

Section 4 Integrated Impact Assessment

Summary Report Template

Interim report		Final report	X
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1. Title of proposal

Parking Action Plan – Waiting and Loading Restrictions on Main Traffic Routes

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

Project 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

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 provide Traffic Regulation Orders (TRO) which are required to enable the enforcement of Waiting and Loading restrictions on main traffic routes in and out of the city.

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 Waiting and Loading restrictions on main traffic routes 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.

5. **Date of IIA**

22 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
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	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%).
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	

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
Research/literature evidence	Edinburgh Strategic Sustainable Transport Study - Phase 1 (2019) The Highway Code - Waiting and parking (238 to 252) - Guidance - GOV.UK (www.gov.uk)	<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	Yellow lines request – The City of Edinburgh Council	<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	The City of Edinburgh Council - Delivering the Local Transport Strategy: Parking Action Plan (2014-2019) The City of Edinburgh Council - City Mobility Plan IIA The Transport Scotland Bill	<p>Transport Scotland consultation on Pavement Parking</p>
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	<p>Existing street design guidance for staff and those implementing on-street works.</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
	Traffic Signs and General Directions (TSRGD) Traffic Signs Manual - Chapter 3 (Gov.uk)	
Carbon emissions generated/reduced data	None	
Environmental data	Air Quality Action plan – The City of Edinburgh Council	Road transport produces 23% of all carbon dioxide (CO ₂) produced in Edinburgh (Source: DECC). It also produces harmful emissions (NO _x and PM ₁₀) 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	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
<p>Positive</p> <ul style="list-style-type: none"> • The ability to keep streets clear of hazardous parking enabling the safe flow of traffic at all times. • 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. • Motorcyclists are also vulnerable road users and can travel in bus lanes on MTRs. • Ensuring emergency vehicles and refuse vehicles can access locations when required. • Loading bays on MTRs offer opportunities for businesses to receive deliveries throughout off-peak periods. • Schools located on MTRs benefit from safer routes to schools and improved sight lines at crossing points. • Markings on MTRs to increase visibility. • Bus stop clearways and MTR restrictions allow buses to pull up closer to the kerb at bus stops making it easier for everyone, especially disabled passengers, to board buses safely. • 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. • Reduced vehicular traffic, reduces the risk of collisions, and improves road safety. • Discourages long term parking of non-residents or business owners. <p>Negative</p> <ul style="list-style-type: none"> • At peak times on MTRs there are loading prohibitions in place, which apply to Blue Badge holders who will need to find alternative parking. • Carers and visitors' may be unfamiliar with restrictions that change throughout different times of the day. • Elderly or infirm may have to walk further to find suitable parking. 	<p>All</p> <p>People with protected characteristics.</p> <p>All Women, Young People, Elderly.</p> <p>People with protected characteristics.</p>

<ul style="list-style-type: none"> • Waiting and loading signage is often larger and more complex to understand than other parking signage. • All signage is in English, no alternative. • Literacy and numeracy understanding required to understand times of operation and associated costs. • Some service users may not have online access to report requests via the website. <p>Mitigation.</p> <ul style="list-style-type: none"> • Drivers are allowed to stop briefly to allow passengers to leave or enter vehicles even during periods of prohibition on MTRs. • Short stay parking bays can be found in side streets close by MTRs to enable businesses to load during loading prohibition times. • Parking Attendants patrolling MTRs offer a visual presence and enhance the 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. • Waiting or loading 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 issues such as signage. Parking websites also offer additional information. 	
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Economic including socio-economic disadvantage	Affected populations
<p>Positive</p> <ul style="list-style-type: none"> • Short maximum stay periods allow for the turnover of customers' vehicles which assists local businesses capture passing trade. • The ability to purchase Trades' permits helps tradespeople park nearer customer homes. • Pay and Display opportunities available on MTRs out with times of loading prohibition. • Assists to maintain a sustainable and reliable bus and tram network. <p>MTRs keep main arterial routes free from parked cars during peak traffic times, making bus journey times more efficient for all bus passengers.</p>	

<p>Negative</p> <ul style="list-style-type: none"> • Reduction in the number of spaces available during the day for businesses or visitors. • Deliveries may need to be conducted at certain times of day. • Visitors including carers may not be able to park close by their patients. • Perceived loss of passing trade during times of loading prohibition. • Cost of living and signing maintenance and introduction. <p>Mitigation</p> <ul style="list-style-type: none"> • 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. • 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. • Associated costs are funded by client requests or internal parking budgets. • 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. 	<p>Local businesses or residents</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?

Contractors are 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 undertaking work 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 future planned restrictions changes on main traffic routes across 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?

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 alongside other policies and strategies, such as the City Mobility Plan including the use of waiting and loading restrictions 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.			

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

A handwritten signature in blue ink that reads "Gavin N 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/