

Section 4 Integrated Impact Assessment

Summary Report Template

Each of the numbered sections below must be completed

Interim report		Final report	✓	(Tick as appropriate)
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1. Title of plan, policy or strategy being assessed

Parking Action Plan: the introduction of Sunday parking controls.

2. What will change as a result of this proposal?

Parking controls within the Central Controlled Parking Zone (CPZ) and on main traffic routes throughout the CPZ will operate on Sunday afternoons from 12.30 to 18.30.

3. Briefly describe public involvement in this proposal to date and planned

There has been extensive public engagement during the development of this proposal, including: direct mailings to; equalities groups, transport interest groups, Community Councils, residents' groups and Neighbourhood Partnerships; discussion at the Transport Forum; on-street questionnaires; online surveys; public meetings and roadshows; press releases; media coverage; Councillor briefings; focus groups and leaflets were distributed to public centres.

This culminated in the approval of the proposals by the Transport and Environment Committee in June 2016. This IIA updates the previous ERIA which was completed and approved in June 2016 but takes cognisance that no changes are being proposed to the policy at this time.

4. Date of IIA

The IIA Meeting was held on 14 December 2018. This impact assessment has been reviewed on 20 January 2021.

5. Who was present at the IIA? Identify facilitator, Lead Officer, report writer and any partnership representative present and main stakeholder (e.g. NHS, Council)

Name	Job Title	Date of IIA training	Email
Gavin Sherriff – Facilitator	Transport Officer – Parking Development	10/10/2018	Gavin.sherriff@edinburgh.gov.uk
Gavin Graham – Lead Officer	Acting Parking and Traffic Regulation Manager	-	Gavin.graham@edinburgh.gov.uk
Andrew MacKay – Report Writer	Transport Officer – Parking Development	-	a.mackay@edinburgh.gov.uk
Scott MacMillan – Enforcement Partner	NSL Base Manager	-	Scott.Macmillan@nslservices.co.uk
Gillian Dougherty – Transactions Partner	Customer – Team Leader	-	Gillian.Dougherty@edinburgh.gov.uk
Joanne Yorkston – Enforcement Partner	Transport Officer – Parking Enforcement	-	Joanne.Yorkston@edinburgh.gov.uk

6. Evidence available at the time of the IIA

Evidence	Available?	Comments: what does the evidence tell you?
Data on populations in need	Yes	The LTS 2014-19 Issues for Review survey - identified poor conditions for public transport services on Sundays when many supported bus services operate. It suggested parking controls in town and on main routes could help services become commercially viable.

Evidence	Available?	Comments: what does the evidence tell you?
		<p>Lothian Buses and the travelling public have told us that inconsiderate parking on Sunday afternoons causes delays to buses and reduces accessibility to the city centre. Poor parking also has a negative impact on road safety and makes journeys on foot or by bike less appealing. The lack of parking controls also encourages people to drive to and park in town thus contributing to congestion and poor air quality.</p>
Data on service uptake/access	Yes	<p>The number of parking permits to possible residents parking places in the city centre (Zones 1-4) of the CPZ is currently oversubscribed. Sunday parking controls will also be introduced in tandem with shared use parking places to help address this issue.</p>
Data on equality outcomes	Yes	<p>Sunday parking controls will improve parking opportunities for disabled persons' blue badge holders. Currently, anyone can park in parking places or on single yellow lines without restriction. Thus, the benefits usually reserved for disabled people at other times of the week are not available. Sunday controls will restore these benefits at times which just as busy as the rest of the week. Plus holders of the National Entitlement Card (i.e. 60+ free bus pass) will benefit from enhanced operating conditions for public transport services; less parking on main routes and at stops delaying buses and encouraging more people to take the bus, thus increasing passenger numbers and potentially service standards.</p>

Evidence	Available?	Comments: what does the evidence tell you?
		<p>Age and disability are closely linked and older people who are disabled are more likely to be in low-income households.</p> <p>It is estimated that 20% of Scotland's population has a disability.</p>
Research/literature evidence	Yes	<p>Research indicates that air pollution is responsible for around 40,000 premature deaths in the UK each year and parking charges are an effective mechanism to encourage changes in travel habits.</p> <p>A review of Sunday parking in other Scottish local authorities revealed that charges apply in Aberdeen, Dundee and Glasgow plus in off street car parks in Inverness. Other UK cities operate Sunday controls; Manchester, Leeds, Birmingham, York, Newcastle and Sheffield.</p>
Public/patient/client experience information	Yes	<p>The majority of respondents to the public consultation were opposed to the extension of any parking controls on Sundays. Many objected as they thought; controls would impact on Sunday worship, parking was already difficult, controls would negatively impact on businesses or they thought they were being proposed as a money making scheme.</p>
Evidence of inclusive engagement of service users and involvement findings	Yes	<p>There were ten focus group meetings with one being conducted with disabled people and three with churchgoers and religious organisations. These helped to inform policy development and a tailored approach to the Sunday</p>

Evidence	Available?	Comments: what does the evidence tell you?
		parking proposals.
Evidence of unmet need	No	None identified.
Good practice guidelines	No	No guidelines available.
Environmental data	Yes	<p>Road transport produces 23% of all carbon dioxide (CO₂) produced in Edinburgh (Source: DECC). It also produces harmful emissions (NO_x and PM₁₀) which contribute to poor air quality and severe health problems. There are now six Air Quality Management Areas in Edinburgh, each centred around major traffic corridors.</p> <p>The introduction of Sunday parking controls is expected to reduce car journeys and help improve air quality. Recent research indicated that poor air quality is responsible for thousands of premature deaths in the UK each year. Tackling vehicle pollution would also be beneficial for people with existing chronic health problems, like asthma.</p>
Risk from cumulative impacts	Yes	<p>Indiscriminate parking and increased traffic movements can negatively impact road safety. 75% of fatalities on Edinburgh's roads involve vulnerable road users such as; pedestrians, cyclists and children. The introduction of Sunday parking restrictions will discourage unnecessary car travel, better protect cycle lanes and crossing points making Edinburgh's roads safer.</p>
Other (please specify)	No	None required.
Additional evidence	None	

Evidence	Available?	Comments: what does the evidence tell you?
required		

7. In summary, what impacts were identified and which groups will they affect?

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>Positive</p> <p>While disabled persons' parking places are enforced seven days a week, the benefits associated with a blue badge is severely reduced by the absence of general parking restrictions on Sundays. Any vehicle can park free of charge and without any time limit in parking places or on single yellow lines. Therefore, the introduction of parking restrictions on Sunday afternoons will enhance access for disabled people as this will improve their parking opportunities over general traffic.</p> <p>There will also be benefits for disabled people or older people (who are not blue badge holders) with mobility problems (i.e. National Entitlement Card (NEC) holders) who rely on public transport to travel into the city. Restrictions on main routes will reduce delays and improve reliability of bus journey times while access to bus stops will be improved, as bus stops are often impeded by inconsiderate parking.</p> <p>Healthier lifestyles could be encouraged by reducing the attractiveness of car travel to the city centre on Sunday through managing parking demands. Parking controls will enhance conditions for pedestrians, cyclists and public transport users which are more sustainable forms of travel, improving their own and other people's health. It is expected this will also bring road safety benefits for all.</p> <p>Negative</p> <p>There could be a negative equality impact should Sunday parking controls discourage people visiting friends or relatives within the CPZ. Or indeed add an additional charge to their journeys.</p> <p>Sunday worshippers were concerned that parking</p>	<p>Disabled persons' blue badge holders</p> <p>Disabled NEC holders and older people who may have mobility impairments.</p> <p>People with chronic health conditions and all residents.</p> <p>Older people or those with mobility impairments who do not qualify for a disabled blue badge.</p> <p>Older people and people</p>

<p>controls on Sunday mornings would prevent them from attending services and/or enjoying subsequent social activities. Additionally, some said they would not be able to take the car and no longer be able to provide lifts to those (older or disabled people who do not drive) who may need them as they are less likely to drive themselves.</p> <p>It may be difficult for non-English speakers to understand changes in regulations. However, on-street signage will indicate controls, the Council is bound by legislation as to the signs it can use and this could also apply to visiting tourists.</p>	<p>in their middle years, People with different religions or beliefs</p> <p>Minority ethnic people (includes Gypsy/Travellers, migrant workers, non-English speakers)</p>
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<p>Environment and Sustainability</p> <p>Positive</p> <p>The proposals could have a positive impact on the environment. By removing free parking opportunities on Sundays this will encourage people to travel on foot, by bike or by public transport. Controls may also help to reduce the amount of traffic that is driving around the city centre looking for an available parking space. These conditions will reduce green house gas emissions, improve air quality and enhance sustainable travel.</p> <p>Negative</p> <p>There may be displacement of parking pressures into nearby unrestricted streets.</p>	<p>Affected populations</p> <p>Everyone, young people and children</p> <p>Everyone</p>
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<p>Economic</p> <p>Positive</p> <p>By tackling inconsiderate parking on Sundays the conditions for pedestrians, cyclists and public transport users will be enhanced. Such improvements will benefit people on lower incomes or NEC holders who cannot afford private vehicles and may rely entirely on active and</p>	<p>Affected populations</p> <p>People on low-incomes, unemployed, people on benefits, pensioners</p>
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<p>public transport.</p> <p>Negative</p> <p>The extension of parking charges on Sundays could have a negative impact on visitors and residents as they will need to pay for their parking time on Sunday afternoons.</p> <p>There may be a negative impact on social or community groups who meet in or travel regularly to the city centre on Sunday afternoons, as they will now need to pay for their parking time. This may affect mini buses who may normally park on single yellow lines, but would need to pay for parking.</p> <p>Carers may require to pay for parking time on Sunday afternoons. However, visitors permits are being introduced which would help. In addition, Healthcare Workers' Permits are also available.</p>	<p>People on low-incomes, unemployed, people on benefits.</p> <p>Vulnerable families, looked after children and young people.</p> <p>Carers</p>
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8. Is any part of this policy/ service to be carried out wholly or partly by contractors and how will equality, human rights including children's rights , environmental and sustainability issues be addressed?

The enforcement of parking regulations is undertaken by a private contractor, who was appointed following a successful competitive tender process and was subject to an Equalities and Rights Impact Assessment.

No negative equality, human rights including children's rights, environmental or sustainability rights impacts have been identified as a result of any work being carried out by a contractor in regards to this proposal.

9. Consider how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.

The proposals do not directly affect children as they cannot legally drive.

These proposals have already undergone extensive public engagement and also require to proceed through an extensive public consultation process, as part of

the statutory traffic order procedure, before they can be implemented. This is likely to include further engagement with residents although the specifics have yet to be determined.

However, any written communications will make use of Plain English, using Gunning Fog analysis where possible, text printed at 12pt and will include the Council's 'Happy to Translate' logo and information, where copies are available in languages other than English.

In addition, the Traffic Regulation Order will be advertised with on-street notices, press adverts and online promotion (Council website and the national Tell Me Scotland portal).

- 10. Does the policy concern agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use? If yes, an SEA should be completed, and the impacts identified in the IIA should be included in this.**

The proposals concern parking management, which is part of the Council's transport function, however it is not considered that a full SEA is required in this instance.

11. Additional Information and Evidence Required

If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

Further information surrounding Sunday travel could be collected to help inform decisions includes;

1. public transport trips on Sundays,
2. the extent to which bus operators will increase services should controls be introduced,
3. areas of the city that are not well served by public transport,
4. identify all major religions worshipping on Sundays, and
5. review public transport provision at Park and Ride Sites on Sundays.

However, this will likely involve discussions with public transport operators and this information could be considered to be commercially sensitive and not be available.

12. Recommendations (these should be drawn from 6 – 11 above)

Initial discussions have taken place with Public Transport Colleagues and bus operators regarding the proposed introduction of Sunday parking controls. It is expected that further contact will be made once the traffic regulation order process proceeds further in 2019. This will address points 1 and 2 above.

13. Specific to this IIA only, what actions have been, or will be, undertaken and by when? Please complete:

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	Who will take them forward (name and contact details)	Deadline for progressing	Review date
Areas of the city that are not well served by public transport – this was investigated and many areas of the city are well served by public transport. New Lothian Country services are now serving the west of the city and enhancing provision.	Gavin Sherriff	17/12/18	-
Identify all major religions worshipping on Sundays – Census data was used to identify major religions and their holy days. No other religions, except Christianity and Catholicism, were found.	Gavin Sherriff	17/12/18	-
Review public transport provision at Park and Ride Sites on Sundays – there are early services available on Sundays at each P&R site around Edinburgh, to enable access to the city centre.	Gavin Sherriff	17/12/18	-

14. How will you monitor how this policy, plan or strategy affects different groups, including people with protected characteristics?

Further consultation, as part of the statutory traffic order process, will engage with affected groups and any impacts raised will be considered and mitigated where possible.

15. Sign off by Head of Service/ Project Lead

Name Gareth Barwell

Date Head of Place Management

16. Publication

Send completed IIA for publication on the relevant website for your organisation. [See Section 5](#) for contacts.