

## Section 4 Integrated Impact Assessment

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### Summary Report Template

Interim report		Final report	X
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#### 1. Title of proposal

'Delivering Actions for Parking – Supporting Information: Car Clubs' paper.

This paper was formally titled 'Parking Action Plan – Car Club', which was one of six Integrated Impact Assessment undertaken as part of drafting the Parking Action Plan to assess key, new action areas. Following the [Actions to Deliver Edinburgh's City Mobility Plan \(CMP\) consultation](#) in 2023, the draft Parking Action Plan was streamlined, along with draft Active Travel, Public Transport and Road Safety Action Plans, to respond to feedback on the challengingly large volume of information presented and resolve duplication.

This led to a more integrated 'CMP-led approach', which places greater reliance on the City Mobility Plan (CMP) '[Strategy to 2030](#)' and the associated '[Implementation Plan](#)' in setting out the strategic vision, objectives, policy measures, targets, and actions and associated delivery information. Further explanation on the CMP-led approach is set out in the 'City Mobility Plan – 1<sup>st</sup> Review' committee report, [presented to the Council's Transport and Environment Committee on 1 February 2024](#).

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

The CMP underwent a detailed Integrated Impact Assessment process as part of its creation and was approved in February 2021. The CMP Integrated Impact Assessment (IIA) is presented [here](#).

This 'Delivering Actions for Parking – Supporting Information: Car Clubs' paper focusses on providing further detail on the action required to deliver the objectives, policies measures and targets in the CMP in relation to car clubs and builds on commitments already approved in CMP. This IIA should therefore be read in conjunction with the overarching CMP IIA, as well as the other accompanying Delivering Actions for Parking IIAs, which collectively assess many of the key impacts of parking actions required to deliver CMP.

#### Proposal overview

*Undertake a strategic review of car club operations in the city to enhance the delivery model, areas served by car club vehicles, partnerships, and contractual arrangements with car club providers.*

Car club offers a pay-as-you-use vehicle service to encourage residents to car share as an alternative to private vehicles ownership. This action is aimed at maximising the strategic potential of car club operations in the city to support rather than compete with other sustainable modes of travel.

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

The CMP was extensively consulted upon before its finalisation in 2021. Between April-July 2023, consultation was undertaken to gain views across the suite of draft action plans mentioned above, alongside an emerging Future Streets Framework (Circulation Plan) designed to further support the delivery of CMP. [Findings were presented](#) to the Transport and Environment Committee in October 2023.

A key focus of this consultation was engaging with groups with protected characteristics, including groups that have been flagged as potentially being affected by the public transport actions in this IIA. The consultation programme received a total of 3,827 representations, received via a range of activities including stakeholder workshops, focus groups, market research, an online survey, and public drop-in events.

Views were captured across the following key themes:

- Improving local travel for walking and wheeling
- Delivering a joined-up cycle network
- Delivering improvements to our public transport network
- Delivering a people-friendly city centre
- Achieving city-wide road safety targets
- Improving our public transport and active travel corridors
- Delivering vibrant shopping streets
- Delivering liveable neighbourhoods
- Supporting the journey to net zero and cleaner air.

Furthermore, engagement was undertaken for the draft Parking Action Plan with internal stakeholders, elected members and the city's Transport Forum stakeholder grouping in November 2021. The Transport Forum is made up of experts, citizens, business and academic interests and other interested parties, and was chaired by the Council's Transport and Environment Convener.

The findings from these consultations have been used to inform this IIA.

### **4. Is the proposal considered strategic under the [Fairer Scotland Duty](#)?**

Yes. This paper, when read in conjunction with CMP, will play a key role in the city's bid to tackle inequalities and will deliver a green, sustainable and more accessible form of transport to residents, commuters, businesses and visitors.

### **5. Date of IIA**

The IIA was finalised on 6 December 2023.

6. 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
Steven Murrell (Lead officer)	Senior Transport Team Leader	
Gavin Sherriff	Senior Transport Team Leader	October 2018
Paul Bathgate (Facilitator and report writer)	Transport Officer Parking Development	August 2021
Gavin Graham	Parking and Traffic Regulation Manager	
Joanne Yorkston	Transport Officer Parking Contracts	June 2020
Ruth Muir	Transport Officer Parking Contracts	August 2021
Janine Fawns	Transport Technician Parking Development	

7. Evidence available at the time of the IIA

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
Data on populations in need	<a href="#">2011 Census - Office for National Statistics</a>  <a href="#">Scotland's Population - National Records of Scotland</a>  <a href="#">Scottish Index of Multiple Deprivation 2020 - Scottish Government</a>  <a href="#">Edinburgh Poverty Commission - Poverty in Edinburgh - data and evidence</a>	The City of Edinburgh has one of the fastest growing populations of any city in the UK and the city is projected to grow by a further 6.6% by 2026.
Data on service uptake/access	None	

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	<a href="#">Scottish Government - Scottish Index of Multiple Deprivation 2020</a>  <a href="#">Edinburgh Poverty Commission - Poverty in Edinburgh data and evidence</a>	<p>Details provided include statistical data highlighting areas of poverty in Edinburgh</p> <p>Some of the most deprived communities are in the peripheral areas of the city (e.g. Granton, Pilton, Niddrie, Saughton and Wester Hailes) outside the City Centre. However, an area within the CPZ in the Old Town is one of the top 20% most deprived areas in the country</p>
Data on equality outcomes	None	
Research/literature evidence	<a href="#">CoMoUK - Car Club Annual Report Scotland 2021</a>  <a href="#">CoMoUK Electric Vehicles in Car Clubs</a>  <a href="#">Car clubs - Transport for London</a> <a href="#">The Highway Code - Waiting and parking (238 to 252) - Guidance - GOV.UK (www.gov.uk)</a>	
Public/patient/client experience information	<a href="#">Enterprise Car Club – The City of Edinburgh Council</a>	Members of the public can request future car club locations
Evidence of inclusive engagement of people who use the service and involvement findings	<a href="#">The City of Edinburgh Council - Delivering the Local Transport Strategy: Parking Action Plan (2014-2019)</a>	



Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
	<a href="#">The City of Edinburgh Council - Low Emission Zone Integrated Impact Assessment October 2021</a>	
Risk from cumulative impacts	<a href="#">Active Travel Action Plan (2016) – The City of Edinburgh Council</a>	
Other (please specify)	None	
Additional evidence required	None	

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

<b>Equality, Health and Wellbeing and Human Rights</b>	<b>Affected populations</b>
<p><b>Positive</b></p> <ul style="list-style-type: none"> <li>• The opportunity for vulnerable members of the public or those with confidence issues to travel alone and feel safe and secure.</li> <li>• The ability for family members or carers to take a resident with protected characteristics to appointments or outings without the need for private car ownership.</li> <li>• Car club vehicles are compliant with the forthcoming low emission zone (LEZ).</li> <li>• Using car club vehicles may have a positive effect on users who have health conditions and require more space or prefer less crowded public transport.</li> <li>• Larger families with multiple private cars may be able to reduce the number of vehicles they own.</li> <li>• The ability to help reduce the numbers of vehicles parking on a street, potentially hazardously, enabling safer movement for all street users.</li> <li>• Improved air quality within Edinburgh makes the city a more pleasant place to work particularly for those working outdoors (e.g. market traders, street cleaners etc) including staff of restaurants/cafes with outdoor seating areas.</li> </ul>	<p>Existing residents Businesses</p> <p>People with protected characteristics.</p> <p>Women, Young People, Elderly.</p>

<ul style="list-style-type: none"> <li>• Improved air quality will greatly help children and young people, as poor air quality can damage lung development and can result in breathing conditions such as asthma.</li> <li>• Car Club aims to reduce private car ownership. Which will encourage the use of public transport as well as increased walking, wheeling and cycling.</li> <li>• Reduced vehicular traffic reduces the risk of collisions and improves road safety.</li> <li>• Car club is popular with younger members of the community.</li> <li>• Access to a well maintained and new fleet of vehicles.</li> </ul>	<p>Young People</p>
<p><b>Negative</b></p> <ul style="list-style-type: none"> <li>• Young people under 25 will pay an additional insurance premium.</li> <li>• Most vehicles in the current car club fleet are not wheelchair accessible.</li> <li>• Car clubs although strategically placed are still more prevalent in the city centre than elsewhere.</li> <li>• Potential loss of space for existing residents as a result of the carriageway reallocation of space to accommodate car club spaces.</li> <li>• Car club may compete with existing sustainable transport methods such as buses.</li> <li>• Potential security concern regarding locations and wellbeing of the vulnerable, for example dark poorly lit parking spaces.</li> <li>• All parking signage is in English, no alternative.</li> <li>• Literacy and numeracy understanding required to understand times of operation and associated costs.</li> <li>• Car club booking process is entirely online and may not be user friendly for some members of the public.</li> </ul>	<p>Existing residents Businesses</p>
<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• More availability of accessible multi-purpose vehicles' (MPV) vehicles and minibuses would offer more inclusive access to disabled users.</li> <li>• The Council's want is for car club operations to be expanded to serve areas of the city where there are currently no vehicles provided.</li> <li>• Car Club bays are located in areas where parking is already available, both free and paid.</li> <li>• Parking Attendants patrolling car club bays both within and out of the CPZ and out with offer a</li> </ul>	<p>People with protected characteristics.</p>

<p>visual presence and additionally enhances fault reporting capabilities of the council.</p> <ul style="list-style-type: none"> <li>• Traffic Regulation Orders (TRO) are advertised publicly and all residents, businesses and any interested party are able to comment on or object to proposals.</li> <li>• Car Club signage is similar to that of the rest of the UK.</li> <li>• Four locality hubs are accessible across the city where residents can seek assistance gaining online access.</li> <li>• Learning to drive and purchasing, running and insuring a vehicle all require a good level of literacy and numeracy.</li> </ul>	
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<p><b>Environment and Sustainability including climate change emissions and impacts</b></p> <p><b>Positive</b></p> <ul style="list-style-type: none"> <li>• Interventions that reduce local air pollution are likely to generate a positive effect on reducing factors contributing to climate change through reduced greenhouse gas emissions.</li> <li>• Reduce private vehicle use</li> <li>• Better management of kerbside space can reduce noise pollution.</li> <li>• Car club EV charging bays are being implemented at locations across the city.</li> <li>• Re-using existing poles to accommodate car club signage to avoid the introduction of new poles for each sign.</li> <li>• Removing poles or not erecting them in areas where we can utilise private property with permission.</li> <li>• Position of street furniture i.e. poles, pay and display machines as well as the height of signs.</li> </ul> <p><b>Negative</b></p> <ul style="list-style-type: none"> <li>• Noise during the construction phase or maintenance.</li> <li>• Car club parking bay TROs operate 24 hours a day and parking restrictions may not be controlled throughout the night.</li> <li>• Emissions from other vehicles responsible for road markings and vehicle removal as well as other vehicles used to monitor the car club bays.</li> </ul> <p><b>Mitigation</b></p>	<p><b>Affected populations</b></p> <p>All</p> <p>People with protected characteristics/Visually impaired/Disabled</p>
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<ul style="list-style-type: none"> <li>All proposals will meet legislative requirements of TSRGD, Traffic Signs Manual, Chapter 3 as well as the Council's Edinburgh Design Guidance.</li> </ul>	
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<b>Economic including socio-economic disadvantage</b>	<b>Affected populations</b>
<p><b>Positive</b></p> <ul style="list-style-type: none"> <li>Car clubs offer a pay-as-you-use car sharing service to users so there is reduced need for private vehicle ownership According to <a href="#">CoMoUK</a> (2022), 20 private cars are taken off the road by each car club car introduced in the UK.</li> <li>Provides local employment opportunities.</li> <li>Car club users are entitled to park in Shared Use bays and Pay and Display bays free of charge for two hours across the city.</li> <li>If car club members use the service as a replacement for their private vehicle, they will be able to reduce the payments currently made to drive a vehicle.</li> </ul> <p><b>Negative</b></p> <ul style="list-style-type: none"> <li>Cost of membership may increase annually.</li> <li>If users only use car club occasionally then the membership fee may be paid for however the service may not be used.</li> <li>If the required need is for a short journey for a family, then other transport modes may be cheaper.</li> <li>Frequent, longer duration car club hires may be cheaper undertaken by another transport mode.</li> <li>Spaces that were previously unrestricted will may require a permit.</li> <li>Reduction in the number of spaces due to legislative road marking requirements.</li> <li>Residents, visitors, carers etc may not to be able to park in a place they have previously done so for free.</li> </ul>	

**9. Is any part of this policy/ service to be carried out wholly or partly by contractors and if so how will equality, human rights including children's rights, environmental and sustainability issues be addressed?**

Yes, it is possible that some or part of this and the other parking actions, and the associated updated CMP Implementation Plan, would be undertaken by contractors e.g. to

install or remove road markings and erect signage. As part of the Council's procurement process consideration is given to ensure equality, environmental and sustainability impacts when working on behalf of the Council.

**10. 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.**

A range of communication methods will be used to reach out to different types of people at different stages of the delivery of actions, ensuring a broad audience reach and opportunities for interaction. Community involvement (listening and acting on stakeholders views) will remain a key element and communication formats will be designed to be understood by a range of population groups.

Residents are encouraged to use Council's translation service if they have language/visual requirements.

Another related parking action is the development of a Parking Communications Plan to increase awareness of parking operations, proposals and consultations whilst improving data gathering and customer insight. For this car club action, our Communications Service will work closely with the project team and car club operators to ensure effective communications to residents and car club members.

**11. Is the plan, programme, strategy or policy likely to result in significant environmental effects, either positive or negative? If yes, it is likely that a [Strategic Environmental Assessment](#) (SEA) will be required and the impacts identified in the IIA should be included in this. See section 2.10 in the Guidance for further information.**

As part of the City Mobility Plan a Strategic Environmental Assessment (SEA) was carried out. The SEA concluded that the cumulative impacts of reducing commuting by private car travel and encouraging car sharing alternatives alongside other policies and strategies, such as the City Mobility Plan would generally be positive.

This paper's role is to support the overarching CMP.

**12. 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.**

Additional evidence will be added to the IIA, if required, as it becomes available.

**13. Specific to this IIA only, what recommended actions have been, or will be, undertaken and by when? (these should be drawn from 7 – 11 above) Please complete:**

<b>Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)</b>	<b>Who will take them forward (name and job title)</b>	<b>Deadline for progressing</b>	<b>Review date</b>
None.			

**14. Are there any negative impacts in section 8 for which there are no identified mitigating actions?**

None – all negative impacts have been mitigated – see IIA checklist

**15. How will you monitor how this proposal affects different groups, including people with protected characteristics?**

Performance against CMP’s Key Performance Indicators is measured every 2 years as part of its biennial review cycle.

**16. Sign off by Head of Service**

**Name Gavin Brown**

**Date 24/01/2024**

**17. Publication**

Completed and signed IIAs should be sent to [strategyandbusinessplanning@edinburgh.gov.uk](mailto:strategyandbusinessplanning@edinburgh.gov.uk) to be published on the IIA directory on the Council website [www.edinburgh.gov.uk/impactassessments](http://www.edinburgh.gov.uk/impactassessments)

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