

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

Parking Action Plan – Car Club

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

Project 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

Building on the City Mobility Plan (which was the result of over three years of discussion with citizens and stakeholders via workshops, meetings, surveys, presentations, focus groups and drop-in events), this Parking Action Plan action will seek to offer a robust and sustainable car club service.

Furthermore, the draft Parking Action Plan has also been discussed with internal stakeholders, elected members and the city's Transport Forum stakeholder grouping made up of experts, citizens and interested parties and chaired by the Council's Convener for Transport and Environment.

The draft Parking Action Plan was presented to the Transport and Environment Committee on 2 February 2023 where it was approved for further consultation along with the other transport Action Plans which are connected to the City Mobility Plan.

Traffic Regulation Orders (TRO) are required to enable enforcement of car club parking bays within and out with the Controlled Parking Zone (CPZ). This process includes a pre-TRO consultation period, followed by a statutory consultation period allowing the public to make representations in support of or object to the proposals. Comments are sought from the emergency services and other stakeholders in advance of public consultation.

Formal advertisements of traffic orders to the general public are communicated online, via local press, and street notices are erected on existing street furniture

within affected streets, with Community Councils and Councillors also informed of the proposals. These methods increase awareness to local residents and businesses and provide them with opportunity to object or support the proposals. Comments received from the public are taken into consideration before determining whether to proceed with or abandon any proposals.

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

*The Fairer Scotland Duty places a legal responsibility on particular public bodies in Scotland to actively consider ('pay **due regard**' to) how they can **reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions.***

***Socio-economic disadvantage** means living on a low income compared to others in Scotland, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services. Socio-economic disadvantage can be experienced in both places and communities of interest, leading to further negative outcomes such as social exclusion.*

This proposal is considered strategic under the Fairer Scotland Duty and may hopefully help improve access to services.

5. Date of IIA

29 November 2022 (scope meeting)

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 |
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| 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. |
| 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 | CoMoUK - Car Club Annual Report Scotland 2021 CoMoUK Electric Vehicles in Car Clubs | |

| 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 |
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| | Car clubs - Transport for London The Highway Code - Waiting and parking (238 to 252) - Guidance - GOV.UK (www.gov.uk) | |
| Public/patient/client experience information | Enterprise Car Club – The City of Edinburgh Council | Members of the public can request future car club locations |
| Evidence of inclusive engagement of people who use the service and involvement findings | The City of Edinburgh Council - Delivering the Local Transport Strategy: Parking Action Plan (2014-2019) The City of Edinburgh Council - City Mobility Plan IIA | |
| 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 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. |

| 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 |
|---|--|--|
| 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 |
| 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 | 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 | Active Travel Action Plan (2016) – The City of Edinburgh Council | |
| 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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| Positive <ul style="list-style-type: none"> The opportunity for vulnerable members of the public or those with confidence issues to travel alone and feel safe and secure. The ability for family members or carers to take a resident with protected characteristics to | <p>Existing residents Businesses</p> <p>People with protected characteristics.</p> |

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| <ul style="list-style-type: none"> • Literacy and numeracy understanding required to understand times of operation and associated costs. • Car club booking process is entirely online and may not be user friendly for some members of the public. <p>Mitigation</p> <ul style="list-style-type: none"> • More availability of accessible multi-purpose vehicles' (MPV) vehicles and minibuses would offer more inclusive access to disabled users. • 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. • Car Club bays are located in areas where parking is already available, both free and paid. • Parking Attendants patrolling car club bays both within and out of the CPZ and out with 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. • Car Club signage is similar to that of the rest of the UK. • Four locality hubs are accessible across the city where residents can seek assistance gaining online access. • Learning to drive and purchasing, running and insuring a vehicle all require a good level of literacy and numeracy. | <p>People with protected characteristics.</p> |
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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. • Car club EV charging bays are being implemented at locations across the city. | <p>Affected populations</p> <p>All</p> |
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| <ul style="list-style-type: none"> • Re-using existing poles to accommodate car club 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. • Car club parking bay TROs operate 24 hours a 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 car club bays. <p>Mitigation</p> <ul style="list-style-type: none"> • All proposals will meet legislative requirements of TSRGD, Traffic Signs Manual, Chapter 3 as well as the Council's Edinburgh Design Guidance. | <p>People with protected characteristics/Visually impaired/Disabled</p> |
|---|---|

| Economic including socio-economic disadvantage | Affected populations |
|--|----------------------|
| <p>Positive</p> <ul style="list-style-type: none"> • Car clubs offer a pay-as-you-use car sharing service to users so there is reduced need for private vehicle ownership According to CoMoUK (2022), 20 private cars are taken off the road by each car club car introduced in the UK. • Provides local employment opportunities. • 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. • 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. <p>Negative</p> <ul style="list-style-type: none"> • Cost of membership may increase annually. • If users only use car club occasionally then the membership fee may be paid for however the service may not be used. | |

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| <ul style="list-style-type: none"> • If the required need is for a short journey for a family, then other transport modes may be cheaper. • Frequent, longer duration car club hires may be cheaper undertaken by another transport mode. • Spaces that were previously unrestricted will may require a permit. • Reduction in the number of spaces due to legislative road marking requirements. • Residents, visitors, carers etc may not to be able to park in a place they have previously done so for free. | |
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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?

The service is provided by external contractor(s) and contractors are also used 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.

As part of the Parking Action Plan the Council intends to develop a Parking Communications Plan to increase awareness of parking operations, proposals and consultations whilst improving data gathering and customer insight.

In this instance our Comms service will work closely with the project team and car club operators to ensure effective communications to residents and car club members.

The Council offers an interpretation and translation service, which provides interpreters and translations to people who cannot speak English, have problems understanding English, or have a sight or hearing loss. The translations and interpretations are available in a wide range of different languages including British Sign Language, Braille, Large print and Audio. Services can be accessed over the phone or by visiting a neighbourhood hub location.

11. Is the policy likely to result in significant environmental effects, either positive or negative?

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.

As a result, it is not considered that an SEA requires to be completed for the Parking Action Plan or this individual action.

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.

N/A

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. | | | |
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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?

Consultation will be publicised in line with literature on how to reach all groups, so people with protected characteristics will be able to give their views.

16. Sign off by Head of Service

Name Gavin Brown



Date 15/06/2023

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/