

# Transport and Environment Committee

10.00am, Tuesday, 13 January 2015

## Delivering the Local Transport Strategy 2014-2019: Parking Action Plan Update

Item number	7.3
Report number	
Executive/routine	Executive
Wards	5 – Inverleith 9 – Fountainbridge/Craiglockhart 10 – Meadows/Morningside 11 – City Centre 12 – Leith Walk 15 – Southside/Newington

### Executive summary

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The Local Transport Strategy, which was approved by this Committee at its meeting on 14 January 2014, contains a number of policies and actions relating to parking. These policies and actions are being taken forward through the development of a Parking Action Plan.

This report provides an update on the progress made to date and outlines the necessary steps in developing a Parking Action Plan.

### Links

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Coalition pledges

Council outcomes [CO22](#), [CO23](#), [CO24](#) and [CO26](#)

Single Outcome Agreement [SO4](#)

## Delivering the Local Transport Strategy 2014-2019: Parking Action Plan Update

### Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 notes the content of this report; and
  - 1.1.2 notes that the potential for introducing restrictions on Sundays, in advance of the measures that will be implemented as part of the Parking Action Plan, will be investigated and a report submitted to Committee in two cycles.

### Background

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- 2.1 In January 2014, the Council's Local Transport Strategy 2014-2019 (LTS) was approved by Committee. The LTS and the policies it contains is informed by extensive consultation and input from individual action plans.
- 2.2 The LTS contains 33 policies that relate to parking in Edinburgh. These policies and the resulting actions are being drawn together into a Parking Action Plan (PAP), providing a cohesive vision for improving parking within Edinburgh.
- 2.3 At its meeting of 3 June 2014, the Transport and Environment Committee approved a report on the PAP which included the recommendations that Committee:
  - 2.3.1 agrees to the commencement of the preparatory and investigatory work on the individual workstreams identified within the report; and
  - 2.3.2 requests that a report be submitted to Committee in January 2015 that will cover: shared use parking, visitor permits, the overall approach to charging, Sunday parking, extending controls to evenings and weekends and measures to manage demand for permits.
- 2.4 This report:
  - details the progress made since June 2014;
  - explains the process and timescale for moving the PAP forward; and
  - explains what work is being undertaken.

## Main report

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- 3.1 In order to develop the draft PAP, work packages have been developed to reflect major issues identified through the LTS and from feedback received to the Parking Satisfaction Survey. The work packages have been designed so that solutions to parking pressures in the evenings and weekends can be considered as well as issues relating to permit use, accessibility to city centre parking places and off street parking.
- 3.2 Work on developing a pricing strategy for parking that will support other transport policies will also be taken forward as part of the PAP.
- 3.3 Many of the proposed actions are closely interlinked, with controlling parking in the city centre on Sundays an example of an action that could have a significant impact on parking demand. Much of the planned work is to be an information gathering exercise, designed to detail parking demand and usage within the city centre.
- 3.4 A series of planned internal workshops to identify detailed actions and develop implementation plans have already commenced.
- 3.5 While some preparatory work has been carried out by virtue of the consultative exercises for the LTS and by the Parking Satisfaction Survey, further work is required to provide the detail necessary on which to base the proposals to be contained within the PAP. The following sections explain the work that will be carried out in respect of the main elements of the PAP.

### **Roll-out of Shared Use Parking**

- 3.6 The need for additional parking for permit holders has been established through the Parking Satisfaction Survey and the consultation for the LTS, as well as through general feedback from residents corresponding with the Council.
- 3.7 In order to identify budgetary requirements and to progress a traffic order, it is necessary to prepare a revised layout that shows the planned roll-out of Shared Use parking. This involves an assessment of both existing restrictions and permit holder parking demand, followed by a reallocation of both existing parking places and yellow lines to provide additional parking opportunities where they are most needed.
- 3.8 Design work has already commenced, with the aim of increasing the number of spaces available to permit holders across zones 1 to 8. This will also provide space that will create improved accessibility for other parking users across those zones.

## **Evening Parking**

- 3.9 The Parking Satisfaction Survey results indicated that there was strong support from residents for restrictions that extended further into the evenings. Currently, restrictions generally finish at 6.30pm in the central zones and at 5.30pm in the peripheral and extended zones. Many residents indicate that the most difficult time to park near to their homes is towards the end of the controlled hours, or in the early evening.
- 3.10 Parking surveys will be carried out that will indicate the levels of residential and non-residential parking that take place after the controlled hours. This information will indicate whether evening controls would improve parking opportunities for residents.

## **Sunday Parking on Main Routes & Sunday Parking**

- 3.11 Parking surveys are to be conducted within the city centre in order that parking patterns and demands can be fully understood. The aim of these surveys is to determine lengths of stay and parking volumes. This information will help determine what measures could be utilised to improve overall accessibility to parking. The analysis of the survey data will inform proposals in respect of parking on main routes on Sundays and Sunday Parking. This information will also help to inform the potential impacts that any additional controls could have on existing parking patterns and pressures.
- 3.12 It is also intended to commission market research to determine the public perception of the need for further parking controls and to help identify who is creating parking demand. This exercise will help to assess the source and duration of parking demand, which in turn will help to assess the potential impact of additional controls.
- 3.13 It is anticipated that on-street interviews will be conducted with motorists in order to determine their reasons for visiting the city centre and their reason for travelling by car. Other research methods, including workplace surveys and postcard surveys, may also be utilised as a means of gathering the required information.
- 3.14 A series of consultation exercises with stakeholders representing residents and businesses is also planned to take place in early 2015, with focus groups being arranged to discuss the range of proposals within the Plan.
- 3.15 At its meeting of 28 October 2014, the Transport and Environment Performance Review and Development Sub-Committee was briefed on the PAP. The Sub-Committee raised the particular issue of Sunday parking. It requested that the problems experienced as a consequence of unrestricted parking on Sundays should be addressed more quickly than the proposed timescale for bringing forward and delivering the PAP.

- 3.16 In response to the concern expressed, the potential for taking forward a separate proposal that would tackle issues of traffic congestion on Sundays will now form part of the investigative work being carried out for the preparation of the draft PAP. The investigation will identify those locations where there are significant traffic management problems as a result of unrestricted parking and what restrictions could be introduced to address these problems in advance of any introduction of controlled parking on Sundays through the PAP. It will also consider the financial implications of separately introducing Sunday restrictions, the potential impacts on parking elsewhere and the impact on the wider implementation of the PAP. The results of this investigation will be reported to Committee in June 2015.

### **Delivering the Parking Action Plan**

- 3.17 Delivery of the approved PAP would require the processing of a traffic regulation order to make changes to the location, extent and operating times of controls. On-street, it is likely that there would be significant changes to existing signing, and to the layout of existing restrictions.
- 3.18 Treated independently of one another the various elements could require separate changes to the same signing. Taking a holistic approach, which would result in a single roll-out of the measures within the finalised PAP, would allow a single change of signing, thus avoiding additional costs that would be incurred if the different measures were implemented separately.
- 3.19 The linkages and dependencies between the different strands of the PAP indicate that implementation of the different measures needs to be simultaneous to achieve a fully integrated and co-ordinated delivery.
- 3.20 The work being carried out will therefore include the preparation of a detailed estimate of the costs involved in delivering the improvements proposed by the PAP in a single roll-out. The extent and nature of the proposed changes will be put to Committee in June 2015 and could include shared-use parking, evening, weekend and Sunday controls.

### **Proposed Timetable**

- 3.21 It is intended to seek approval from Committee, at its meeting on 2 June 2015, to go out to consultation on a draft PAP. The outcome of the consultation and a final draft Action Plan will be reported to Committee for approval in August 2015.
- 3.22 Following approval of the PAP implementation will begin by commencing the process of changing existing Traffic Regulation Orders and introducing new ones where required.

## Measures of success

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- 4.1 Providing more flexible parking across the Controlled Parking Zones (CPZ) will improve accessibility for residents, visitors and businesses.
- 4.2 Managing the demand for parking space by means of charging mechanisms and limitations on permit issue will improve accessibility and create a more equitable use of the available resource.
- 4.3 Extending waiting restrictions to cover Sundays will assist in maintaining the movement of traffic, supporting efficient and reliable public transport, including tram.
- 4.4 Increasing parking provision to permit holding residents will improve the ability of residents to park near to their homes as well as allowing the introduction of Visitor Permits.
- 4.5 The introduction of Visitor's Permits will also improve accessibility within the Controlled Zones, giving improved opportunities for residents to receive visitors, tradesmen etc.
- 4.6 Extending controls to cover evenings and weekends would assist residents in finding parking near to their homes, supporting the city centre as a place to live and work.

## Financial impact

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- 5.1 Although the delivery of the PAP will incur costs related to many of the proposed measures, it is also possible that some of those measures could result in minor increases in income to the Council.
- 5.2 Further work is required in order to consider all of the potential costs involved. Full details of the anticipated cost implications, as well as any potential increases in revenues, will be included in the future reports on the PAP.
- 5.3 The costs involved in the preparatory work required to inform the preparation of the draft PAP document, including surveys, market research, focus groups and other consultation exercises have been estimated at approximately £110,000. This estimate includes the appointment of consultants and other external agencies to conduct this work on behalf of the Council. Those external resources will be sourced via the Scotland Excel framework in accordance with the Council's procurement procedures and Standing Orders.
- 5.4 All costs will be contained within existing Revenue budget allocations for Parking Operations and Parking Policy.

## **Risk, policy, compliance and governance impact**

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- 6.1 It is considered that there are no known risk, policy, compliance or governance impacts arising from this report.

## **Equalities impact**

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- 7.1 Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010.
- 7.2 The proposed consultations that will be conducted as part of the preparation of the PAP will have a positive impact in terms of Participation, Influence and Voice and will encourage people to participate in public life.
- 7.3 The rollout of shared use parking and the introduction of visitor permits will have positive impacts on Standard of Living and Individual, Family and Social Life. There are also considered to be positive impacts in terms of creating improved accessibility, providing benefits in terms of Age and Disability to those who might otherwise find it difficult to access the city centre.
- 7.4 While it is recognised that the PAP can be expected to provide positive impacts in a number of areas, these will be detailed in a future report when the detailed proposals are presented to Committee.

## **Sustainability impact**

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- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered and the outcomes are summarised below:
- The proposals in this report are not expected to impact on carbon emissions;
  - The proposals in this report are not expected to impact on the city's resilience to climate change impacts; and
  - The proposals in this report are not expected to impact on social justice, economic wellbeing or the city's environmental good stewardship.
- 8.2 It is possible that some of the proposals that might evolve out of the investigative work outlined in this report could have beneficial impacts on carbon emissions. These will be considered in greater detail when the detailed proposals are reported to Committee.

## Consultation and engagement

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- 9.1 The proposals contained within this report have been brought forward following consideration of the results of two separate consultative exercises. The first involved 65,000 leaflets being delivered to both residential and business addresses within the CPZ. The survey contained a link to a more detailed, online survey which respondents could use to provide additional information to the Council.
- 9.2 Details of the survey were also made available on the Council's website, with a link leading to the online survey.
- 9.3 Elected members whose wards were within the CPZ were sent details relating to both the leaflet and the online versions of the survey.
- 9.4 The results of that consultation, reported to Transport and Environment Committee in January 2014, indicated a desire on the part of residents to see additional spaces created for permit holders and the introduction of Visitor Permits.
- 9.5 The second consultative process is that contained within the continuing evolution of the Council's Local Transport Strategy. That process also involved the distribution of leaflets, as well as information on the Council's website.
- 9.6 In addition, the Council arranged focus groups, to which interested parties were invited, as a means of determining views on a range of transport topics.
- 9.7 Further consultation with stakeholders is planned as part of the ongoing preparatory work for the PAP, as is market research that will engage directly with the public.

## Background reading/external references

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[Local Transport Strategy](#)

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## Links

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<b>Coalition pledges</b>	Maintaining and enhancing the quality of life in Edinburgh.
<b>Council outcomes</b>	<b>CO22</b> – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. <b>CO23</b> – Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community. <b>CO24</b> – The Council communicates effectively internally and externally and has an excellent reputation for customer care. <b>CO26</b> – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
<b>Single Outcome Agreement</b>	<b>SO4</b> – Edinburgh’s communities are safer and have improved physical and social fabric.
<b>Appendices</b>	None