedure or function? Yes/No Please indicate

Step 4: Which people does your proposal involve or have consequences for?

Please indicate all which apply:

Employees Yes/No

Job Applicants Yes/No

Service users Yes/No

Members of the public Yes/No

Step 5: List the evidence/data/research that has been used in this assessment (links to data sources, information etc which you may find useful are in the Guidance). This could include:

Internal data (e.g. customer satisfaction surveys; equality monitoring data; customer complaints).

Reports and experience relating to known pavement parking locations have been used in the desk study stage of the assessment.

Internal consultation (e.g. with staff, trade unions and any other services affected).

Not applicable.

External data (e.g. Census, equality reports, equality evidence finder, performance reports, research, available statistics)

Outputs from the Parking Standards Working Group have been used to develop the road assessment criteria.

External consultation (e.g. partner organisations, national organisations, community groups, other councils).

Significant consultation was undertaken as the Bill proceeded to be an Act of Scottish Parliament. <https://www.transport.gov.scot/publication/eqia-results-august-2018-transport-bill/> This included evidence gathered in relation to parking on pavements and double parking from the Parking Stakeholder Working Group, Guide Dogs Scotland, Living Streets Scotland and the Mobility and Access Committee for Scotland.

Local consultation has been undertaken with Police Scotland on the application of the road assessment criteria.

Other (general information as appropriate).

Not applicable.

Step 6: Evidence Gaps.

Are there any gaps in the equality information you currently hold? Yes/No

If yes, please state what they are, and what measures you will take to obtain the evidence you need.

Step 7: Are there potential differential impacts on protected characteristic groups?

Please complete for each group, including details of the potential impact on those affected. Please remember to take into account any particular impact resulting from **Covid-19**.

Please state if there is a potentially positive, negative, neutral or unknown impact for each group. Please state the reason(s) why.

Age

Impact: Positive. The prohibition of double parking and parking on pavements except where exemptions apply will give local authorities the powers needed to enforce this important change. This will help improve safety and accessibility for all, but particularly for our most vulnerable road users including disabled people, and young and elderly people.

Disability

Impact: Positive. The prohibition of double parking and parking on pavements except where exemptions apply will give local authorities the powers needed to enforce this important change. This will help improve safety and accessibility for all, but particularly for our most vulnerable road users including disabled people, and young and elderly people.

Gender reassignment

Impact: Neutral.

Marriage and Civil Partnership

Impact: Neutral.

Pregnancy/Maternity

Impact: Positive. The prohibition of double parking and parking on pavements except where exemptions apply will give local authorities the powers needed to enforce this important change. This will help improve safety and accessibility for all, but particularly for our most vulnerable road users including disabled people, parents and carers with buggies, and young and elderly people.

Race - (includes Gypsy Travellers)

Impact: Neutral.

Religion or Belief

Impact: Neutral.

Sex

Impact: Neutral.

Sexual orientation

Impact: Neutral.

Step 8: Consultation with any of the groups potentially affected

If you have consulted with any group potentially affected, please give details of how this was done and what the results were.

No consultation undertaken on this report. See Step 5 for national consultation.

If you have not consulted with any group potentially affected, how have you ensured that you can make an informed decision about mitigating action of any negative impact (Step 9)?

See Step 5 for national consultation. Results of local road assessments will be shared through the Angus Transport Network and community groups ahead of decision making on exemptions being applied.

Step 9: What mitigating steps will be taken to remove or reduce potentially negative impacts?

Negative impacts will be managed with physical mitigation measures and application of exemptions as appropriate.

Step 10: If a potentially negative impact has been identified, please state below the justification.

No residual negative impacts foreseen.

Step 11: In what way does this proposal contribute to any or all of the public sector equality duty to: eliminate unlawful discrimination; advance equality of opportunity; and foster good relations between people of different protected characteristics?

The pavement parking 'ban' will be critical to contribute to our public sector equality duty on our streets.

Step 12: Is there any action which could be taken to advance equalities in relation to this proposal?

Publicity will enhance understanding of equalities.

Step 13: FAIRER SCOTLAND DUTY

This step is only applicable to **strategies** which are key, high level decisions. If your proposal is **not** a strategy, please leave this Step blank, and go to Step 14.

Links to data sources, information etc which you may find useful are in the Guidance.

Step 13(A) What evidence do you have about any socio-economic disadvantage/inequalities of outcome in relation to this strategic issue? None.

Step 13(B) Please state if there are any gaps in socio-economic evidence for this strategy and how you will take measures to gather the evidence you need. N/A

Step 13(C) Are there any potential impacts this strategy may have specifically on the undernoted groupings? Please remember to take into account any particular impact resulting from Covid-19. N/A

Please state if there is a potentially positive, negative, neutral or unknown impact for each grouping. N/A

Low and/or No Wealth (e.g. those with enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future. N/A

Impact

Material Deprivation (i.e. those unable to access basic goods and services e.g. repair/replace broken electrical goods, warm home, leisure and hobbies).

Impact

Area Deprivation (i.e. where people live (e.g. rural areas), or where they work (e.g. accessibility of transport).

Impact

Socio-economic Background i.e. social class including parents' education, people's employment and income.

Impact

Other – please indicate N/A

Step 13(D) Please state below if there are measures which could be taken to reduce socio-economic disadvantage/inequalities of outcome. N/A

Step 14: What arrangements will be put in place to monitor and review the Equality Impact/Fairer Scotland Duty Assessment? N/A

Step 15: Where will this Equality Impact/Fairer Scotland Duty Assessment be published?

As an appendix to the report to committee on Angus Council's website.

Step 16: Sign off and Authorisation. Please state name, post, and date for each:

Prepared by: **Russell Cramb, Traffic Engineer - 24 January 2022**

Reviewed by: **Walter Scott, Service Leader – Roads & Transportation, 26 January 2022**

Approved by: **Ian Cochrane, Director of Infrastructure, 31 January 2022**
