

Section 4 Integrated Impact Assessment

Summary Report Template

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

'Delivering Actions for Parking – Supporting Information: Pricing Strategy' paper.

This paper was formally titled 'Parking Action Plan – Pricing Strategy', 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: Pricing Strategy' 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

Review pricing strategies to manage demand for parking spaces, reduce vehicle emissions and support moves towards sustainable mobility.

Reviewing pricing strategies will help to support the Council's City Mobility Plan (CMP) and City Plan objectives. Parking pricing policy is an influential demand management tool which can help to manage parking pressures, change travel behaviours, support sustainable mobility and help to tackle climate change.

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 employee representative present and main stakeholder (e.g. Council, NHS)

| Name | Job Title | Date of IIA training |
|---|---|----------------------|
| Steven Murrell (Lead officer) | Senior Transport Team Leader | |
| Gavin Sherriff (Facilitator and report writer) | Senior Transport Team Leader | October 2018 |
| Paul Bathgate | Transport Officer Parking Development | August 2021 |
| Gavin Graham | Parking and Traffic Regulation Manager | |
| Joanne Yorkston | Transport Officer Parking Contracts | June 2020 |
| 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 | Scotland's Census 2011 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%). |
| Data on service uptake/access | Inrix, Global traffic scorecard 2019 | Parts of the city's transport network are highly congested, this costs drivers £764 p/a. The cost to the city is £177 million p/a. Congestion adds 41% travel time to each peak time journey. |

| 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 |
|---|--|---|
| <p>Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.</p> | <p>Scottish Government - Scottish Index of Multiple Deprivation 2020</p> <p>Edinburgh Poverty Commission - Poverty in Edinburgh data and evidence</p> <p>Scotland's Census 2011</p> <p>Living Streets Pedestrian Pound</p> | <p>Details provided include statistical data highlighting areas of poverty in Edinburgh.</p> <p>Some of the most deprived communities in Scotland 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> <p>46% of disabled people don't have a car, 60% of low-income families don't have a car across Scotland. In Edinburgh, 40% of households don't have a car.</p> <p>People travelling to shops and businesses on foot or by bike tended to stay for longer and spent more.</p> |
| <p>Data on equality outcomes</p> | <p>None.</p> | |
| <p>Research/literature evidence</p> | <p>Congestion Charges in Stockholm: How Have They Affected Retail Revenues? Daunfeldt et al., 2013</p> | <p>Research from Stockholm indicated that prior to the introduction of a congestion charging scheme, there was already high parking charges in the city. Therefore, prior to the</p> |

| 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 |
|---|--|--|
| | Regional Transport Strategy – SEStran 2035 | congestion charge access by car may have generally been by those on higher incomes. Thus, there could be less impact on behaviour change as a result of price changes. |
| Public/patient/client experience information | None. | |
| Evidence of inclusive engagement of people who use the service and involvement findings | None. | |
| Evidence of unmet need | None. | |
| Good practice guidelines | City Mobility Plan 2030 - The City of Edinburgh Council Traffic Signs and General Directions (TSRGD) Traffic Signs Manual - Chapter 3 (Gov.uk) | Parking signs and information must be presented in a manner which complies with national standards. |
| Carbon emissions generated/reduced data | None. | |
| Environmental data | Air Quality Action plan – The City of Edinburgh Council Low Emissions Zones Regulations 2021 | <p>There are now six Air Quality Management Areas in Edinburgh, each centred around major traffic corridors.</p> <p>The Council has introduced a Low Emissions Zone and enforcement is expected to</p> |

| | | |
|------------------------------|--|--|
| 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 |
| | | commence on 1 June 2024 in the city centre. |
| Risk from cumulative impacts | Road Safety Plan – The City of Edinburgh Council Active Travel Action Plan (2016) – The City of Edinburgh Council | Incorrect 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. A holistic review of parking pricing will discourage unnecessary car travel, better protect cycle lanes and crossing points making Edinburgh's roads safer. |
| Other (please specify) | Bank of England – Quarterly Bulletin 2022 Q3. | This update suggests that cash use continues to decline to around 15% of all UK payment transactions, but for some it remains an important payment method. |
| 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 |
|--|--|
| <p>Positive</p> <ul style="list-style-type: none"> • Pricing is a key parking demand management tool and price changes can greatly influence travel behaviour and discourage unnecessary car use. This will have a positive impact on reducing congestion and thus improving local air quality. • Discouraging unnecessary car use also encourages other more sustainable or active travel modes. This can have health benefits for those who have previously relied on predominantly | <p>All</p> <p>All, people with; poor physical activity, existing health conditions and mental health conditions.</p> |

| Equality, Health and Wellbeing and Human Rights | Affected populations |
|---|---|
| <p>sedentary car travel, by encouraging them to walk more and for longer distances.</p> <ul style="list-style-type: none"> • Reducing incorrect parking on priority bus corridors can help to improve bus services and provide better access for other road users to facilities and amenities. Buses become more accessible as removing incorrect parking will allow them to draw up closer to the bus stop and kerbside to allow those with mobility impairments easier access. • Price changes will not affect disabled blue badge holders who will continue to be able to park free of charge in pay and display places, disabled spaces and on yellow lines (outwith any loading prohibitions) for unlimited periods. Residential parking permits will also remain free of charge. • Price changes can affect everyone, but they can be designed in such a manner as to tackle emission reductions from the most polluting vehicles, such as permit price bands or emissions-based pricing. Improving air quality will bring greater health benefits for people who live in, work and visit the city. • Parking charges may reduce unnecessary car travel and allow residents to park closer to their homes, reducing crime or the fear of crime. • Reducing vehicle trips may enhance road safety by reducing the risk and number of road traffic collisions. Helping to achieve Vision Zero road safety objectives where no one is Killed or Seriously Injured (KSI) on Edinburgh's roads, where 75% of fatalities on Edinburgh's roads involve vulnerable road users such as; pedestrians, cyclists and children. The same could be said for improving parking opportunities, by reducing circling traffic and reducing instances where drivers are concentrating more on finding a parking space than on the road conditions ahead. • Better parking management can create better streets for residents by preventing vehicles from parking inconsiderately on the footway or in public spaces. | <p>All, Disabled people, Older people, Families,</p> <p>Disabled people</p> <p>Disabled people, Young People and children, Urban communities, staff.</p> <p>Women, lone people, families.</p> <p>Young people and children, Families, Older people, Disabled people, people on low incomes, Unemployed, Refugees and asylum seekers.</p> <p>People in urban areas, Disabled people, Young people, Families,</p> |
| <p>Negative</p> <ul style="list-style-type: none"> • People may not feel safe walking, cycling or using public transport on their own, so may use their car or be driven by parents/guardians. Pricing may discourage car use or prevent such journeys | <p>Young people, Women, lone people.</p> |

| Equality, Health and Wellbeing and Human Rights | Affected populations |
|--|---|
| <p>taking place. People may also park elsewhere to avoid parking charges, in areas where they may feel less safe.</p> <ul style="list-style-type: none"> • Some non-English speaking people may not understand the changes being made to prices or their pricing structures. • Parking controls do not operate for much of the evenings and overnight. However, some employees may need to pay for a few hours at the start or end of their shifts when controls apply during the day. • Price changes may discourage, stop or reduce the frequency of some visitors coming to visit friends and/or relatives who live in the CPZ as they may no longer be able to afford to park. • On-street parking price changes are unlikely to influence behaviour by drivers who park off street or who use private parking places in the city centre, such as workplace parking. | <p>Minority ethnic people and Refugees and asylum seekers</p> <p>Shift workers, Employees, staff.</p> <p>Older people, Families,</p> <p>Urban communities, disabled people,</p> |
| <p>Mitigation</p> <ul style="list-style-type: none"> • Pricing may have less of an impact if people are only being dropped-off/collected and don't need to pay for parking. Plus parking charges so not operate in the evenings or weekends, in some locations. • Use of the Council's Interpretation and Translation Services. • Price changes may increase parking opportunities near workplaces, encourage greater use of sustainable travel, reduce congestion and improve bus journey times and reliability, benefiting staff and the travelling public. • Parking controls don't operate at all times (evenings, overnight or at the weekends in some locations allow free parking), visitors permits can be purchased to allow cheaper parking in every zone/area but ideally, pricing may have no impact on the trips being made, but just encourage visitors to travel using more sustainable modes of transport. • The Council is investigating the introduction of a Workplace Parking Levy (this proposal is outwith the scope of this IIA). | |

| Environment and Sustainability including climate change emissions and impacts | Affected populations |
|---|---|
| <p>Positive</p> <ul style="list-style-type: none"> • Price changes can influence travel behaviour and discourage car use, this can have a positive impact on air quality and tackling climate change, as transport is the biggest generator of carbon emissions in Edinburgh. • Pricing will focus on emission reductions and investigate emissions-based charging to incentivise and accelerate the use of low emission vehicles. • Reducing vehicle trips will help to reduce noise pollution from car travel which can be a significant problem for people living in busy city centre streets which have cobbles or where buildings are affected by heavy traffic (i.e. HGVs). • Increasing parking prices may make it more difficult for people to pay for parking using cash as more coins may need to be used to pay for the full parking time allowed (i.e. the maximum stay period). While notes in circulation may have increased recently, having the correct change or sufficient number of coins may be more problematic, as cashless use increases across the economy and in some shops/businesses. This could encourage more drivers to use cashless or contactless payment channels, allowing more ticket machines to be removed improving streetscape and reducing environmental impact of the vehicles required to service, collect and bank coins taken by the machines. | <p>People living in urban areas, such as in the CPZ, in the city centre.</p> <p>People living in urban areas, disabled people,</p> <p>People living in urban areas</p> <p>People living in urban areas, disabled people</p> |
| <p>Negative</p> <ul style="list-style-type: none"> • Price changes will directly affect those with a car in urban areas where controlled parking operates and those travelling from areas poorly served by public transport who may have no other choice than to use their vehicle. • Price changes may influence driver behaviour but instead of choosing an alternative travel mode (walking, cycling, public transport or park and ride) people may choose to park elsewhere in nearby uncontrolled residential streets or go elsewhere, such as out of town shopping centres. • Price changes may encourage residents to pave over their gardens to make new driveways. This could impact upon the city's resilience to climate change and increase the risk of localised flooding. | <p>Urban and rural communities, SIMD areas of Edinburgh,</p> <p>Urban and rural communities</p> <p>Urban communities, disabled people</p> |

| Environment and Sustainability including climate change emissions and impacts | Affected populations |
|--|-----------------------------|
| <p>Mitigation</p> <ul style="list-style-type: none"> Edinburgh is well served by public transport and a series of Park and Ride sites encircle the city. The Council's Strategic Review of Parking intends to monitor parking pressures across the city and will help to identify any impacts from parking displacement. The Council has an existing process in place to manage new driveway and pavement crossings. With permission being required if properties are located within Conservation Areas, listed buildings or on A roads. In all cases, approval to lower the kerb is required. | |

| Economic | Affected populations |
|--|--|
| <p>Positive</p> <ul style="list-style-type: none"> Price is the main parking demand management tool available to the Council and can be a strong influencer of behaviour change. Parking price changes will not have an impact on Blue Badge holders who can still use pay and display parking free of charge and be eligible for a free residents' parking permit. Pay and Display price changes will not have an impact on Essential User Permits which can still be used within the CPZ for NHS staff to visit patients. People with lower incomes are less likely to own a car and parking price changes will not directly affect them. However, it may reduce other vehicle users from driving and tackle congestion making walking, cycling and public transport use more attractive and quicker. This may benefit those on lower incomes. Parking charges help to fund parking operations in Edinburgh and ensure that Parking Attendants are employed and are paid the Scottish Living Wage. Parking controls/charges can discourage some private car ownership and help to support the use and growth of car sharing opportunities. These can also be introduced in areas with poor public transport provision to avoid unnecessary car ownership or provide vehicles where car ownership is unaffordable. | <p>All</p> <p>Disabled People</p> <p>Carers and those in receipt of care</p> <p>Older people, Refugees and asylum seekers, Unemployed, People in receipt of benefits, Lone parents, Vulnerable families, Pensioners,</p> <p>People in employment, Staff</p> <p>People in urban areas, people in rural areas, Unemployed,</p> |
| Negative | |

| Economic | Affected populations |
|--|---|
| <ul style="list-style-type: none"> • Price is the main parking demand management tool available to the Council. Price changes could feasibly have an impact on anyone, regardless of whether they have a protected characteristic or not. However, changes may impact such groups more. • Some people, such as those on fixed incomes/pensions for example, may have less disposable income to absorb parking price increases. They may also be less able to change their vehicle quickly to mitigate the impact of price changes. • Businesses may be affected by on-street and permit price changes, as this may increase business costs. • An increase in on-street parking prices may have little impact on some business users and their trips, e.g. if a driver's parking costs are reimbursed by their employer. This may reduce the potential of price changes to change behaviour and reduce unnecessary car travel. • In addition to the point above, some motorists parking in the city may already have higher incomes or existing wealth. This could mean that such people are less sensitive to price increases than others and there will be less of an impact on behaviour than expected. Alternatively, such people could buy EVs, which are generally more expensive to purchase than internal combustion engine vehicles, to obtain cheaper parking. This may be a loophole to bypass economic and equality aims of pricing policy. • Reducing parking demand, may have an adverse impact on other transport initiatives as a decrease in surplus parking income may impact funds for transport improvements, such as bus priority measures, road safety schemes or new cycle routes. | <p>All</p> <p>Older people, Refugees and asylum seekers, Unemployed, People in receipt of benefits, Lone parents, Vulnerable families, Pensioners, Business community.</p> <p>Business community.</p> <p>People on higher incomes.</p> <p>All</p> |
| <p>Mitigation</p> <ul style="list-style-type: none"> • Blue Badge holders will still be able to benefit from free Pay and Display parking, so price changes will have no impact on their ability to park. • Price changes will help to make alternative transport modes, such as public transport, more competitive and reliable. | |

| Economic | Affected populations |
|--|----------------------|
| <ul style="list-style-type: none"> • Businesses may also benefit from more custom if parking is easier and there's a greater turnover of spaces, plus reducing congestion will help lower business costs. Yet, some businesses may perceive parking charges as a barrier, e.g. deterring passing trade. • The Council is investigating the introduction of a Workplace Parking Levy (this proposal is outwith the scope of this IIA) which may encourage businesses to consider further the impact of their car business travel. • Evidence obtained as part of this IIA suggests that some of the most vulnerable people in our society (disabled and people on low-incomes) do not have access to a car. Overall, pricing and the other supporting measures from the CMP and actions within this plan (EVs, Parking Controls and Enforcement) should overall result in i) fewer vehicles and ii) cleaner vehicles coming into the city which will help to tackle deprivation and benefit everyone. • Higher prices should encourage more people to choose to travel on foot, by bike or by bus, thus increasing patronage and funding for other modes. | |

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. 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 Pricing Strategy 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 identified. | - | - | - |
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| | | | |

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:
integratedimpactassessments@edinburgh.gov.uk to be published 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 at www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/