

## DEPARTMENT FOR INFRASTRUCTURE

### SECTION 75 EQUALITY OF OPPORTUNITY SCREENING ANALYSIS FORM

The purpose of this form is to help you to consider whether a new policy (either internal or external) or legislation will require a full equality impact assessment (EQIA). Those policies identified as having significant implications for equality of opportunity must be subject to full EQIA.

The form will provide a record of the factors taken into account if a policy is screened out or excluded for EQIA. It will provide a basis for quarterly consultation on the outcome of the screening exercise and will be referenced in the biannual review of progress made to the Minister and in the Annual Report to the Equality Commission.

Further advice on completion of this form and the screening process including relevant contact information can be accessed via the Department for Infrastructure (DfI) Intranet site ([Equality Intranet page](#)).

**HUMAN RIGHTS ACT** - refer to the [Equality Intranet page](#)

When considering the impact of this policy you should also consider if there would be any Human Rights implications. Guidance is at:

- <https://www.executiveoffice-ni.gov.uk/articles/human-rights-and-public-authorities>

Should this be appropriate you will need to complete a Human Rights Impact Assessment. A template is at:

- <https://www.executiveoffice-ni.gov.uk/publications/human-rights-impact-assessment-proforma>

**Don't forget to RURAL PROOF** - refer to the [Equality Intranet page](#).

## **Part 1. Policy scoping**

The first stage of the screening process involves scoping the policy under consideration. The purpose of policy scoping is to help prepare the background and context and set out the aims and objectives for the policy, being screened. At this stage, scoping the policy will help identify potential constraints as well as opportunities and will help the policy maker work through the screening process on a step-by-step basis.

Public authorities should remember that the Section 75 statutory duties apply to internal policies (relating to people who work for the authority), as well as external policies (relating to those who are, or could be, served by the authority).

### **Information about the policy**

Name of the policy

Parking Enforcement – Pay & Display (P&D) Rationalisation Programme.

Is this an existing, revised or a new policy?

This is a new programme within the existing Parking Enforcement Service which introduces changes to the number, placement and operation of Pay & Display (P&D) machines.

What is it trying to achieve? (intended aims/outcomes)

The aim of the programme is to modernise on-street parking infrastructure across Belfast, Lisburn and Newry by reducing, relocating and upgrading Pay & Display machines to better reflect current usage patterns.

The existing Pay & Display machine estate is also approaching end of life, and replacement provides an opportunity to modernise infrastructure alongside rationalisation.

The programme responds to the significant shift towards cashless parking, with approximately 52% of transactions, representing around 70% of parking income, now generated through digital payment methods.

The programme will reduce the total number of machines from approximately 279 to around 150, removing underused infrastructure, reducing maintenance and cash collection costs, and improving overall efficiency.

Importantly, payment by coin will continue to be available, however, all payments (including coin payments) will require entry of the vehicle registration number under the pay-by-plate system.

Are there any Section 75 categories which might be expected to benefit from the intended policy?

Yes

If so, explain how.

The introduction of pay-by-plate technology removes the need for users to return to their vehicle to display a ticket, which may benefit individuals with mobility issues.

Improved machine placement, clearer signage and continued availability of multiple payment options may enhance accessibility and usability for all users, including older people and those with disabilities.

Who initiated or wrote the policy?

Department for Infrastructure (DfI) - Parking Enforcement Unit (PEU)

Who owns and who implements the policy?

Department for Infrastructure - Parking Enforcement Unit (PEU).

Delivery will be undertaken by the Department's Parking Enforcement Contractor, APCOA.

## **Background**

As part of the Department's Parking Enforcement Service, the Pay & Display Rationalisation Programme will modernise the on-street parking infrastructure across Belfast, Lisburn and Newry.

Analysis of parking activity indicates that most of the parking income is now generated through cashless payments, while a proportion of existing machines experience low levels of usage.

The programme will rationalise the existing network of approximately 279 machines by reducing the number to around 150. This will involve a combination of removing underused machines, installing new machines in more appropriate locations, and installing new upgraded machines where required.

Machine placement will be considered on a site-specific basis, taking account of accessibility, footfall and street layout, rather than applying a uniform reduction approach.

The programme will also introduce pay-by-plate technology, linking parking sessions directly to vehicle registration numbers and removing the requirement to display a ticket. Enforcement will be supported through ANPR technology.

Appropriate signage will be provided, subject to traffic and regulatory approval, to inform users of payment options.

Payment by coin will continue to be available, however, all payments (including coin payments) will require entry of the vehicle registration number under the pay-by-plate system.

## **Implementation factors**

Are there any factors which could contribute to/detract from the intended aim/outcome of the policy/decision?

Yes

If yes, are they (please delete as appropriate)

**Financial** – The programme will reduce maintenance and cash collection costs and support a more efficient use of resources.

**Operational** – Delivery is dependent on phased implementation and effective contractor performance.

**Accessibility** – Changes to machine locations may affect some users, particularly those with mobility needs, if not carefully managed.

**Public awareness** – Clear communication and signage will be required to ensure users understand changes.

## **Main stakeholders affected**

Who are the internal and external stakeholders (actual or potential) that the policy will impact upon? (please delete as appropriate)

Enforcement Contractor staff  
Department for Infrastructure

other, please specify

General public service users  
Disabled users and representative groups  
Older people

## **Other policies with a bearing on this policy**

- what are they?

Dfi Equality Scheme  
Dfi Customer Charter  
Parking Enforcement Contract (APCOA)  
Cashless Parking Policy (Contract Specification)

- who owns them?

Dfi

## Available evidence

Evidence to help inform the screening process may take many forms. Public authorities should ensure that their screening decision is informed by relevant data. The Commission has produced this guide to [signpost to S75 data](#). Also refer to the [Equality Intranet page](#) for some evidence sources.

What evidence/information (both qualitative and quantitative) have you gathered to inform this policy? Specify details for each of the Section 75 categories.

Evidence includes usage data, revenue trends (approximately 52% of transactions, representing around 70% of parking income, now generated through digital payment methods), Census 2021 data, stakeholder engagement (including IMTAC), and accessibility considerations in programme design including:

- Needs, experiences and priorities;
- Users require accessible, clearly located payment points;
- Disabled users may benefit from reduced need to return to vehicles;
- Older users may rely on coin payments and clear signage; and
- All users require clear communication and guidance.

### **Religious belief** evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for the main current religions in Northern Ireland: Catholic 45.7%, Protestant and other Christian (including Christian related) 43.5%, Other Religions 1.5% and No Religion 9.3%.

The Pay & Display Rationalisation Programme relates to the provision and location of parking infrastructure and payment methods. Available evidence does not indicate that individuals from any religious group are more or less likely to be affected by the changes to machine numbers, locations or payment methods.

The programme applies consistently to all users, with continued availability of both coin and cashless payment options. There is therefore no evidence of differential impact based on religious belief.

## **Political Opinion** evidence / information:

There is no direct census category for political opinion. However, the 2024 General Election results provide a broad indication of political representation across Northern Ireland. The following statistics were recorded for political opinion in Northern Ireland; 'Unionist' (40.6%), 'Nationalist' (40.2%) and 'Other' (19.2%).

The programme concerns operational changes to parking infrastructure and does not relate to political affiliation or opinion. Available evidence does not indicate that individuals of any political opinion would be disproportionately affected.

The changes apply uniformly across all users and locations, and there is no differential impact identified in relation to political opinion.

## **Racial Group** evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for ethnic groups in Northern Ireland: White 96.6%, Asian 1.7%, Black 0.6%, Mixed 0.8%, Other 0.4%.

The programme does not introduce any barriers related to race or ethnicity. Payment methods remain accessible, with both coin and cashless options available, and appropriate signage will be provided, subject to traffic and regulatory approval, to inform users of payment options.

Available evidence does not indicate that individuals from any racial group are more likely to be adversely affected by the programme.

## **Age** evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for age groups in Northern Ireland: 0-15 years 20.4%, 16-24 years 10.6%, 25-34 years 12.7%, 35-44 years 13.1%, 45-54 years 13.3%, 55-64 years 12.7%, 65+ years 17.2%.

Older users may be more familiar with traditional payment methods; however, coin payment options will continue to be available. In addition, appropriate signage will be provided, subject to traffic and regulatory approval, to inform users of payment options.

Younger users are more likely to use cashless payment methods, which are supported and unchanged by the programme.

Similar pay-by-plate systems have already been implemented in local authority off-street car parks with no evidence of adverse impact on any age group.

**Marital Status** evidence / information:

In the 2021 Census out of a population of 1.9 million (those aged 16 and over), the following statistics were recorded for marital status in Northern Ireland: single (38.1%), married (45.6 %), in a civil partnership (0.2%), Separated (3.8%), divorced / dissolved partnership (6%) and widowed (6.4%).

Available evidence does not indicate that marital status influences how individuals' access or use parking services and no differential impact has been identified.

**Sexual Orientation** evidence / information:

In the 2021 Census out of a population of 1.9 million (those aged 16 and over), the following statistics were recorded for sexual orientation in Northern Ireland: straight or heterosexual (90%), gay, lesbian, bisexual or other (2%), prefer not to say or not stated (7.9%).

The programme does not impact on individuals based on sexual orientation. Parking services are accessed in the same way regardless of sexual orientation and the changes to machine provision and payment methods apply equally to all users.

There is no evidence of differential impact on this section 75 category.

**Men & Women generally** evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for gender in Northern Ireland: females were 50.8% of the population and males were 49.2% of the population.

The programme applies equally to all users regardless of gender. There are no changes to policy or service provision that would affect men and women differently.

Available evidence does not indicate any differential impact based on gender.

## **Disability** evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for disabilities in Northern Ireland: 24.3% of people have a long-term health problem or disability and 44.9% of households in Northern Ireland have one or more people in the household with a long-term health problem or disability.

The programme recognises that changes to machine locations may have implications for accessibility. As a result, machine placement will be considered on a site-specific basis, considering accessibility, footfall and street layout.

Mitigating measures include:

- retention of coin payment options;
- availability of cashless payment methods;
- appropriate signage will be provided, subject to traffic and regulatory approval, to inform users of payment options; and
- introduction of pay-by-plate technology, removing the need to return to the vehicle.

Stakeholder engagement has also been undertaken with representative bodies to inform delivery.

It is recognised that not all individuals with disabilities are Blue Badge holders; therefore, accessibility considerations remain central to machine placement and programme delivery.

## **Dependants** evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for dependents in Northern Ireland: 30.7% per cent of households in Northern Ireland contained at least one dependent child and 44.9% contained at least one person with a long-term health problem or disability; made up of those households with dependent children (10.1%) and those with no dependent children (34.8%).

The programme does not introduce any changes that would disproportionately affect individuals with dependants. Parking services remain accessible through multiple payment methods, and improved signage will support ease of use.

Available evidence does not indicate that individuals with dependants are more likely to be adversely affected by the programme.

The programme does not introduce any changes that would disproportionately affect individuals with dependants. Parking services remain accessible through multiple payment methods on improved signage and machine placement will support ease of use.

## **Needs, experiences and priorities**

Taking into account the information referred to above, what are the different needs, experiences and priorities of each of the following categories, in relation to the particular policy/decision?

(Specify details of the needs, experiences and priorities for each of the Section 75 categories below).

### **Religious belief**

A review of demographic data (Census 2021) and available operational information indicates no evidence that individuals from this Section 75 category have specific needs, experiences or priorities in relation to the provision or use of Pay & Display machines.

The programme relates to parking infrastructure and payment methods, which are accessed in the same way regardless of religious belief.

No specific needs, experiences or priorities have been identified for this group.

### **Political Opinion**

A review of available data does not indicate any specific needs, experiences or priorities for individuals with different political opinions in relation to the programme.

Parking services are accessed in a consistent manner regardless of political opinion. The provision of clear signage and multiple payment options supports accessibility for all users.

No specific needs, experiences or priorities have been identified for this group.

### **Racial Group**

A review of available data does not indicate any specific needs, experiences or priorities for individuals from different racial groups in relation to the programme.

Parking services are accessed in a consistent manner regardless of ethnicity. The provision of clear signage and multiple payment options supports accessibility for all users.

No specific needs, experiences or priorities have been identified for this group.

## **Age**

Different age groups may have varying preferences in how they access and pay for parking. Older users may be more familiar with traditional coin-based payment methods and may rely on clear signage. Younger users are more likely to use digital payment options, which remain unchanged under the programme.

The retention of coin payment options, alongside cashless alternatives and improved signage, ensures that the needs of different age groups are considered.

No disproportionate needs or impacts have been identified.

## **Marital status**

Available evidence does not indicate that marital or civil partnership status influences how individuals' access or use parking services.

The programme does not differentiate between individuals based on marital status, and parking infrastructure and payment options are available to all users equally.

No specific needs, experiences or priorities have been identified for this group.

## **Sexual orientation**

Available evidence does not indicate that sexual orientation influences how individuals' access or use parking services.

The programme applies equally to all users and does not introduce any changes that would impact individuals differently based on sexual orientation.

No specific needs, experiences or priorities have been identified.

## **Men and Women Generally**

Available evidence does not indicate that men and women experience parking services differently in a way that would be affected by this programme.

The changes to infrastructure and payment methods apply equally to all users regardless of gender.

No specific needs, experiences or priorities have been identified.

## **Disability**

Individuals with disabilities, particularly those with mobility impairments, may have specific needs in relation to the accessibility and proximity of Pay & Display machines.

The programme recognises this and has incorporated accessibility considerations into machine placement, taking account of street layout, footfall and ease of access on a site-specific basis.

The introduction of pay-by-plate technology removes the need for users to return to their vehicle to display a ticket, which may provide a benefit for some users.

The retention of coin payment options, alongside cashless alternatives, and the provision of appropriate signage will be provided, subject to traffic and regulatory approval, to inform users of payment options, to further support accessibility.

These measures are intended to ensure that the needs and experiences of disabled users are appropriately considered. No disproportionate impacts have been identified.

## **Dependants**

Individuals with dependants, including those with caring responsibilities, may benefit from convenient and accessible parking arrangements.

The programme maintains multiple payment options and introduces improvements such as pay-by-plate technology, which may reduce the need for additional movement or time spent at the vehicle. Clear signage and improved placement of machines will also support ease of use.

Available evidence does not indicate that individuals with dependants will be disproportionately affected.

## **Part 2. Screening questions**

### **Introduction**

In making a decision as to whether or not there is a need to carry out an equality impact assessment, the public authority should consider its answers to the questions 1-4 which are given on pages 66-68 of this Guide.

If the public authority's conclusion is **none** in respect of all of the Section 75 equality of opportunity and/or good relations categories, then the public authority may decide to screen the policy out. If a policy is 'screened out' as having no relevance to equality of opportunity or good relations, a public authority should give details of the reasons for the decision taken.

If the public authority's conclusion is **major** in respect of one or more of the Section 75 equality of opportunity and/or good relations categories, then consideration should be given to subjecting the policy to the equality impact assessment procedure.

If the public authority's conclusion is **minor** in respect of one or more of the Section 75 equality categories and/or good relations categories, then consideration should still be given to proceeding with an equality impact assessment, or to:

- measures to mitigate the adverse impact; or
- the introduction of an alternative policy to better promote equality of opportunity and/or good relations.

### **In favour of a 'major' impact**

- a) The policy is significant in terms of its strategic importance;
- b) Potential equality impacts are unknown, because, for example, there is insufficient data upon which to make an assessment or because they are complex, and it would be appropriate to conduct an equality impact assessment in order to better assess them;
- c) Potential equality and/or good relations impacts are likely to be adverse or are likely to be experienced disproportionately by groups of people including those who are marginalised or disadvantaged;
- d) Further assessment offers a valuable way to examine the evidence and develop recommendations in respect of a policy about which there are

concerns amongst affected individuals and representative groups, for example in respect of multiple identities;

- e) The policy is likely to be challenged by way of judicial review;
- f) The policy is significant in terms of expenditure.

### **In favour of 'minor' impact**

- a) The policy is not unlawfully discriminatory and any residual potential impacts on people are judged to be negligible;
- b) The policy, or certain proposals within it, are potentially unlawfully discriminatory, but this possibility can readily and easily be eliminated by making appropriate changes to the policy or by adopting appropriate mitigating measures;
- c) Any asymmetrical equality impacts caused by the policy are intentional because they are specifically designed to promote equality of opportunity for particular groups of disadvantaged people;
- d) By amending the policy there are better opportunities to better promote equality of opportunity and/or good relations.

### **In favour of none**

- a) The policy has no relevance to equality of opportunity or good relations.
- b) The policy is purely technical in nature and will have no bearing in terms of its likely impact on equality of opportunity or good relations for people within the equality and good relations categories.

Taking into account the evidence presented above, consider and comment on the likely impact on equality of opportunity and good relations for those affected by this policy, in any way, for each of the equality and good relations categories, by applying the screening questions given overleaf and indicate the level of impact on the group i.e. minor, major or none.

## Screening questions

### 1. What is the likely impact on equality of opportunity for those affected by this policy, for each of the Section 75 equality categories?

(Please provide details of the likely policy impacts and determine the level of impact for each S75 categories below i.e. either minor, major or none).

Details of the likely policy impacts on **Religious belief**:

The aim of the programme is to modernise on-street parking infrastructure across Belfast, Lisburn and Newry by reducing, relocating and upgrading Pay & Display machines to better reflect current usage patterns. The existing Pay & Display machine estate is approaching end of life, and replacement provides an opportunity to modernise infrastructure alongside rationalisation and improve overall efficiency which should benefit equality of opportunity for all users by enhancing accessibility and usability, irrespective of their religious belief.

What is the level of impact? **Minor Positive**

Details of the likely policy impacts on **Political Opinion**:

The aim of the programme is to modernise on-street parking infrastructure across Belfast, Lisburn and Newry by reducing, relocating and upgrading Pay & Display machines to better reflect current usage patterns. The existing Pay & Display machine estate is approaching end of life, and replacement provides an opportunity to modernise infrastructure alongside rationalisation and improve overall efficiency which should benefit equality of opportunity for all users by enhancing accessibility and usability, irrespective of their political opinion.

What is the level of impact? **Minor Positive**

Details of the likely policy impacts on **Racial Group**:

The aim of the programme is to modernise on-street parking infrastructure across Belfast, Lisburn and Newry by reducing, relocating and upgrading Pay & Display machines to better reflect current usage patterns. The existing Pay & Display machine estate is approaching end of life, and replacement provides an opportunity to modernise infrastructure alongside rationalisation and improve overall efficiency which should benefit equality of opportunity for all users by enhancing accessibility and usability, irrespective of their ethnicity.

What is the level of impact? Minor Positive

Details of the likely policy impacts on **Age**:

The aim of the programme is to modernise on-street parking infrastructure across Belfast, Lisburn and Newry by reducing, relocating and upgrading Pay & Display machines to better reflect current usage patterns. The existing Pay & Display machine estate is approaching end of life, and replacement provides an opportunity to modernise infrastructure alongside rationalisation and improve overall efficiency which should benefit equality of opportunity for all users by enhancing accessibility and usability, irrespective of their age.

Different age groups may have varying preferences in how they pay for parking; however, coin payment options will continue to be available alongside cashless methods. Clear and appropriate signage will be provided, subject to traffic and regulatory approval, to inform users of payment options.

These measures ensure that the needs of different age groups are considered.

What is the level of impact? Minor Positive

Details of the likely policy impacts on **Marital Status**:

The aim of the programme is to modernise on-street parking infrastructure across Belfast, Lisburn and Newry by reducing, relocating and upgrading Pay & Display machines to better reflect current usage patterns. The existing Pay & Display machine estate is approaching end of life, and replacement provides an opportunity to modernise infrastructure alongside rationalisation and improve overall efficiency which should benefit equality of opportunity for

all users by enhancing accessibility and usability, irrespective of their marital status.

What is the level of impact? Minor Positive

Details of the likely policy impacts on **Sexual Orientation**:

The aim of the programme is to modernise on-street parking infrastructure across Belfast, Lisburn and Newry by reducing, relocating and upgrading Pay & Display machines to better reflect current usage patterns. The existing Pay & Display machine estate is approaching end of life, and replacement provides an opportunity to modernise infrastructure alongside rationalisation and improve overall efficiency which should benefit equality of opportunity for all users by enhancing accessibility and usability, irrespective of their sexual orientation.

What is the level of impact? Minor Positive

Details of the likely policy impacts on **Men and Women**:

The aim of the programme is to modernise on-street parking infrastructure across Belfast, Lisburn and Newry by reducing, relocating and upgrading Pay & Display machines to better reflect current usage patterns. The existing Pay & Display machine estate is approaching end of life, and replacement provides an opportunity to modernise infrastructure alongside rationalisation and improve overall efficiency which should benefit equality of opportunity for all users by enhancing accessibility and usability, irrespective of their gender.

What is the level of impact? Minor Positive

Details of the likely policy impacts on **Disability**:

The aim of the programme is to modernise on-street parking infrastructure across Belfast, Lisburn and Newry by reducing, relocating and upgrading Pay & Display machines to better reflect current usage patterns. The existing Pay & Display machine estate is approaching end of life, and replacement provides an opportunity to modernise infrastructure alongside rationalisation and improve overall efficiency which should benefit equality of opportunity for

all users by enhancing accessibility and usability, irrespective of whether they have a disability or not.

It is recognised that changes to the number and location of Pay & Display machines may have implications for accessibility for some users, particularly those with mobility impairments.

However, these potential impacts are mitigated through:

- site-specific consideration of machine placement, taking account of accessibility and local layout;
- provision of clear and appropriate signage will be provided, subject to traffic and regulatory approval, to inform users of payment options;
- retention of coin payment options alongside cashless methods; and
- introduction of pay-by-plate technology, removing the need to return to the vehicle.

These measures are intended to ensure that accessibility is maintained and, in some cases, improved.

What is the level of impact? Minor Positive

Details of the likely policy impacts on **Dependants**:

The aim of the programme is to modernise on-street parking infrastructure across Belfast, Lisburn and Newry by reducing, relocating and upgrading Pay & Display machines to better reflect current usage patterns. The existing Pay & Display machine estate is approaching end of life, and replacement provides an opportunity to modernise infrastructure alongside rationalisation and improve overall efficiency which should benefit equality of opportunity for all users by enhancing accessibility and usability, irrespective of whether they have, or are, dependants.

The programme maintains accessible parking payment options and introduces improvements such as pay-by-plate technology, which may support convenience for individuals with caring responsibilities.

What is the level of impact? Minor Positive

**2. Are there opportunities to better promote equality of opportunity for people within the Section 75 equalities categories?**

(Detail opportunities of how this policy could promote equality of opportunity for people within each of the Section 75 Categories below).

**Religious Belief** - If Yes, provide details:

If No, provide reasons:

No - This programme relates to parking infrastructure and payment methods and does not present specific opportunities to promote equality of opportunity for individuals based on religious belief.

The changes apply consistently to all users regardless of religious belief.

**Political Opinion** - If Yes, provide details:

If No, provide reasons

No - The programme does not present specific opportunities to promote equality of opportunity for individuals based on political opinion.

Parking services are accessed equally by all users and are not influenced by political opinion.

**Racial Group** - If Yes, provide details:

If No, provide reasons

No - There are no specific opportunities to promote equality of opportunity for individuals based on racial group.

However, the provision of clear signage and multiple payment options supports accessibility for all users.

**Age** - If Yes, provide details:

If No, provide reasons:

Yes - The programme provides opportunities to promote equality of opportunity across different age groups through:

- retention of coin payment options for users who may prefer traditional payment methods;
- continued availability of cashless options for those who prefer digital methods; and
- improved signage to support ease of use.

These measures support accessibility for both older and younger users.

**Marital Status** - If Yes, provide details:

If No, provide reasons

No - The programme does not present specific opportunities to promote equality of opportunity based on marital or civil partnership status.

Parking services are accessed equally by all users regardless of marital status.

**Sexual Orientation** - If Yes, provide details:

If No, provide reasons:

No - The programme does not present specific opportunities to promote equality of opportunity based on sexual orientation.

Parking services are accessed equally by all users.

**Men and Women generally** - If Yes, provide details:

If No, provide reasons:

No - The programme does not present specific opportunities to promote equality of opportunity based on gender.

The changes apply equally to all users regardless of gender.

**Disability** - If Yes, provide details:

If No, provide reasons:

Yes - The programme provides opportunities to promote equality of opportunity for individuals with disabilities through:

- site-specific consideration of machine placement, taking account of accessibility;
- provision of clear and appropriate signage will be provided, subject to traffic and regulatory approval, to inform users of payment options;
- retention of multiple payment options, including coin and cashless; and
- introduction of pay-by-plate technology, removing the need to return to the vehicle

These measures are intended to improve accessibility and ease of use for individuals with mobility impairments and other accessibility needs.

**Dependants** - If Yes, provide details:

If No, provide reasons:

Yes - The programme provides opportunities to support individuals with dependants through improved convenience and accessibility, including:

- pay-by-plate technology reducing the need for additional movement;
- improved placement of machines; and
- clear signage to support ease of use.

These measures may assist individuals with caring responsibilities when accessing parking services.

3. **To what extent is the policy likely to impact on good relations between people of different religious belief, political opinion or racial group?**

Please provide details of the likely policy impact and determine the level of impact for each of the categories below i.e. either minor, major or none.

Details of the likely policy impacts on **Religious belief**:

This policy is not likely to impact on good relations between people of different religious belief.

The Pay & Display Rationalisation Programme relates to operational changes to parking infrastructure and payment methods and does not differentiate between individuals or groups based on religious belief.

The changes apply consistently across all users and locations.

What is the level of impact? **None**

Details of the likely policy impacts on **Political Opinion**:

This policy is not likely to impact on good relations between people of different political opinion.

The programme does not introduce any measures that would affect individuals differently based on political opinion and applies uniformly across all users.

Available evidence does not indicate any impact on good relations.

What is the level of impact? **None**

Details of the likely policy impacts on **Racial Group**:

This policy is not likely to impact on good relations between people of different racial groups.

The programme applies equally to all users regardless of race or ethnicity and does not introduce any changes that would affect relationships between different groups.

There is no evidence of any impact on good relations.

What is the level of impact? **None**

**4. Are there opportunities to better promote good relations between people of different religious belief, political opinion or racial group?**

Detail opportunities of how this policy could better promote good relations for people within each of the Section 75 Categories below:

**Religious Belief** - If Yes, provide details:

If No, provide reasons:

No - The programme relates to operational changes in parking infrastructure and does not present opportunities to better promote good relations between people of different religious beliefs.

**Political Opinion** - If Yes, provide details:

If No, provide reasons

No - The programme relates to operational changes in parking infrastructure and does not present opportunities to better promote good relations between people of different political opinions.

**Racial Group** - If Yes, provide details:

If No, provide reasons

No - The programme relates to operational changes in parking infrastructure and does not present opportunities to better promote good relations between people of different ethnicity.

## Additional considerations

### Multiple identity

Generally speaking, people can fall into more than one Section 75 category. Taking this into consideration, are there any potential impacts of the policy/decision on people with multiple identities?

*(Every citizen belongs to more than one group - For example: disabled minority ethnic people; disabled women; young Protestant men; and young lesbians, gay and bisexual people).*

Generally, individuals may fall within more than one Section 75 category (for example, disabled older people, or individuals from minority ethnic groups with caring responsibilities).

Taking this into consideration, available evidence does not indicate that the Pay & Display Rationalisation Programme will have a disproportionate or cumulative impact on individuals with multiple identities.

The programme applies consistently across all users, and mitigating measures such as site-specific machine placement, clear signage, retention of coin payment options and the introduction of pay-by-plate technology are intended to support accessibility for all groups.

These measures are considered sufficient to address any potential impacts across multiple Section 75 categories.

Provide details of data on the impact of the policy on people with multiple identities. Specify relevant Section 75 categories concerned.

There is no available evidence to indicate that individuals within any combination of Section 75 categories will be disproportionately affected by the programme.

### **Part 3. Screening decision**

If the decision is not to conduct an equality impact assessment, please provide details of the reasons.

This policy has been screened out as the likely impacts on equality of opportunity are considered to be minor.

The programme represents changes to parking infrastructure and service delivery; however, there is no evidence of significant adverse or disproportionate impact on any Section 75 group.

Mitigating measures have been incorporated into the programme design, including:

- site-specific consideration of machine placement;
- retention of coin payment options alongside cashless methods;
- provision of appropriate signage will be provided, subject to traffic and regulatory approval, to inform users of payment options; and
- introduction of pay-by-plate technology.

These measures are considered sufficient to address any potential impacts.

This policy has been screened out on the basis that the likely impacts on equality of opportunity are minor and not adverse.

If the decision is not to conduct an equality impact assessment the public authority should consider if the policy should be mitigated or an alternative policy be introduced - please provide details of this consideration.

Mitigation has been considered and incorporated into the programme design.

The programme has been developed to ensure that accessibility is maintained through appropriate placement of machines, clear signage, and the continued availability of multiple payment methods.

No alternative policy is considered necessary as the identified impacts are minor and are adequately addressed through these measures.

If the decision is to subject the policy to an equality impact assessment, please provide details of the reasons.

N/A

All public authorities' equality schemes must state the authority's arrangements for assessing and consulting on the likely impact of policies adopted or proposed to be adopted by the authority on the promotion of equality of opportunity. The Commission recommends screening and equality impact assessment as the tools to be utilised for such assessments. Further advice on equality impact assessment may be found in a separate Commission publication: Practical Guidance on Equality Impact Assessment.

## Mitigation

When the public authority concludes that the likely impact is 'minor' and an equality impact assessment is not to be conducted, the public authority may consider mitigation to lessen the severity of any equality impact, or the introduction of an alternative policy to better promote equality of opportunity or good relations.

Can the policy/decision be amended or changed or an alternative policy introduced to better promote equality of opportunity and/or good relations?

No

If so, **give the reasons** to support your decision, together with the proposed changes/amendments or alternative policy.

The programme has been designed with mitigating measures already incorporated to address potential impacts identified during the screening process.

These include:

- site-specific consideration of machine placement, taking account of accessibility and local layout;
- retention of coin payment options alongside cashless methods;
- provision of clear and appropriate signage will be provided, subject to traffic and regulatory approval, to inform users of payment options; and
- introduction of pay-by-plate technology, removing the need to return to the vehicle.

Given that the potential impacts are considered minor and these measures are already embedded within the programme design, no further amendments or alternative policy approach is considered necessary.

## Timetabling and prioritising

Factors to be considered in timetabling and prioritising policies for equality impact assessment.

If the policy has been ‘**screened in**’ for equality impact assessment, then please answer the following questions to determine its priority for timetabling the equality impact assessment.

On a scale of 1-3, with 1 being the lowest priority and 3 being the highest, assess the policy in terms of its priority for equality impact assessment.

**Priority criterion** [choose 1 2 or 3 if a full EQIA is to take place]

Effect on equality of opportunity and good relations **Rating 1, 2 or 3**

Social need **Rating 1, 2 or 3**

Effect on people’s daily lives **Rating 1, 2 or 3**

Relevance to a public authority’s functions **Rating 1, 2 or 3**

Note: The Total Rating Score should be used to prioritise the policy in rank order with other policies screened in for equality impact assessment. This list of priorities will assist the public authority in timetabling. Details of the Public Authority’s Equality Impact Assessment Timetable should be included in the quarterly Screening Report.

Is the policy affected by timetables established by other relevant public authorities?

No

If yes, please provide details.

N/A

## Part 4. Monitoring

Public authorities should consider the guidance contained in the Commission's Monitoring Guidance for Use by Public Authorities (July 2007).

The Commission recommends that where the policy has been amended or an alternative policy introduced, the public authority should monitor more broadly than for adverse impact (See Benefits, P.9-10, paras 2.13 – 2.20 of the Monitoring Guidance).

Effective monitoring will help the public authority identify any future adverse impact arising from the policy which may lead the public authority to conduct an equality impact assessment, as well as help with future planning and policy development.

## Part 5 - Approval and authorisation

Screened by: [Dean Holland](#)  
Position/Job Title: [Deputy Principal](#)  
Date: [15 May 2026](#)

Approved by: [Sian Kerr](#)  
Position/Job Title: [Director of Transport Planning and Policy](#)  
Date: [20/5/26](#)

Note: A copy of the Screening Template, for each policy screened should be 'signed off' and approved by a senior manager responsible for the policy, made easily accessible on the public authority's website as soon as possible following completion and made available on request.

### For Equality Team Completion:

Date Received: [16/04/2026](#)  
Amendments Requested: [Yes](#)  
Date Returned to Business Area: [21/04/2026](#)  
Date Final Version Received / Agreed: [21/05/2026](#)  
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