



Equality Impact/Fairer Scotland Duty Assessment Form

Step 1

Name of Proposal – Pavement Parking Prohibition: Exemptions

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 approve the roads where exceptions to pavement parking prohibition and double-parking prohibition in the Transport (Scotland) Act 2019 will apply.

(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 proposals.

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-transportbill/> 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 proposals.

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.

Not Applicable.

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. The application of the prohibition will help ensure that a sufficient width of footpath will be kept free making it more accessible for all. Cars parking on pavements can block access for users, such as those using a wheelchair.

It is recognised that applying the prohibition risks some having to park further away from the location they require to access. This has been mitigated by the application of exemptions as detailed in the report and the continued provision of accessible parking bays that are reserved spaces on the public road.

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. The application of the prohibition will help ensure that a sufficient width of footpath will be kept free making it more accessible for all. Cars parking on pavements can block access for users, such as those using a wheelchair.

It is recognised that applying the prohibition risks some having to park further away from the location they require to access. This has been mitigated by the application of exemptions as detailed in the report and the continued provision of accessible parking bays that are reserved spaces on the public road.

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. The application of the prohibition will help ensure that a sufficient width of footpath will be kept free making it more accessible for all. Cars parking on pavements can block access for users, such as those using a wheelchair.

It is recognised that applying the prohibition risks some having to park further away from the location they require to access. This has been mitigated by the application of exemptions as detailed in the report and the continued provision of accessible parking bays that are reserved spaces on the public road.

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 previously undertaken were 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?

As detailed above, it is recognised that applying the prohibition risks some having to park further away from the location they require to access. This has been mitigated by the application of exemptions as detailed in the report and the continued provision of accessible parking bays that are reserved spaces on the public road. A full survey and assessment of the street/road network in Angus was carried out when considering exemptions to be applied.

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. It will make our footpaths more accessible for all. As detailed above, parked cars on pavements restricts access for some, such as those using a wheelchair or with 'buggy', and the application of the prohibition will help to ensure there is the accessibility for all on our footpaths.

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

The Equality Impact Assessment will be reviewed following any future developments or changes regarding the application of the pavement parking prohibition in Angus.

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: Craig Hudson – Traffic & Transport Manager – 6 November 2023.

Reviewed by: Doreen Philips, Equalities Officer, 10.11.23

Approved by: Graeme Dailly, Director of infrastructure and Environment, 10.11.23
