

Section 4 Integrated Impact Assessment

Summary Report Template

Interim report		Final report	X
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1. Title of proposal

‘Delivering Actions for Parking – Supporting Information: Controlled Parking Zones’ paper.

This paper was formally titled ‘Parking Action Plan – Controlled Parking Zone’, 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 – 1st 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: Controlled Parking Zones’ 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

Proactively provide parking controls to support City Mobility Plan and City Plan objectives and major projects, and continue to monitor, review and implement parking controls strategically across the city to tackle area-wide parking pressures.

The Council’s Strategic Review of Parking began in 2018 and reviewed parking pressures on a street-by-street basis across the whole city. By taking a holistic approach, the Council

could compare results for every area and make recommendations based on where the evidence suggested there was the greatest pressure on parking. This review has so far resulted in new CPZs being introduced into the Leith and Gorgie areas of the city in 2023.

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	2011 Census - Office for National Statistics Scotland's Population - National Records of Scotland Scottish Index of Multiple Deprivation 2020 - Scottish Government Edinburgh Poverty Commission - Poverty in Edinburgh - data and evidence	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. Although the city centre has a lower share of its population over 65 years of age (12%), the wider city region has a significantly higher share (22%) than Edinburgh and Scotland (19%).

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 service uptake/access	None	
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	Scottish Government - Scottish Index of Multiple Deprivation 2020 Edinburgh Poverty Commission - Poverty in Edinburgh data and evidence	<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	The Highway Code - Waiting and parking (238 to 252) - Guidance - GOV.UK (www.gov.uk)	CPZ as defined by the highway code.
Public/patient/client experience information	<p>Members of the public and Councillors frequently ask for parking restrictions to be added, removed or altered across the CPZ. Requests are received online, via email, telephone and in person.</p>	<p>Requests to improve safety at junctions.</p> <p>Requests to remove parking restrictions to accommodate newly created driveways or private accesses.</p> <p>Permit requests including;</p> <ul style="list-style-type: none"> Apply for or renew a residents' or priority parking permit. Apply for or renew retail, trades and business permits. Apply for a visitors' parking permit.
Evidence of inclusive engagement of	The City of Edinburgh Council - Delivering the local transport strategy	

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
people who use the service and involvement findings	Parking Action Plan (2014-2019) The Transport Scotland Bill The City of Edinburgh Council - City Mobility Plan IIA	Transport Scotland consultation on Pavement Parking
Evidence of unmet need	None	
Good practice guidelines	City Mobility Plan 2030 - The City of Edinburgh Council Parking Enforcement Protocol October 2022 The City of Edinburgh Council - Edinburgh Design Guidance Transport Scotland: Report on Public Electric Vehicle (EV) infrastructure in Scotland - Opportunities for Growth Traffic Signs and General Directions (TSRGD) Traffic Signs Manual - Chapter 3 (Gov.uk)	Existing street design guidance for staff and those implementing on-street works. Note an EV Charging factsheet is being finalised spring 2023 for inclusion to the Edinburgh Design Guidance.
Carbon emissions generated/reduced data	The case for electric vehicles Local Government Association	The environmental benefits and the groups of people likely affected are mentioned throughout the document

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
Environmental data	Air Quality Action plan – The City of Edinburgh Council Low Emissions Zones Regulations 2021 The City of Edinburgh Council - Low Emission Zone Integrated Impact Assessment October 2021	
Risk from cumulative impacts	Road Safety Plan – The City of Edinburgh Council Active Travel Action Plan (2016) – The City of Edinburgh Council	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 further parking restrictions will discourage unnecessary car travel, better protect cycle lanes and crossing points making Edinburgh's roads safer.
Other (please specify)	None	
Additional evidence required	None	

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

Equality, Health and Wellbeing and Human Rights	Affected populations
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<p>Positive</p> <ul style="list-style-type: none"> • The ability to keep streets clear of hazardous parking enabling the safe flow of traffic. • Discouraging commuter parking allows local residents to park closer to their homes. • 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. • 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. • Parking controls discourage private car use while encouraging the use of public transport as well as walking, wheeling and cycling. • Reduced vehicular traffic, reduces the risk of collisions and improves road safety. <p>Negative</p> <ul style="list-style-type: none"> • Potential loss of space for existing residents who do not wish to obtain a permit as a result of the carriageway reallocation of space. • Potential security concern regarding locations and wellbeing of the vulnerable, for example dark poorly lit parking spaces. • All parking signage is in English, no alternative. • Literacy and numeracy understanding required to understand times of operation and associated costs. <p>Mitigation.</p> <ul style="list-style-type: none"> • CPZ are located in urban areas and in most cases existing parking provision is already in place nearby. • Parking Attendants patrolling the CPZ offer a visual presence and additionally enhances fault reporting capabilities of the council. • Traffic Regulation Orders (TRO) are advertised publicly and all residents, businesses and any interested party are able to comment on or object to proposals. • CPZ signage is similar to that of the rest of the UK. • Four locality hubs are accessible across the city where residents can seek assistance with permit applications or gaining online access. 	<p>Existing residents Businesses</p> <p>People with protected characteristics.</p> <p>Young People</p> <p>Women, Young People, Elderly.</p> <p>People with protected characteristics.</p>
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<ul style="list-style-type: none"> • Learning to drive and purchasing, running and insuring a vehicle all require a good level of literacy and numeracy. 	
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<p>Environment and Sustainability including climate change emissions and impacts</p> <p>Positive</p> <ul style="list-style-type: none"> • 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. • Reduce private vehicle use. • Better management of kerbside space can reduce noise pollution. • Re-using existing poles to accommodate signage to avoid the introduction of new poles for each sign. • Removing poles or not erecting them in areas where we can utilise private property with permission. • Position of street furniture i.e. poles, pay and display machines as well as the height of signs. <p>Negative</p> <ul style="list-style-type: none"> • Noise during the construction phase or maintenance. • CPZ operates during the day and parking restrictions may not be controlled throughout the night. • Emissions from other vehicles responsible for road markings and vehicle removal as well as other vehicles used to monitor the CPZ. <p>Mitigation</p> <ul style="list-style-type: none"> • The ability to decide on specific days and hours of operation for CPZ will help minimise disruption to residents yet maximise efficiency. • Low emission vehicle owners are entitled to a reduced permit price with more polluting vehicles paying more. • As an alternative to CPZ, Priority Parking Areas operate during shorter times of operation. • All proposals will meet legislative requirements of TSRGD, Traffic Signs Manual, Chapter 3 as well as the Council’s own street design guidance. 	<p>Affected populations</p> <p>All</p> <p>People with protected characteristics/Visually impaired/Disabled</p>
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Economic including socio-economic disadvantage	Affected populations
<p>Positive</p> <ul style="list-style-type: none"> • Turnover of vehicles assists local business' ability to purchase Trades permits and helps trades people park near customer's homes. • Limited allocation of resident's permits (1 per person and 2 per household). • Provides local employment opportunities. <p>Negative</p> <ul style="list-style-type: none"> • Cost of purchasing a resident's permit. • Cost of permits and Pay and Display tariffs may increase. • Spaces that were previously free will require a permit. • Reduction in the number of spaces due to legislative road marking requirements. • Student accommodation ineligible to purchase a resident's parking permit. • Visitors, carers etc may need to pay for parking which was previously free. <p>Mitigation</p> <ul style="list-style-type: none"> • Low emission vehicle owners are entitled to a reduced permit price with more polluting vehicles paying more. • Visitors parking permits can be purchased by residents for visitors, trades persons and to assist deliveries. • Shared parking bays offer more flexible opportunities for permit holders and visitors to park in the same bay. • Blue Badge holders can park free of charge in Pay and Display bays. • Blue Badge holders can apply for a free resident's permit as well as double the normal visitors parking permits allocation, at half the standard price. • Disabled Person Parking Places can be introduced outside disabled people's homes and existing disabled bays are likely to benefit from an increased enforcement presence. 	

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 Controlled Parking Zone action, our Communications Service will work closely with the project team to ensure effective communications to residents and other stakeholders.

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 policies in 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:

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 job title)	Deadline for progressing	Review date
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 to be published on the IIA directory on the Council website www.edinburgh.gov.uk/impactassessments

Edinburgh Integration Joint Board/Health and Social Care

sarah.bryson@edinburgh.gov.uk to be published on the www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/