

Appendix 5 – Equality and Socio-Economic Impact Assessment

Argyll and Bute Council: Equality and Socio-Economic Impact Assessment

Section 1: About the proposal

Title of Proposal
Introduction of Parking Charges on Mull and provision of management rules for off street car parks. Proposal is framed as Traffic Regulation Order (TRO201) in compliance with the Local Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1999 (R1999).

Intended outcome of proposal
The proposal is to transform the way in which parking in the area is managed to reflect the market and demand for car parking. Charges will also reflect the support required to manage the various levels of local parking and roads infrastructure that in the main reflects visitor numbers and economic activity. Parking will provide a mechanism of securing contributions to support local infrastructure from visitors to the area and also manage demand to stimulate parking turnover for positive economic benefit.

Description of proposal

The Council's approach to processing TROs has been developed to align with the requirements of the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1999. The legislation sets out three the main stages required prior to the implementation of a TRO including the need for consultation and a phase of public notification through which any member of the public or body can engage with the process without restriction. It also established the requirements for the Council to advertise a TRO as part of the public notification stage and to deal with objections and correspondence received. All of these stages have been complied with which, as demonstrated by the representations received from stakeholders and interested parties, has enabled those affected to ensure the Area Committee is aware of their views prior to determining the outcome of the proposal.

The draft Mull off-street TRO proposes the following:

1. Introduction of parking charges in Ledaig Car Park, Tobermory. The first two hours will be free with standard charges applying thereafter (no charges to apply to buses parking within the bus parking area).
2. Introduction of parking charges in the Columba Centre Car Park, Fionnphort.
3. Introduction of parking charges in the Long Stay Car Park, Craignure.
4. Removal of lorry parking, Craignure.
5. Alter the charging regime in Craignure Toilets Car Park to allow one hour free parking with standard charges applying thereafter.
6. Classes of vehicles permitted within all the car parks reviewed and amended.
7. Does not permit motorhomes to park within Ledaig, Tobermory or Craignure Car Parks.
8. To introduce charging to all Argyll and Bute Council car parks on the island of Mull, with the exception of Buessan Car Park, Monday to Sunday, 9a.m. to 6p.m.

Following representation officers will consider any adjustments to the TRO that may be possible and will recommend these to Members as part of the wider considerations to the TRO.

Business Outcome(s) / Corporate Outcome(s) to which the proposal contributes

BO113 – Our infrastructure is safe and fit for purpose

We have infrastructure that supports sustainable growth

Lead officer details:

Name of lead officer

Stuart Watson

Job title	Traffic and Development Manager
Department	RAS
Appropriate officer details:	
Name of appropriate officer	Jim Smith
Job title	Head of Service
Department	RAS
Sign off of EqSEIA	
Date of sign off	13/03/2019

Who will deliver the proposal?
Roads and Amenities Service

Section 2: Evidence used in the course of carrying out EqSEIA

Consultation / engagement

As part of the Council's 2017 budget consultation process a proposal was put forward to *'Increase parking charges and introduce additional parking charges, to places currently not charging, to keep traffic moving, manage demand for parking, and contribute to maintenance of roads infrastructure.'* 44% of responders to the consultation were in favour of the proposal, 36% were opposed to it and 20% offered no view. This feedback was provided to elected members prior to making its budget decisions in February 2017.

Parking restrictions are subject to a Traffic Regulation Order which includes a comprehensive statutory consultation process which commenced in October 2018.

A meeting was held on Mull with community stakeholders on 15 February 2018 following a community participation request made by Mull Community Council. The meeting was attended by representatives of Mull Community Council, Mull & Iona Ferry Committee, a representative for Tobermory, with apologies noted from Sound of Iona Harbours Committee and Southwest Mull and Iona Development, Mull & Iona Community Trust, Police Scotland, a representative for Craginure, and a representative for Salen. Police Scotland submitted comments by e-mail where were included in the discussions at the meeting. The meeting considered various parking related issues and possible solutions which have been considered as part of the current draft TRO. The output from the meeting was circulated to the community stakeholders on 22 February 2018 and is embedded below.



Note of Mull
Participation Request

The TRO process has been advertised in accordance with the statutory process including being:

- placed on the Council's website
- made available for display in post offices in Craginure, Fionnphort and Iona
- posted at the Council's Customer Service point in Breadalbane Street in Tobermory and Council headquarters in Lochgilphead
- published in the Oban Times
- communicated via public notices posted on roads within the proximity of the affected car parks
- issued to all statutory consultees.

Public notices were placed for the period 25 October 2018 until 16 November 2018 as required by the Local Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1999 and made clear how any person wishing to object to the proposals could make representation either by mail or e-mail up until the of November 2018.

258 representations were made which were managed in accordance with the Council's TRO process.

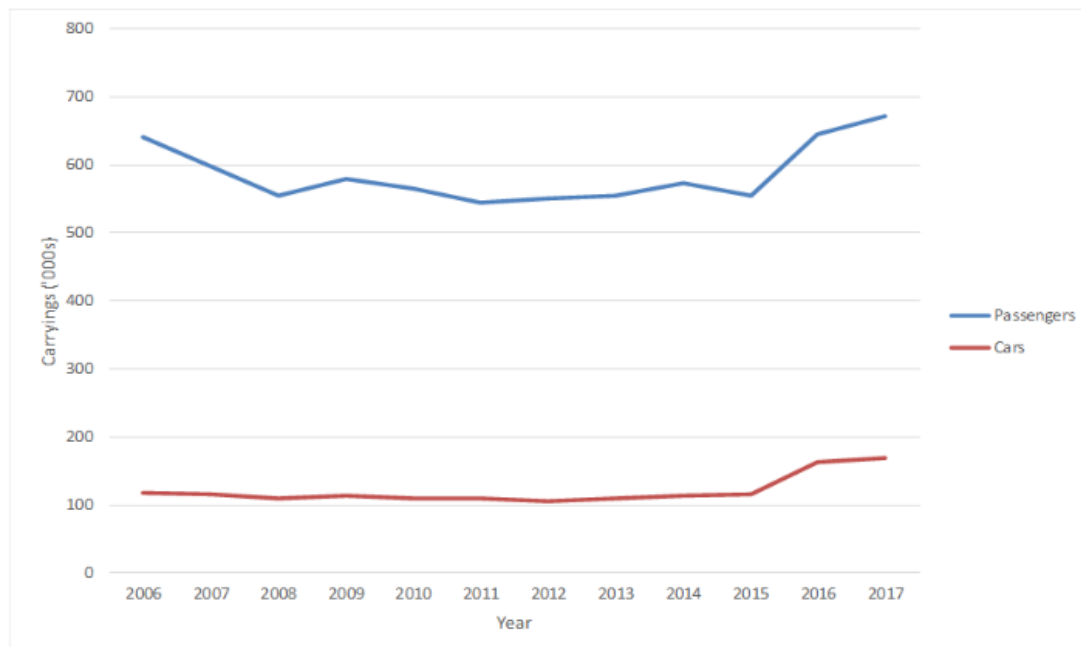
Data

Traffic Regulation Orders are part of a statutory process. The purpose of the TRO on Mull is fundamentally about safety and the ability to manage the use of the car parks. The TRO would introduce the ability to regulate and manage the car parks, this is considered necessary for a number of reasons including:

- having the ability to respond to concerns raised by Police Services Scotland, Fire and Rescue Scotland and members of the public regarding campervans using the car park at Tobermory in a way that creates public safety concern.
- manage the use of the car park in Craignure (historic issues with abandoned vehicles, caravans, animals etc)
- manage the use of car parks generally given the increased number of vehicles following RET.

The volume of traffic coming on and off Mull has increased following the introduction of Road Equivalent Tariff (RET) (see table below) and the TRO has been designed to help cope with this increase to ensure that road safety can be maintained. Charging for off street car parking will also provide income to the Council which will help maintain levels of maintenance of roads and car park assets and provide investment funding for essential services including road and car park infrastructure.

Passenger & Vehicle Carryings



- Introduction of RET has led to significant growth in passenger & vehicle carryings on the route, both in absolute & relative terms
- Rate of passenger growth on Oban – Craignure (up 16% between 2015 & 2016) was not typically seen on the majority of other routes when RET was introduced (network average being around 10%)

Other information

The TRO process is following the statutory requirement. The intended outcome is that the car parks can be properly managed which is beneficial to safety and the island economy. As a secondary outcome, there is the opportunity to generate income to support essential services as detailed above.

As part of the Council's Parking Policy, blue badge holders can park within a marked bay in an off street car park for free.

Car parking is essentially driven by demand. There is little difference for residents parking in Tobermory to many places on the Argyll mainland.

Gaps in evidence

None known

Section 3: Impact of proposal

The Council is aware of the intention arising from Part 3 of the Island (Scotland) Act 2018 to place a duty on public bodies to carry out an island impact assessment on key policy developments or service proposals. The Scottish Government has committed to work with local authorities and other public bodies to develop the process and format for island impact assessments and to consult on this approach before issuing statutory guidance to give effect to the Act. In the absence of a defined island impact assessment, the Council has incorporated consideration of island impacts into this EQSIA template to have due regard to any such impacts to ensure decisions taken by the Area Committee are properly informed.

Impact on service users:

	Negative	No impact	Positive	Don't know
Protected characteristics:				
Age		X		
Disability			X	
Ethnicity		X		
Gender		X		
Gender reassignment		X		
Marriage and Civil Partnership		X		
Pregnancy and Maternity		X		
Religion		X		
Sexual Orientation		X		
Fairer Scotland Duty:				
Mainland rural population		X		
Island populations	X			
Low income	X			
Low wealth	X			
Material deprivation		X		

	Negative	No impact	Positive	Don't know
Area deprivation		X		
Socio-economic background		X		
Communities of place?		X		
Communities of interest?		X		

Impact on service deliverers (including employees, volunteers etc):

	Negative	No impact	Positive	Don't know
Protected characteristics:				
Age		X		
Disability			X	
Ethnicity		X		
Gender		X		
Gender reassignment		X		
Marriage and Civil Partnership		X		
Pregnancy and Maternity		X		
Religion		X		
Sexual Orientation		X		
Fairer Scotland Duty:				
Mainland rural population		X		
Island populations	X			
Low income	X			
Low wealth	X			
Material deprivation		X		
Area deprivation		X		
Socio-economic background		X		
Communities of place?		X		
Communities of interest?		X		

If any 'don't know's have been identified, at what point will impacts on these groups become identifiable?

n/a

How has 'due regard' been given to any negative impacts that have been identified?

The proposal will introduce parking charges in some locations where none exist at present – this approach is in line with the roll out of charges to a range of mainland locations where parking regulation has been/ is proposed to be implemented to improve road safety and parking turnover. Following representations to the TRO process, officers will look at further mitigation measures which Members will be able to consider as part of the TRO decision making process. These measures will have a focus on providing a benefit for the islands and facilitating a positive impact for service providers and deliveries.

Section 4: Interdependencies

Is this proposal likely to have any knock-on effects for any other activities carried out by or on behalf of the council?

Possibly

Details of knock-on effects identified

Potential for over demand for the long term parking spaces at Craignure. This will be mitigated as much as possible via monitoring the effectiveness of the TRO and the demands/uptake for annual permits.

It may assist freeing up capacity on the ferry service for additional freight or vehicle journeys supporting the island economy.

Section 5: Monitoring and review

How will you monitor and evaluate the equality impacts of your proposal?

As a matter of course, all TROs are monitored. Where necessary, TRO will be adjusted to take into account traffic demands and changes locally.