

## 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: Waiting and Loading Restrictions on Main Traffic Routes' paper.

This paper was formally titled 'Parking Action Plan – Waiting and Loading Restrictions on Main Traffic Routes', 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: Waiting and Loading Restrictions on Main Traffic Routes' 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 and amend waiting and loading restrictions on main traffic routes to align with neighbouring Controlled Parking Zones and improve sustainable mobility along such routes.*

We will continue to review, apply and enforce parking, waiting and loading restrictions to ensure that vehicles loading, and unloading do not dominate Edinburgh's streets. Different

public parking charges also help to ensure parking is managed safely and balance parking pressures over a larger area whilst helping to improve traffic flows and reduce congestion by managing demand and helping to remove circling traffic looking for parking.

### **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
Bill Wykes	Transport Officer	
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. 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.	<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="#">Edinburgh Strategic Sustainable Transport Study - Phase 1 (2019)</a>  <a href="#">The Highway Code - Waiting and parking (238 to 252) - Guidance - GOV.UK (www.gov.uk)</a>	<p>An assessment of strategic public transport corridors in the city</p> <p>Transport Scotland consultation on Pavement Parking</p> <p>Waiting and/or loading as defined by the highway code.</p>
Public/patient/client experience information	<a href="#">Yellow lines request – The City of Edinburgh Council</a>	<p>Members of the public can request yellow lines across the city online.</p>
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 - City Mobility Plan IIA</a>  <a href="#">The Transport Scotland Bill</a>	Transport Scotland consultation on Pavement Parking
Evidence of unmet need	None	
Good practice guidelines	<a href="#">City Mobility Plan 2030 - The City of Edinburgh Council</a>  <a href="#">Parking Enforcement Protocol October 2022</a>  <a href="#">The City of Edinburgh Council - Edinburgh Design Guidance</a>  <a href="#">Traffic Signs and General Directions (TSRGD)</a>  <a href="#">Traffic Signs Manual - Chapter 3 (Gov.uk)</a>	Existing street design guidance for staff and those implementing on-street works.
Carbon emissions generated/reduced data	None	
Environmental data	<a href="#">Air Quality Action plan – The City of Edinburgh Council</a>	Road transport produces 23% of all carbon dioxide (CO2) produced in Edinburgh (Source: DECC). It also produces harmful emissions (NOX 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.
Risk from cumulative impacts	<a href="#">Road Safety Plan – The City of Edinburgh Council</a>	Indiscriminate parking and increased traffic movements can negatively impact road

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="#">Active Travel Action Plan (2016) – The City of Edinburgh Council</a>	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?**

<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 ability to keep streets clear of hazardous parking enabling the safe flow of traffic at all times.</li> <li>• Waiting and loading restrictions on MTRs discourage private car use while encouraging the use of public transport as well as walking, wheeling and cycling as they keep main arterial routes free from parked cars during peak times.</li> <li>• Motorcyclists are also vulnerable road users and can travel in bus lanes on MTRs.</li> <li>• Ensuring emergency vehicles and refuse vehicles can access locations when required.</li> <li>• Loading bays on MTRs offer opportunities for businesses to receive deliveries throughout off-peak periods.</li> <li>• Schools located on MTRs benefit from safer routes to schools and improved sight lines at crossing points.</li> <li>• Markings on MTRs to increase visibility.</li> <li>• Bus stop clearways and MTR restrictions allow buses to pull up closer to the kerb at bus stops</li> </ul>	<p>All</p> <p>People with protected characteristics.</p> <p>All Women, Young People, Elderly.</p>

<p>making it easier for everyone, especially disabled passengers, to board buses safely.</p> <ul style="list-style-type: none"> <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> <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>• Reduced vehicular traffic, reduces the risk of collisions, and improves road safety.</li> <li>• Discourages long term parking of non-residents or business owners.</li> </ul> <p><b>Negative</b></p> <ul style="list-style-type: none"> <li>• At peak times on MTRs there are loading prohibitions in place, which apply to Blue Badge holders who will need to find alternative parking.</li> <li>• Carers and visitors' may be unfamiliar with restrictions that change throughout different times of the day.</li> <li>• Elderly or infirm may have to walk further to find suitable parking.</li> <li>• Waiting and loading signage is often larger and more complex to understand than other parking signage.</li> <li>• All signage is in English, no alternative.</li> <li>• Literacy and numeracy understanding required to understand times of operation and associated costs.</li> <li>• Some service users may not have online access to report requests via the website.</li> </ul> <p><b>Mitigation.</b></p> <ul style="list-style-type: none"> <li>• Drivers are allowed to stop briefly to allow passengers to leave or enter vehicles even during periods of prohibition on MTRs.</li> <li>• Short stay parking bays can be found in side streets close by MTRs to enable businesses to load during loading prohibition times.</li> <li>• Parking Attendants patrolling MTRs offer a visual presence and enhance the fault reporting capabilities of the council.</li> <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> </ul>	<p>People with protected characteristics.</p>
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<ul style="list-style-type: none"> <li>• Waiting or loading 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 with issues such as signage. Parking websites also offer additional information.</li> </ul>	
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<p><b>Economic including socio-economic disadvantage</b></p> <p><b>Positive</b></p> <ul style="list-style-type: none"> <li>• Short maximum stay periods allow for the turnover of customers' vehicles which assists local businesses capture passing trade.</li> <li>• The ability to purchase Trades' permits helps tradespeople park nearer customer homes.</li> <li>• Pay and Display opportunities available on MTRs out with times of loading prohibition.</li> <li>• Assists to maintain a sustainable and reliable bus and tram network. MTRs keep main arterial routes free from parked cars during peak traffic times, making bus journey times more efficient for all bus passengers.</li> </ul> <p><b>Negative</b></p> <ul style="list-style-type: none"> <li>• Reduction in the number of spaces available during the day for businesses or visitors.</li> <li>• Deliveries may need to be conducted at certain times of day.</li> <li>• Visitors including carers may not be able to park close by their patients.</li> <li>• Perceived loss of passing trade during times of loading prohibition.</li> <li>• Cost of living and signing maintenance and introduction.</li> </ul> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Blue Badge holders and Essential User Permit holders can park free of charge on yellow lines or parking bays on MTRs out with times of loading prohibition.</li> <li>• Businesses may not be able to receive deliveries in unrestricted streets due to inconsiderately parked vehicles, which cannot be enforced. There is no guarantee vehicles would park inconsiderately in an unrestricted street.</li> <li>• Associated costs are funded by client requests or internal parking budgets.</li> </ul>	<p><b>Affected populations</b></p> <p>Local businesses or residents</p>
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<ul style="list-style-type: none"> <li>• 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.</li> </ul>	
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**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.

**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:**

<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)

**Edinburgh Integration Joint Board/Health and Social Care**

[sarah.bryson@edinburgh.gov.uk](mailto:sarah.bryson@edinburgh.gov.uk) to be published on the [www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/](http://www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/)