



Equality Impact/Fairer Scotland Duty Assessment Form

Step 1

Name of Proposal: Savings Return – Roads & Transportation

Saving 1 - Reduction in revenue budget for Structural & Cyclical Road Maintenance

Saving 2 - Reduction in revenue budget for Bus Transport

Saving 3 - Reduction in revenue budget for Traffic

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.

Savings 1 & 3: Roads (Scotland) Act 1984, Section 1 places a duty on roads authorities to manage and maintain all such roads in their area as are for the time being entered in a list (in this Act referred to as their “list of public roads”) prepared and kept by them under this section.

Saving 2: Transport Act 1985 – is the basis for local authorities to support the public transport network. Section 63 – places duty on Councils to prepare general public transport policies. Section 64 – there should be consultation on any policies with the public and neighbouring authorities.

Transport (Scotland) Act 2005 – created Regional Transport Partnerships (Tactran). Local authorities must pay attention to public transport aims and objectives outlined within the Regional Transport Strategy.

Transport (Scotland) Act 2019 – makes provision for services by local transport authorities.

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

1. A reduction in revenue budget for Structural & Cyclical Road Maintenance to meet Target Led Savings across the wider service area. This expenditure is to repair road defects identified, inspected, assessed and prioritised for repair in line with the council's Road Inspection Strategy and cyclic maintenance such as gully cleansing, grass cutting and road marking renewals. The approved Strategy establishes the council's level of management of the road network to ensure the duties of the Roads (Scotland) Act 1984 are discharged. The actual level of expenditure may therefore exceed the budget depending on the condition of the road network. The risk of the budget being exceeded can be managed and reduced with alternative investment of capital in the road network asset to offset the reduction in revenue spend.
2. A reduction in revenue budget for Bus Transport to meet Target Led Savings across the wider service area. Note: A review of Public Transport is ongoing for conclusion in November 2021 under the Road Safety MOWG. The council's Public Transport Policy aim is to: "Provide public passenger transport services to meet the needs of local residents and visitors to the area, providing access to those without a car and an attractive and sustainable alternative for those with access to a car." This expenditure is to pay for bus services across Angus that are otherwise not profitable and would not be provided on a commercial basis by the private sector. This is the majority of bus services in Angus. Some of these services can be considered to be lifeline services for those without access to a private car or alternative means of transport for work, education and health. Depending on the services to be cut, this saving equates the removal of 3 to 5 bus routes, which given previous cuts would result in much more substantial full town services being removed. The approved Strategy establishes the council's delivery of its duties under the Transport Acts of 1985, 2005 and 2019.
3. A reduction in revenue budget for Traffic to meet Target Led Savings across the wider

service area. Note: The Road Safety MOWG has been established to support the drafting of the Road Safety Framework to 2030 Delivery Plan, which is anticipated for approval in 2022. This expenditure is to ensure effective traffic management and road safety as required by the Roads (Scotland) Act 1984 and in line with the council's road safety policies, including speed limits. The actual level of expenditure may exceed the budget depending on changes to existing traffic orders and the adoption of new roads. The risk of the budget being exceeded can be managed and reduced with alternative investment of capital in the road network asset, such as signage, to offset the reduction in revenue spend.

(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).

Not applicable.

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)

Not applicable.

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

Not applicable.

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: Savings 1 & 3: Neutral to negative. The approved Strategy establishes the council's level of management of the road network to ensure the duties of the Roads (Scotland) Act 1984 are discharged. There is though a risk of negative impact on performance of the road network and impact on all road users included protected characteristics.

Saving 2: Neutral to negative. There is a risk to the provision of an increasingly reducing lifeline bus service for the people of Angus, many of whom are without access or ability to own a private vehicle, with Transport Poverty a known issue in rural areas. Young and elderly people in this protected characteristic are disproportionality affected. This could be offset with introduction of Demand Responsive Transport (finding of MOWG Review) and increased investment in active travel, however, public transport and active travel, as well as more limited private car use all form part of the Sustainable Travel Hierarchy.

Disability

Impact: Savings 1 & 3: Neutral to negative. The approved Strategy establishes the council's level of management of the road network to ensure the duties of the Roads (Scotland) Act 1984 are discharged. There is though a risk of negative impact on performance of the road network and impact on all road users included protected characteristics.

Saving 2: Neutral to negative. There is a risk to the provision of an increasingly reducing lifeline bus service for the people of Angus, many of whom are without access or ability to own a private vehicle, with Transport Poverty a known issue in rural areas. People in this protected characteristic are disproportionality affected. This could be offset with introduction of Demand Responsive Transport (finding of MOWG Review) and increased investment in active travel, however, public transport and active travel, as well as more limited private car use all form part of the Sustainable Travel Hierarchy.

Gender reassignment

Impact: Neutral.

Marriage and Civil Partnership

Impact: Neutral.

Pregnancy/Maternity

Impact: Savings 1 & 3: Neutral.

Saving 2: Neutral to negative. There is a risk to the provision of an increasingly reducing lifeline bus service for the people of Angus, many of whom are without access or ability to own a private vehicle, with Transport Poverty a known issue in rural areas. Pregnant women and mothers in this protected characteristic are disproportionality affected. This could be offset with introduction of Demand Responsive Transport (finding of MOWG Review) and increased investment in active travel, however, public transport and active travel, as well as more limited private car use all form part of the Sustainable Travel Hierarchy.

Race - (includes Gypsy Travellers)

Impact: Neutral.

Religion or Belief

Impact: Neutral.

Sex

Impact: Savings 1 & 3: Neutral.

Saving 2: Neutral to negative. There is a risk to the provision of an increasingly reducing lifeline bus service for the people of Angus, many of whom are without access or ability to own a private vehicle, with Transport Poverty a known issue in rural areas. Women in this protected characteristic are disproportionality affected. This could be offset with introduction of Demand Responsive Transport (finding of MOWG Review) and increased investment in active travel, however, public transport and active travel, as well as more limited private car use all form part of the Sustainable Travel Hierarchy.

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.

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)?

Savings 1 & 3: The approved Strategy establishes the council's level of management of the road network to ensure the duties of the Roads (Scotland) Act 1984 are discharged.

Saving 2: Through knowledge and experience of groups potentially affected.

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

Not applicable.

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

Not applicable.

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?

Not applicable.

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

No.

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?

Published with the committee report available at angus.gov.uk

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

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Approved by: **Ian Cochrane, Director of Infrastructure, 25 February 2022**
