

SECTION 1 - DO I NEED AN EIA?

DO I NEED AN EIA?

Name of policy/activity:

Spaces for People

Please choose one of the following:

Is this a:

- New policy/activity

Decision

Set out the rationale for deciding whether or not to proceed to an Equality Impact Assessment (EIA)

The Spaces for People workstream is aimed at providing space for people to physically distance in Elgin town centre, as pedestrians, and including queuing to enter premises, and space for premises to safely operate.

To do this an increased number of streets in Elgin will be closed to motor vehicles at certain times of the day. This will temporarily change access arrangements and the location of disabled persons' parking spaces.

As there are changes that affect people with protected characteristics it is right that an Equality Impact Assessment is carried out.

Date of Decision: 26/06/2020

If undertaking an EIA please continue onto the Section 2. If not, pass this signed form to the Equalities Officer.

Assessment undertaken by *(please complete as appropriate)*

Director or Head of Service	Stephen Cooper
Lead Officer for developing the policy/activity	Nicola Moss
Other people involved in the screening (this may be council staff, partners or others i.e contractor or community)	

SECTION 2: EQUALITY IMPACT ASSESSMENT

Brief description of the affected service

1. Describe what the service does:

Transportation – roads authority.

2. Who are your main stakeholders?

Public, councillors, local businesses

3. What changes as a result of the proposals? Is the service reduced or removed?

The Spaces for People workstream is a response to the Coronavirus pandemic. There is a need to provide the space for people to physically distance as they carry out their daily activities and start to use shops and services again. Elgin town centre has been identified as a location where there are key areas where physical distancing for pedestrians is hard to maintain, especially when allowing space for queues outside shops, and also providing space for businesses to extend their operation to outside – enabling physical distancing within their premises (for example, tables and chairs outside cafes).

In order to provide this space, and to prevent people stepping into the roadway (road safety risk), the following streets have been identified for restrictions on access by motor vehicles:

- High Street (already pedestrianised in the central 'Plainstones' section)
- South end of Lossie Wynd
- Commerce Street
- East end of South Street (between Culbard Street and Commerce Street)
- North end of Academy Street from Francis Place
- Batchen Street (suspended pedestrian order because of works to Poundland)

In order to facilitate this the disabled parking bays on Commerce Street (x7), South Street (x2), and east High Street (x2) are relocated to existing town centre car parks (Northport x 3, Moray Street x 4, Northfield Terrace x 4). All other disabled parking bays, including those on Batchen Lane and Thunderton Place are unaffected.

The taxi ranks on the High Street are also relocated – east High Street from outside the Muckle Cross to outside the ex-Serviceman's Club, and west High Street from outside

Marks & Spencers to South Street.

4. How will this affect your customers?

There will be a change to the provision of disabled parking. With a range of destinations and existing pedestrian areas, there is no single location for disabled parking that is ideal for all areas of the town centre, however, there remains a large number of disabled persons' parking spaces at a range of locations proximate to the town centre. The total quantum of spaces is not affected.

Whilst the taxi ranks are relocated, taxis may drop off / pick up at any suitable location for motor vehicles.

The removal of motor vehicles from these streets provides safe space for pedestrian activity, reducing the risks associated with stepping into the road, and allowing additional circulation space, reducing the risks of blocked pedestrian routes, proximity to trip hazards etc. This should make the town centre easier to navigate as a pedestrian, including those with a range of disabilities including reduced mobility and visual impairment.

5. Please indicate if these apply to any of the protected characteristics		
Protected groups	Positive impact	Negative impact
Race		
Disability	x	x
Carers (for elderly, disabled or minors)		
Sex		
Pregnancy and maternity (including breastfeeding)		
Sexual orientation		
Age (include children, young people, midlife and older people)		
Religion, and or belief		
Gender reassignment		
Inequalities arising from socio-economic differences		
Human Rights		

6. Evidence. What information have you used to make your assessment?

Performance data	x
Internal consultation	x
Consultation with affected groups	
Local statistics	x
National statistics	
Other	x

7. Evidence gaps

Do you need additional information in order to complete the information in the previous questions?

No

8. Mitigating action

Can the impact of the proposed policy/activity be mitigated? Yes/No

Mitigation has been built in to the proposals with the relocation of the disabled parking. The disabled parking section of the council's website will be updated with the temporary locations, and this will be publicised through the council's communications channels.

9. Justification

If nothing can be done to reduce the negative impact(s) but the proposed policy/activity must go ahead, what justification is there to continue with the change?

What is the aim of the proposal?

The aim of the proposal is to address public health concerns, and enable economic activity to safely resume in Elgin town centre

Have you considered alternatives?

Yes, but alternative models had higher road safety risks for all users.

SECTION 3 CONCLUDING THE EIA

Concluding the EIA

1. No negative impacts on any of the protected groups were found.	
2. Some negative impacts have been identified but these can be mitigated as outlined in question 8.	
3. Negative impacts cannot be fully mitigated the proposals are thought to be justified as outlined in question 9.	x
4. It is advised not to go ahead with the proposals.	


Decision

Set out the rationale for deciding whether or not to proceed with the proposed actions:

The wider benefits to public health and access, along with the mitigation outweigh the impact of relocating the disabled parking spaces.

Date of Decision: 08/07/2020

Sign off and authorisation:

Service	
Department	
Policy/activity subject to EIA	
We have completed the equality impact assessment for this policy/activity.	Name: Nicola Moss Position: Transportation Manager Date: 10 July 2020
Authorisation by head of service or director.	Name: Stephen Cooper  Signature: Position: Head of Environmental & Commercial Services Date: 10 July 2020
Please return this form to the Equal Opportunities Officer, Chief Executive's Office.	