

## 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

Parking Action Plan – Residents' Parking Permits

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

##### Project Overview

*Continue to apply parking permit surcharges to households that own more than one vehicle and more polluting vehicles and investigate the potential to reduce the number of residential parking permits issued.*

Reviewing pricing strategies will help to support the Council's City Mobility Plan and City Plan objectives. Parking permit 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

Residential parking permits have been available in the Controlled Parking Zone (CPZ) since 2008. A change to the traffic order in 2010 allowed for emissions-based charging. This introduced a five-band structure. A further change to the Traffic Order (TRO) in 2021 allowed us to amend the banding system to a seven-band structure allowing us to significantly increase prices for high polluting vehicles.

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 strive to achieve a holistic parking pricing policy to help achieve the CMPs aims.

Furthermore, the draft Parking Action Plan has also been discussed with internal stakeholders, elected members and the city's Transport Forum. A 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.

Finally, Traffic Regulation Orders (TRO) would be required to make any changes to the manner in which parking prices are structured and applied. Part of the TRO process includes a statutory consultation period allowing any interested party to

comment on or object to any proposal. Comments are automatically sought from key stakeholders, such as the emergency services and Community Councils.

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.

5. **Date of IIA**

13 December 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	Transport Officer Parking Development	August 2021
Gavin Graham	Parking and Traffic Regulation Manager	
Joanne Yorkston (Facilitator and report writer)	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	<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>	<p>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%).</p>
Data on service uptake/access	Data taken from NSL Apply (permit processing system)	<p>CEC has more than 24,000 permits active at any one time.</p> <p>This includes all CPZs and Priority Parking Areas</p>
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>  <a href="#">Scotland's Census 2011</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> <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>

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 equality outcomes	None	
Research/literature evidence	<a href="#">The Transport Scotland Bill</a>  <a href="#">The Highway Code - Waiting and parking (238 to 252) - Guidance - GOV.UK (www.gov.uk)</a>	<p>Transport Scotland consultation on Pavement Parking</p> <p>CPZ as defined by the highway code.</p>
Public/patient/client experience information	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>Permit requests include;</p> <p>Apply for or renew a residents' or priority parking permit.</p> <p>Apply for or renew retail, trades and business permits.</p> <p>Apply for a visitors' parking permit.</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>  <a href="#">The City of Edinburgh Council - City Mobility Plan IIA</a>	
Evidence of unmet need	None	
Good practice guidelines	<a href="#">City Mobility Plan 2030 - The City of Edinburgh Council</a>  <a href="#">The City of Edinburgh Council - Street Design Guidance</a>  <a href="#">Transport Scotland: Report on Public Electric Vehicle (EV) infrastructure in</a>	Existing street design guidance for staff and the general public

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="#">Scotland - Opportunities for Growth</a>  <a href="#">Traffic Signs and General Directions (TSRGD)</a>  <a href="#">Traffic Signs Manual - Chapter 3 (Gov.uk)</a>	
Carbon emissions generated/reduced data	<a href="#">The case for electric vehicles   Local Government Association</a>	The environmental benefits and the groups of people likely affected are mentioned throughout the document
Environmental data	<a href="#">Air Quality Action plan – The City of Edinburgh Council</a>	<p>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.</p> <p>The Council has introduced a Low Emissions Zone and enforcement is expected to commence on 1 June 2024 in the city centre.</p>
Risk from cumulative impacts	<a href="#">Road Safety Plan – The City of Edinburgh Council</a>  <a href="#">Active Travel Action Plan (2016) – The City of Edinburgh Council</a>	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

<b>Evidence</b>	<b>Available – detail source</b>	<b>Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal</b>
		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>Managing the number of permits in circulation by using pricing as a demand management tool should allow local residents to park closer to their homes.</li> <li>Emissions-based charging improves air quality by discouraging polluting vehicles within Edinburgh making the city a more pleasant place to live and work</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>Permit charges, along with the cost of living crisis may make owning a vehicle too expensive which will result in increased use of public transport as well as walking, wheeling and cycling.</li> <li>Residential parking permits will remain free of charge for people with a valid disabled persons' blue badge</li> </ul> <p><b>Negative</b></p> <ul style="list-style-type: none"> <li>Large families with a requirement for two cars.</li> <li>Students in an HMO flat share (private rent) can only obtain max of 2 permits.</li> <li>Low income families unable to afford to change their vehicle to take advantage of cheaper permits prices.</li> <li>All parking signage is in English, no alternative.</li> </ul>	<p>Existing residents &amp; Young People</p> <p>Disabled people</p> <p>Existing residents, students and people with protected characteristics.</p>

<ul style="list-style-type: none"> <li>• Literacy and numeracy understanding required to understand online system, times of operation and associated costs.</li> </ul> <p><b>Mitigation.</b></p> <ul style="list-style-type: none"> <li>• The Council offers the opportunity to merge two vehicles onto one permit. Although only one vehicle can park at any one time, this could assist in situations where one vehicle is away for most of the day.</li> <li>• The Council offers the opportunity to purchase 3 and 6 month permit durations, so less initial outlay when compared to the 12 month permit price.</li> <li>• CPZ 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 permit applications or 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> <li>• Parking Attendants patrolling parking bays both within and out of the Controlled Parking Zones offer a visual presence and additionally enhances fault reporting capabilities of the Council.</li> </ul>	
<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>• Pricing will continue to focus on emission reductions and investigate emissions-based charging to incentivise and accelerate the use of low emission vehicles.</li> <li>• Reduce number of private vehicles in use.</li> <li>• Encourages active/public transport use.</li> <li>• Electronic permits are issued to residents reducing need for pre-printed stationery and postage. Low income families unable to afford to change their vehicle to take advantage of cheaper permits prices</li> </ul>	<p><b>Affected populations</b></p> <p>All</p> <p>Low income families</p>



<p>in situations where one vehicle is away for most of the day.</p> <ul style="list-style-type: none"> <li>• Low emission vehicle owners are entitled to a reduced permit price with more polluting vehicles paying more.</li> <li>• While such people may continue to be able to drive into the city, 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.</li> </ul>	<p>All, Disabled people, Older people, Families,</p>
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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 Council's parking enforcement contractor provides the permit processing system but all processing for residents' permits is facilitated by the Council's back-office Customer team. As part of the Council's procurement process for all suppliers, 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. This will develop standard approaches to inform residents, businesses and stakeholders regarding any residents permit parking pricing changes being made in the city.

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?

No

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.			

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?

N/A

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](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**

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