

# Transport and Environment Committee

10.00am, Tuesday, 15 March 2016

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

Item number	7.8
Report number	
Executive/routine	
Wards	All

### Executive summary

---

At its meeting of 25 August 2015 Committee considered a report that presented a draft of the Parking Action Plan (PAP).

The report recommended that the Council enter into consultation with stakeholders on the content of the plan.

The purpose of this report is to advise Committee on the outcomes of that consultation, to consider the consultation responses and to seek Committee approval for a finalised version of the plan.

### Links

---

Coalition pledges	<a href="#">P44</a>
Council outcomes	<a href="#">CO19</a> , <a href="#">CO22</a>
Single Outcome Agreement	<a href="#">SO4</a>

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

### Recommendations

---

- 1.1 It is recommended that Committee:
  - 1.1.1 notes the results of the PAP consultation;
  - 1.1.2 approves in principle the extension of parking controls (as detailed in Option 1 in paragraph 3.31 of this report) on the basis that:
    - a. the operational hours of waiting restrictions and parking places in Zones 1 to 4 on Monday to Saturday would be extended to 1900 hours;
    - b. waiting restrictions and parking places in Zones 1 to 4, would operate on Sunday afternoons 1300 – 1900 hours; and
    - c. single yellow line restrictions on main traffic routes throughout the CPZ and extended zones would operate on Sunday between 1300 and 1900 hours;
  - 1.1.3 requests a report, in the next cycle, setting out the programme for the implementation of the new parking arrangements for Sunday afternoons;
  - 1.1.4 notes that it is proposed to monitor the impact of the proposed changes to the controlled hours on Sundays; and
  - 1.1.5 approves the Parking Action Plan (Appendix 1), with amendments as detailed in this report.

### Background

---

- 2.1 In January 2014, Committee approved the Council's Local Transport Strategy 2014-2019 (LTS). The LTS and the policies it contains were informed by extensive consultation and input from individual Action Plans.
- 2.2 There are 33 policies related to parking within the LTS. The draft PAP drew many of those policies together into a single document, creating a cohesive vision for parking in Edinburgh and a basis for delivering parking improvements.
- 2.3 At its meeting of 25 August 2015, Committee approved a report on the PAP. Committee agreed to the content of the draft PAP and to consult with stakeholders on its proposals.

2.4 The consultation exercises that were detailed in the August 2015 report ran from 1 October 2015 to 31 October 2015 and the responses have now been analysed.

2.5 This report:

- details the outcome of the consultation exercises;
- presents Committee with a proposed finalised version of the PAP;
- explains the next steps and timescales for moving the PAP forward; and
- explains what work will be undertaken in order to deliver the PAP.

## Main report

---

3.1 The actions within the draft PAP drew information from a variety of sources, taking into account the concerns of road users, residents and businesses, reflecting them in measures designed to:

- increase parking availability for residents and visitors;
- improve the flexibility of parking provision;
- improve access to parking at times when residents had difficulty in finding parking spaces; and
- help the Council to meet the objectives and policy aims contained within the LTS, including:
  - a. reducing the detrimental impact of motor vehicles on the city centre environment.
  - b. supporting the use of emission reduction measures as a means of working towards the air quality standards prescribed in legislation.
  - c. facilitating a bus and Tram network in Edinburgh that is reliable and convenient for journeys throughout the city at all times of day, throughout the week.
  - d. working towards a road network where all users are safe from the risk of being killed or seriously injured.
  - e. facilitating access and movement by mobility impaired people, pedestrians, cyclists, public transport and its users, and motorcyclists.
  - f. protecting and, where possible, enhancing residents' ability to park and load close to their homes.

### **Previous Consultations - Parking Satisfaction Survey and LTS Consultation**

3.2 Many actions within the draft plan originate from the comprehensive Parking Satisfaction Survey conducted across the original ten zones of the Controlled Parking Zones (CPZ).

- 3.3 The survey involved the delivery of almost 70,000 leaflets to addresses, both residential and business, across the CPZ, and giving respondents the opportunity to comment on parking issues in their area. The results of that survey were reported to Committee in January 2014 and are summarised in Appendix 2.
- 3.4 A simultaneous consultative exercise designed to help shape the Council's broader Transport Policy and to inform the drafting of the LTS was also carried out. The results were reported to Committee in January 2014. These are also summarised in Appendix 2.
- 3.5 While these two consultations had separate aspirations, the results of both exercises contained common threads highlighting the desire to improve parking management in the city centre. There was also an acceptance that there was a need for changes to existing arrangements. More importantly, the consultation results indicated that there was support for measures that would help the Council deliver parking improvements.
- 3.6 The results of both consultations directly informed the preparation of the draft PAP. The result was a single document containing a range of proposals designed to provide for better parking management in Edinburgh, directly linked to policy objectives.

### **Parking Surveys**

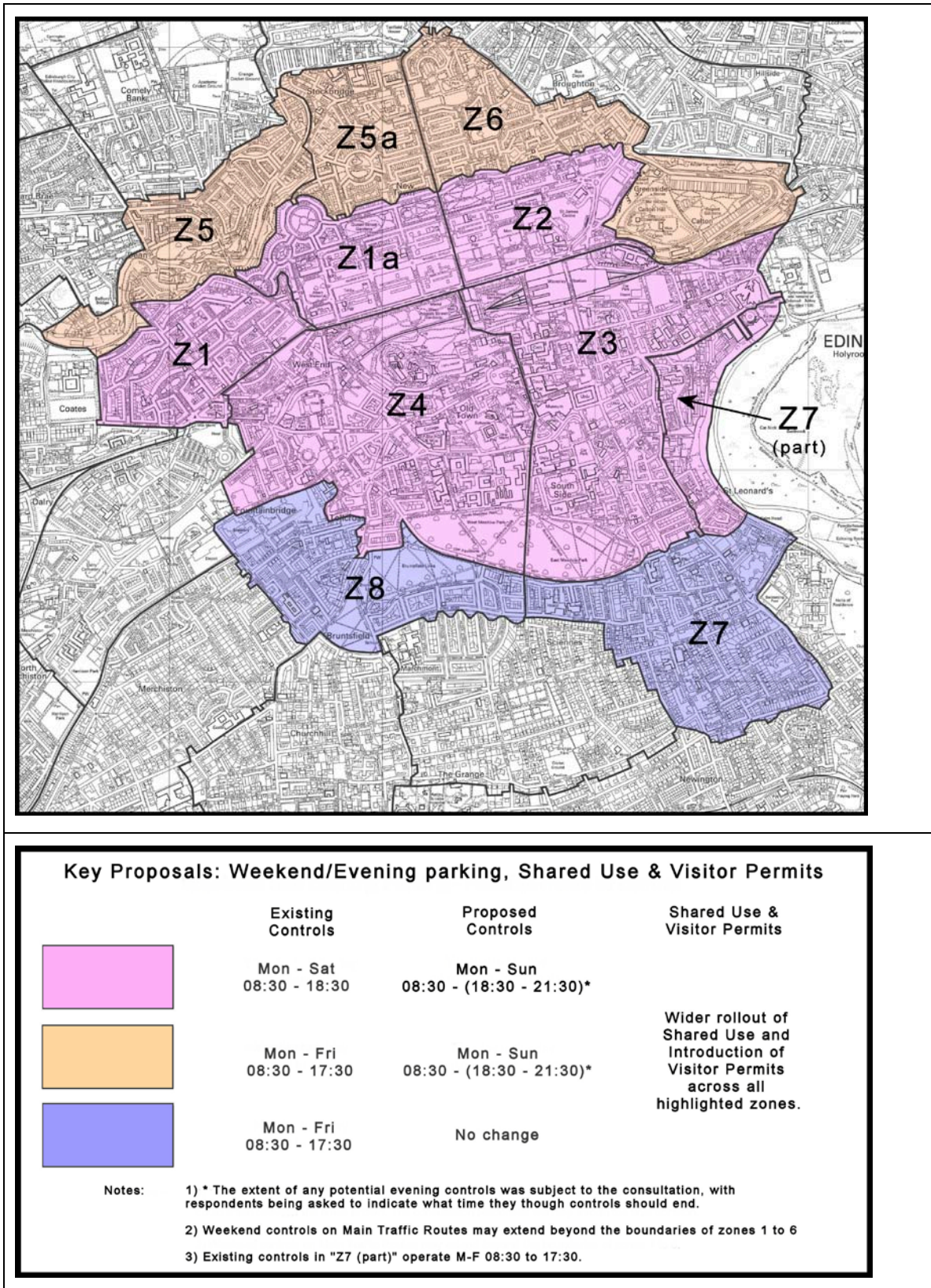
- 3.7 The drafting of the PAP was also informed by extensive parking surveys conducted across the city centre.
- 3.8 These surveys were specifically designed to establish the justification, or otherwise, for measures to address concerns raised in previous consultations.
- 3.9 Details of the results of this survey work, as well as other supporting evidence, are contained within Appendix 2.

### **Draft PAP Consultations**

- 3.10 Consultation on the draft PAP sought to engage with a range of stakeholders, using a variety of methods.
- 3.11 The consultation elicited just over 4,000 replies. Full details of the consultation and a detailed analysis of the replies and associated comments can be found within Appendix 3.
- 3.12 A further paper that describes the key elements of the PAP can be found within Appendix 4. Within that paper is an explanation of the rationale behind the proposals contained within the draft PAP for:
- evening parking controls;
  - weekend parking controls;
  - Shared-Use Parking;

- Visitor Permits; and
- Pricing Strategy.

3.13 The following plan shows the extent of the key proposals as detailed in the draft PAP.





## **Key Proposals – Including post-consultation amendments**

- 3.14 Shared-use parking places are a key element of the PAP. They will create additional space to improve parking opportunities for residents, as well as increasing accessibility when residents do not need the use of on-street parking. The additional space will be provided by changing existing yellow line areas and pay-and-display parking places to shared-use parking places. Shared-use parking places also create the additional space required to accommodate the rollout of Visitors' Permits. Additional details about shared-use parking places can be found in Appendix 4.
- 3.15 Analysis of the consultation results shows clear support for some elements of the PAP:
- 62% of respondents agreed with the proposal for shared-use parking places, with only 24% indicating that they did not support its introduction.
  - 52% of respondents support the introduction of Visitors' Permits, with only 28% opposed.
- 3.16 These initiatives remain unchanged within the finalised version of the PAP. It is proposed that the Council proceed with arrangements to introduce Shared-Use parking and Visitors' Permits as planned.
- 3.17 The proposals for both evening and weekend parking elicited a more negative response from the consultation:
- 81% of respondents indicated that they disagreed with evening controls, with 86% suggesting that controls should remain the same as at present.
  - 76% of respondents indicated that they disagreed with Saturday controls being introduced to Zones 5, 5A, 6 and part of Zone 7.
  - 83% of respondents indicated that they disagreed with Sunday controls being introduced to Zone 1 to 6 and part of 7.
- 3.18 However, less than one third of all respondents (1,122 out of a total of 3,715 responses) indicated that they lived within those parts of the city centre that would be affected by the proposals. This indicates that the majority of respondents (70%) are opposed to controls on the basis of the impact that it might have upon them as visitors to the city centre.
- 3.19 Despite the negative response received from this consultation, the targeted consultation of the Parking Satisfaction Survey asked when residents had the most difficulty parking. Responses indicated that difficulties were experienced both in the evenings and at weekends.

- 3.20 Survey data collected for the PAP suggests that there are parking difficulties at these times, as well as indicating that there is significant parking on main routes, impacting on accessibility, road safety, cycling and public transport. It is Council policy, documented in the LTS, to mitigate any such impacts and it is evident that the introduction of controls in the evenings and at weekends will support this policy.
- 3.21 However, as discussed within Appendix 2, there is scope to reconsider the extent of the controls being proposed.
- 3.22 The PAP questionnaire, which was made available through the Council's Consultation Hub, asked respondents to comment on how far into the evenings they thought controls should be extended, giving a range between 1830 and 2130 hours. The purpose of this exercise was to determine whether residents would prefer to see restrictions extended to a particular time.
- 3.23 The majority of respondents indicated that they wanted controls to remain unchanged.

### **Public Transport**

- 3.24 A number of respondents to the PAP consultation indicated that the current levels of public transport provision on Sundays were a significant reason for choosing to travel into the city centre by car. It is considered that, as is discussed in greater detail within Appendix 2, extended controls would provide the catalyst for enhancements to public transport in Edinburgh on Sundays.
- 3.25 Initial discussions have taken place with Lothian Buses (LB) on the subject of evening and Sunday parking controls and the provision of bus services. LB has indicated that it is supportive of additional parking controls, where those controls would assist bus movement and traffic flow and encourage increased public transport usage.
- 3.26 LB has also indicated that changes in demand over recent years mean that it is now considering enhancements to Sunday bus frequencies. It has committed to continued dialogue with the Council with a view to further changes to bus services to complement extensions to parking controls as and when these take place.
- 3.27 A letter received from LB has confirmed their support for additional parking controls and improved enforcement of existing parking and bus lane restrictions. While the Council would support improvements to enforcement that would assist in meeting policy objectives, there is limited funding currently available to provide additional enforcement. Future discussions with LB should include consideration of how such improvements might be funded.

## Proposals for Evening and Sunday Parking

- 3.28 On the basis of the responses received, and taking into account the relevant policy objectives contained within the LTS, there are two options for extended controls that were considered.
- 3.29 In view of the comments received in terms of Zones 5, 5A and 6, which broadly cover Dean Village, part of Stockbridge and the northern end of the New Town, it is proposed that, at this time, these zones will remain under Monday to Friday control, and that monitoring will take place to gauge whether changes that are made elsewhere have a detrimental impact on these areas.
- 3.30 The two options considered reflect the policy objectives within the LTS, in terms of managing car usage and encouraging visitors to the city centre to consider more sustainable modes of transport. These options are also designed to allow for improvements in public transport, creating conditions that will help to support bus services by improving traffic movement, but also in encouraging increased patronage, as well as providing improvements in accessibility for permit holders.
- 3.31 The proposed options are summarised in the following table:

	Current Controlled Hours	Option 1	Option 2
Zones 1 to 4	Mon – Sat (0830 to 1830)	Mon – Sat (0830 to 1900) Sun (1300 to 1900)	Mon – Sun (0830 to 1900)
Zones 5 to 6	Mon – Fri (0830 to 1730)	No Change	No Change
Zone 7 (part)*	Mon – Fri (0830 to 1730)	Mon – Sat (0830 to 1900) Sun (1300 to 1900)	Mon – Sun (0830 to 1900)
Main Routes (QBC & Greenways)**	Mon - Fri (0730 to 1830) Sat (0800 to 1830)	Mon – Fri (0730 – 1900) Sat (0800 to 1900) Sun (1300 to 1900)	Mon – Fri (0730 – 1900) Sat/Sun (0800 to 1900)
Main Routes**	Mon - Sat (0800 to 1830)	Mon – Sat (0800 to 1900) Sun (1300 to 1900)	Mon - Sun (0800 to 1900)

\*The area of Zone 7 in question would be added to Zone 3

\*\* Main route restrictions would operate throughout the CPZ, ending at the outer boundaries of the extended controlled area.



- 3.32 The full implications of the two options are considered within Appendix 2 of this report. The key implications are:
- There is little difference in implementation costs between the two options, since both options will require the same signing changes;
  - The operating hours in Option 2 improve the likelihood that the Council would be able to cover its operating costs,
  - Parking survey evidence shows that there is a build-up of parking demand between 10:00 and 12:00 on Sundays, but that demand peaks between during the afternoon, suggesting that maximum benefit would be achieved by controlling parking at this time;
  - Controls that operate at different times on different days of the week will result in a requirement for larger signs throughout the CPZ;
  - Extending controls on Sundays to operate on main routes throughout the CPZ is considered to be a key requirement that will support improvements to both public transport and cycling.
- 3.33 Following detailed analysis of the full implications of these two options, it is considered that Option 1 is the preferred option in terms of an initial introduction of Sunday parking controls.
- 3.34 It is further considered that it will be necessary to carefully monitor the impact of Sunday afternoon controls. That monitoring should seek to identify whether there is a need for further consideration to be given to extending the hours of control.

## **PAP**

- 3.35 There have been a number of amendments made to the PAP in response to comments received during the consultation. While many of these amendments are minor in nature, there have also been more significant changes made in order to improve understanding of the document. These changes, detailed in Appendix 5, have been incorporated into the final version of the plan, Appendix 1.
- 3.36 Key changes include:
- Improved detail on the benefits of shared-use parking;
  - Detail on the extension of evening restrictions amended to show that further investigation and consideration is required in terms of how the Council might address evening parking pressures;
  - A section on parking enforcement has been added, including suggestions on how enforcement could be enhanced;
  - Details of a proposed reduction in ticket machines in light of impending coinage changes that would have a significant cost implication to the Council;

- Additional details of the Electric Vehicle charging point trial;
- Improved wording on legislative requirements for spending parking income; and
- Improved wording on prioritisation of sustainable travel options.

### **Delivering the Key Elements of the PAP**

- 3.37 Much of the plan will require extensive changes to the Traffic Regulation Orders (TRO) which govern the CPZ, along with changes to signs and road markings.
- 3.38 The rollout of Shared-Use and Sunday Parking will require changes to the signing that indicates to road users the type and extent of restrictions that are in effect. By bringing about these changes simultaneously, rather than using a phased approach, the Council would avoid the costs of repeated changes to the signs and road markings; the signs would be changed only once which would be economically advantageous to the Council.
- 3.39 In addition, by minimising the amount of differing information required the Council can reduce each sign to its minimum size, maximising the potential to be able to continue to use existing street furniture and other mounting points.
- 3.40 This simultaneous approach, along with simplified restrictions that keep sign sizes to a minimum, saves unnecessary expense and recognises the status of the city centre as a World Heritage Site, keeping the impact of necessary signing to an absolute minimum.
- 3.41 A further report on the financial implications of these aspects of the PAP is scheduled to be considered by Committee in no more than three cycles, at which time authority will be sought to commence the necessary statutory procedures to make the proposed changes.

### **Measures of success**

---

- 4.1 In order to assess the impact of the PAP against its objectives it is proposed to carry out a new Parking Satisfaction Survey shortly after implementation of the changes outlined in this report. This will consider impacts on the following groups:
- CPZ residents, both permit holders and non permit holders;
  - Other permit holders (businesses, trades etc);
  - City centre businesses;
  - Non residents who park in the city centre; and
  - Other road users.

- 4.2 The outcomes that we will seek to measure relate to improving perceptions held by the full range of customers/users including:
- perception by city centre residents and their visitors that finding parking spaces is easier;
  - perception of fair and high quality of service by business/retail/trades permit users;
  - maintaining or improving perception of ease of parking in the city centre for visitors;
  - perception that parking restrictions are helping to improve conditions for people with mobility impairments, pedestrians, cyclists and public transport users on main roads and in the city centre, particularly on Sundays;
  - maintaining or improving the perception of city centre businesses about parking as part of the Council's overall approach to transport; and
  - improved understanding of the permits that are available to businesses and retailers.
- 4.3 A further outcome sought is a change in the permit holder vehicle fleet to more environmentally friendly vehicles.

## **Financial impact**

---

- 5.1 The recommendations contained within this report and within the draft PAP will result in no immediate financial implications to the Council. It is proposed that a further report in respect of the financial implications of the PAP will be submitted to Committee within three cycles, detailing the implementation costs involved in:
- a the rollout of shared-use parking; and
  - b the extension of controls evenings and Sundays.
- 5.2 The report will also contain proposals for a revised pricing strategy, as proposed within the PAP. The introduction of a structured, policy driven pricing strategy would have the potential to generate increased revenue.

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

---

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

## Equalities impact

---

- 7.1 Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010. A full assessment of the draft proposals contained within this report and within the draft PAP has been prepared. With the next stage in the process of adopting the PAP being detailed consultation, it is proposed that the current ERIA be considered as a live document that will be updated and amended as the process progresses.
- 7.2 It is, however, considered that adoption of the preferred option detailed within this report, which would bring parking controls on Sundays in line with other days of the week, would result in no negative equalities impacts.

## Sustainability impact

---

- 8.1 The recommendations within this report do not have any adverse impact on carbon impacts, adaptation to climate change or sustainable development.
- 8.2 It is anticipated that the proposals to introduce a revised pricing strategy and to extend the hours of control to both evenings and Sundays will have a positive impact in reducing carbon emissions and in building a sustainable Edinburgh. This would be achieved by reducing the number of trips made by private vehicle, encouraging use of public transport and active travel alternatives to private vehicles, improving road safety and improving accessibility.
- 8.3 The proposals in this report will help achieve a sustainable Edinburgh because public transport and active travel usage will be encouraged, the provision of measures designed to manage parking demand will create equality of opportunity, parking controls will provide for improved road safety and improved accessibility for those who have mobility issues. The cohesive approach proposed for parking in the city centre will reduce sign sizes and help to ensure that existing infrastructure can be used, rather than requiring its replacement or the provision of additional infrastructure.
- 8.4 It is anticipated that the finalised proposal for a pricing strategy, which may involve changes to the existing arrangements for permit charges, will have a positive impact on pollution and air quality within the city centre. Full details of those anticipated impacts will be described within the report to Committee in three cycles.

## Consultation and engagement

---

- 9.1 A consultation exercise on the content of the draft PAP was conducted during October 2015. That exercise included providing and facilitating:
- a detailed information, including a copy of the draft plan and a set of frequently asked questions on both the Council's website and on the Consultation Hub;
  - b an online questionnaire accessible through the Consultation Hub;
  - c a series of Drop-in sessions, exhibitions and roadshows held at venues across the city; and
  - d Focus Groups which targeted specific interest groups likely to have an interest or be affected by the proposals.
- 9.2 Approximately 4,000 separate responses were received to the consultation. Those responses are detailed within the appendices.
- 9.3 Most of the potential changes that may arise from the PAP will require the processing of one or more TROs. As is specified within the governing legislation, any changes made by TROs are subject to a full, statutory consultation process.
- 9.4 Given the nature of the likely changes and their implications, it is proposed that any arising TROs will include consultation with a wide range of stakeholders representing all parties likely to be affected.

## Background reading/external references

---

Report to the Transport and Environment Committee of 25 August 2015 – “Delivering the LTS – Parking Action Plan Update” – item 7.3.

### **Paul Lawrence**

Executive Director of Place

Contact: Andrew MacKay

E-mail: [a.mackay@edinburgh.gov.uk](mailto:a.mackay@edinburgh.gov.uk) | Tel: 0131 469 3577

## Links

---

<b>Coalition pledges</b>	<b>P44</b> - Prioritise keeping our streets clean and attractive.
<b>Council outcomes</b>	<b>CO19</b> – Attractive Places and Well-Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. <b>CO22</b> – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
<b>Single Outcome Agreement</b>	<b>SO4</b> - Edinburgh's communities are safer and have improved physical and social fabric.
<b>Appendices</b>	1 - Parking Action Plan 2 - Background Report a) Parking Satisfaction Survey b) LTS Consultation c) Supporting Evidence d) Zone Maps: Proposal Options e) Options Analysis 3 - Key Elements of the Parking Action Plan 4 - Changes to the draft Plan 5 - Consultation Report a) Draft Parking Action Plan Consultation b) Zone Map: Consultation proposal c) Consultation Analysis d) Consultation Comments and the Council's Response e) Feedback from Drop-In Sessions, Exhibitions, Roadshows and Focus Groups



## The Parking Action Plan



# Contents

Foreword .....	3	Controlled Parking Zones and Priority Parking Areas .....	17
Introduction.....	4	Parking Permits .....	19
Objectives.....	5	Off-Street Parking .....	21
Travel Statistics.....	6	Legislation .....	22
Main Issues.....	8	Traffic Orders .....	22
Key Priorities .....	8	Public Transport and Accessibility .....	23
Information and Communications .....	9	Collaborative Working .....	25
On-Street Parking.....	10	Monitoring .....	25
Sunday Parking Controls.....	10	Appendix 1: Prices and Sunday Parking in Other Cities.....	26
Evening Controls.....	12	Appendix 2: Parking Action Plan Actions .....	27
Shared use Parking Places .....	12		
Parking Pricing Strategy.....	13		
Enforcement .....	14		
Car Sharing.....	15		
Parking at Local Shops .....	16		

# Foreword

This Parking Action Plan sets out to support our wider transport strategy, achieve greater flexibility in parking controls, provide better information for our customers and to deliver best value for the Council and Edinburgh's residents. The Parking Action Plan prioritises the key actions for parking in our city which aim to make Edinburgh a better place to live.

Parking policy is an important part of Edinburgh's overall transport strategy, in tackling congestion, improving safety, helping to reduce car commuting, encouraging walking, cycling and public transport and reducing air pollution. Public parking has a role in supporting the city centre economy, while on-street residents' parking is important for many city centre dwellers. The Council's role in parking is all about balancing these different and sometimes competing objectives and demands.

The Council has been responsible for the enforcement of decriminalised parking regulations in the city since 1998. Since then we have also taken responsibility for the enforcement of Greenway restrictions, in 2007, and bus lane restrictions, in 2012, from the Police. This gives the Council significant scope to shape and influence Edinburgh's future travel habits for the better.

This Parking Action Plan includes a balanced range of actions. We aim to improve our service to city centre residents by introducing visitors' permits. We will roll out 'shared use' parking much more widely, increasing the overall parking supply and its flexibility for residents and shoppers alike. We will review our business and retailer permits with a view to simplifying the system. We will put in place a new protocol to improve our communications about parking changes.

The plan includes pricing and marketing actions aimed at helping to balance parking supply and demand and also supporting the Council's strategy to reduce emissions.

The Council's parking strategy should take account of trends and changes in the city. So this plan proposes some significant changes to the days and times of the operation of parking controls, including extending controls to Sundays and into the evenings.

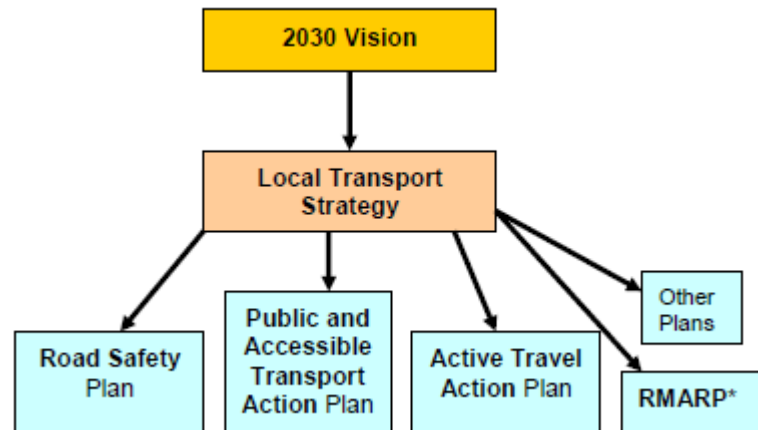
*John Bury*  
*Head of Planning and*  
*Transport*

*Councillor Lesley Hinds*  
*Convener of Transport and Environment*  
*Committee*

# Introduction

Edinburgh is a great place to live, work, study and visit. The city is home to over 480,000 people, innovative businesses, world renowned universities, two world heritage sites and hosts several cultural festivals. A thriving modern city built around an outstanding architectural heritage brings many benefits, but is not without its challenges. Edinburgh has mixed old with new successfully over the years and the aim of the Parking Action Plan is to help develop a modern, more sustainable transport system around the heart of its historic city centre.

To steer this development and ensure our transport strategy supports wider Council policies, the Transport 2030 Vision guides the long-term development of transport services in Edinburgh over the next 20 years.



*\*Road Maintenance and Renewals Action Plan*

‘By 2030, Edinburgh’s transport system will be one of the greenest, healthiest and most accessible in northern Europe.’

Transport 2030 Vision

The Vision is an ambitious plan for the future of transport in Edinburgh. It challenges us to think creatively and be innovative to deliver its nine outcomes.

To be:

- Environmentally friendly
- Healthy
- Accessible and connected
- Smart and efficient
- Well planned, physically accessible and sustainable
- Safe, secure and comfortable
- Inclusive and integrated
- Customer focused and innovative
- Responsibly and effectively managed.

The Vision sits above the Local Transport Strategy 2014-19 (LTS) which contains more detailed policies and actions to achieve the stated outcomes up to and beyond 2030.

‘Parking control is essential to keep Edinburgh moving safely and efficiently and to manage the overall amount of traffic in the city.’

Local Transport Strategy 2014-19

The LTS sets out the Council’s parking strategy which aims to balance the needs of residents, businesses, pedestrians, cyclists and public transport users whilst discouraging commuter parking.

This action plan complements the good work already under way to; improve road safety (Road Safety Action Plan), improve bus services (Public and Accessible Transport Action Plan) and encourage more people to walk and cycle (Active Travel Action Plan).

# Objectives

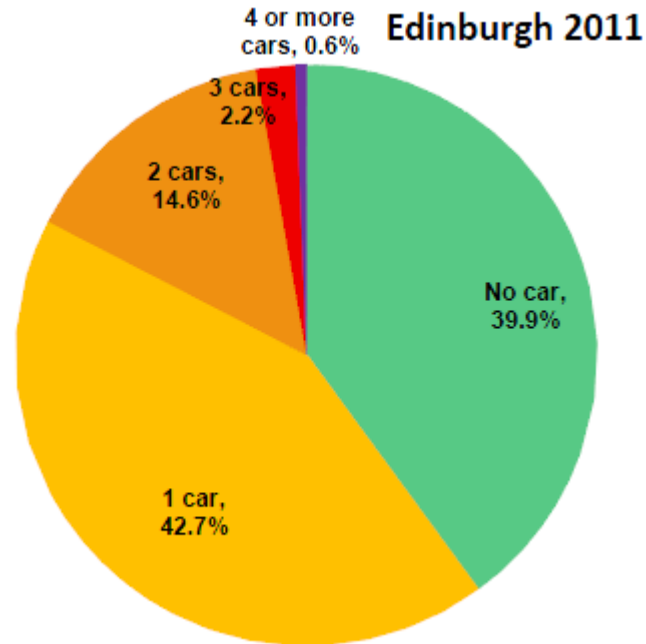
The Local Transport Strategy includes 8 objectives for parking. These are set out in the table below, which also briefly summarises how parking and loading can help address each objective. An additional objective relating specifically to customer service is also listed. This plan sets out a package of measures aimed at working towards these objectives

	<b>Parking Objectives</b>	<b>Summary of how parking and loading actions can contribute to objective</b>
<b>Local Transport Strategy Parking Objectives</b>	To maintain and improve the economic vitality of the City Centre and traditional district and local shopping centres.	<ul style="list-style-type: none"> <li>• <i>Ensuring sufficient parking and loading opportunities are available to support businesses</i></li> <li>• <i>Restrictions to support pedestrian activity and sustainable transport access</i></li> </ul>
	To ensure that parking provision does not encourage commuter car travel, especially to the City Centre and relates to the ease of access by public transport, cycling and walking.	<ul style="list-style-type: none"> <li>• <i>Using Controlled and Priority parking Zones to manage on-street parking to favour residents, shoppers and essential business users</i></li> <li>• <i>Controlling parking supply in new developments through the planning process</i></li> </ul>
	To minimise the negative impacts of parking on streetscape and on public and private space in new developments.	<ul style="list-style-type: none"> <li>• <i>Parking restrictions to enhance public space, protect surfaces from vehicle damage and support pedestrian activity</i></li> <li>• <i>Controlling parking supply in new developments through the planning process</i></li> </ul>
	To improve road safety and reduce congestion and pollution.	<ul style="list-style-type: none"> <li>• <i>Managing parking helps people cross the road safely, keeps pavements clear and encourages more people to cycle. Parking restrictions can be especially helpful to vulnerable road users such as wheelchair users and children who cannot be seen from behind parked cars</i></li> <li>• <i>Parking restrictions on main roads help keep all forms of traffic moving</i></li> </ul>
	To facilitate access and movement by mobility impaired people, pedestrians, cyclists, public transport and its users, and motorcyclists.	<ul style="list-style-type: none"> <li>• <i>Using parking and loading restrictions to protect crossing points, bus stops, bus lanes, other bus routes and cycle lanes</i></li> </ul>
	To protect and, where possible, enhance residents' ability to park and load close to their homes.	<ul style="list-style-type: none"> <li>• <i>Using Controlled and Priority parking Zones to manage on-street parking to favour residents, shoppers and essential business users.</i></li> </ul>
	To protect and, where possible, enhance the parking and loading needs of businesses, trades people, carers and visitors.	<ul style="list-style-type: none"> <li>• <i>Manage parking opportunities and protect loading bays for deliveries</i></li> <li>• <i>Parking permits for businesses and trades people</i></li> <li>• <i>Extra visitors' permits allowance for carers</i></li> </ul>
	To facilitate the operation and expansion of Car Clubs.	<ul style="list-style-type: none"> <li>• <i>Allocating specific parking bays and allowing access to permit holder bays in order to help car clubs expand so reducing overall car ownership and therefore parking pressure</i></li> </ul>
<b>New</b>	To improve the performance of and public perception of parking management in Edinburgh	<ul style="list-style-type: none"> <li>• <i>Continuing to update the parking service, using new information and adopting new payment channels</i></li> <li>• <i>Better communication, allowing all road users to better understand parking controls and their value</i></li> </ul>

# Travel Statistics

## Car Ownership

The 2011 Census found that the percentage of households in Edinburgh without a car was 39.9% which is well above the Scottish average of 34%.



*CEC, Transport and Travel, 2011 Census Data*

## Travel to Work

Edinburgh was the only Scottish local authority to see a fall, of more than 3%, since the 2001 Census, in the proportion of people driving to work.

Other results demonstrating the evolving nature of travel in Edinburgh between 2001 and 2011 include:

- Increased bus travel - to the highest percentage in Scotland;
- Train travel continued to rise;
- Cycling accounted for nearly 5% of all journeys to work, well above the national average of 1.6%;
- 18% of people walked to work, the joint highest proportion in Scotland; and
- More than 22,000 people work from home reducing their need to travel.

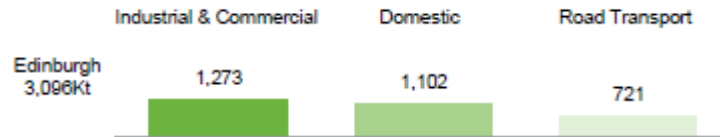
Mode	Percentage (%)
Car driver	41
Bus/Coach	28.6
On foot	18.2
Bicycle	4.8 <sup>1</sup>
Car passenger	3.5
Train	2.1
Motorcycle	0.5
Taxi	0.4
Other	0.8

These figures, which continue to develop positively, suggest that the importance of car ownership is decreasing and that there is a shift to more sustainable forms of transport, particularly for journeys to work. The Council supports the continued growth of these trends and will use parking management as a tool to sustain and foster these changes.

<sup>1</sup> Bike Life 2015 – Cycling mode share of journeys to work up to 7.3%.

## Environment

Road transport is an important part of daily life but produces many negative impacts that everyone must bear, such as 23% of all carbon dioxide (CO<sub>2</sub>) produced in Edinburgh (*Department of Energy & Climate Change*).



The sector also produces other harmful emissions (NO<sub>x</sub> and PM10), contributing to poor air quality and is a factor in causing severe health problems. The Council is required by the Climate Change (Scotland) Act to do everything within its power to tackle these pollutants.

Edinburgh has five Air Quality Management Areas, each of which contains a major traffic corridor, reflecting the strong link between road transport and poor air quality and the need to protect the travelling public from harmful pollutants. Parking controls play a key part in encouraging changes in travel behaviour which support the environment.

## Road Safety

Since the mid 1970s, the numbers of fatal and serious accidents on Scotland's roads have fallen considerably with the numbers of slight accidents remaining relatively constant. The Scottish Government regard road safety as a top priority and has set challenging targets for further road safety improvements by 2020.

The latest information available indicates that, during 2013, there were 1,368 casualties as a result of road traffic collisions on Edinburgh's roads. Of these, eight people died, 130 were seriously injured and 1,230 were injured slightly.

The data also shows that vulnerable road users including pedestrians, cyclists and motorcyclists, make up 45% of all casualties and 75% of fatalities.

We strive to constantly improve road safety and the continued enforcement of parking controls helps to ensure safe crossing places for vulnerable road users and reduce the number of people injured or killed on Edinburgh's roads. Parking regulations also prevent inconsiderate parking around junctions which improves sight-lines for pedestrians, cyclists and motorists while protecting children who cannot be seen behind parked vehicles.

To improve road safety we should; prevent parking at junctions, crossing points and school keep clear areas to improve sightlines, take appropriate action against footway and double parking, keep cycle lanes clear to protect cyclists and encourage more people to cycle.

## Parking Enforcement

The number of parking tickets issued in Edinburgh has fallen over the past five years while the income received from parking charges has increased. This suggests that there is greater compliance with the parking regulations and vehicles are parking correctly to keep the city moving freely.

## LTS Outcomes

The LTS identified a number of indicators which the Council should work toward to achieve the 2030 Vision. The key outcomes the Parking Action Plan aims to accomplish are to;

- Reduce greenhouse gas emissions for road transport in Edinburgh;
- Reduce the levels of motor traffic within the city;
- Improve customer satisfaction with streets, buildings and public spaces;
- Improve satisfaction with access to public transport;
- Reduce the number of killed or seriously injured casualties on Edinburgh's roads;
- Improve accessibility for those with no access to a car; and
- Improve the level of satisfaction with Transport Service.

## Main Issues

The Parking Action Plan is strongly linked with overarching transport policy, parking objectives and travel statistics. They have informed the development of a package of proposals to improve parking management and contribute to a future transport system that is safe, healthy and sustainable.

The plan considers the main transport issues and parking problems facing the city today and outlines the intended approach to resolve these issues.

Many residents find it difficult to park near their homes so making the parking restrictions more flexible with the introduction of shared use parking places will improve conditions for permit holders.

Shopping on Sundays in the city centre has become the norm which makes the day busier than it was before the CPZ was introduced.

The lack of parking restrictions on Sundays results in congestion, delays to public transport and poor conditions for cyclists and pedestrians. To ensure Edinburgh remains a safe and pleasant place at all times, the operating hours of the parking restrictions will be reviewed.

The proposals aim to achieve a balance between improving accessibility for essential car journeys while making sustainable travel more appealing. This will necessitate developing a comprehensive parking pricing strategy to manage demands better. The following information will set out the necessary actions to achieve our objectives and the reasons for them.

## Key Priorities

The core objective of the Parking Action Plan is to:

**Improve parking management in the city while continuing to support the development of walking, cycling and public transport links as everyday travel options in Edinburgh.**

The plan will seek to work towards its core objective by:

- Introducing shared use parking places which can be used by permit holders and pay and display users, to increase accessibility to parking places and the flexibility of the parking controls;
- Extending the operating hours of parking restrictions on Sundays and in the evenings to better manage demand; and
- Developing a parking pricing strategy to manage demand and encourage people to consider their travel options and reduce private car dependency.

The plan sets out actions over three timescales:

- Short term (2016 – 2017)
- Medium term (2018 – 2020)
- Long term (2021 – 2025).



# Information and Communications

Finding a parking space and purchasing the right amount of time in Edinburgh is often perceived as a difficult task. Many people first attempt to park on major shopping streets, such as George Street, when they visit the city centre. These streets are often fully occupied and this can give the impression that parking in Edinburgh is difficult even when there are spaces available just a few streets away.

**Action 1:** [Develop a marketing plan to increase awareness of the parking options available for people visiting the city centre including; P&R, on-street and off-street parking places.](#)

The marketing plan will promote sustainable travel options as the first choice for all visitors where having a car in the city centre is not essential. However, research has found that in towns and cities 30% of the traffic on average is circulating looking for a parking space (Shoup: 2006). For those who choose to drive, better information about where to park may help them to find a space more quickly and easily. With better information on the range of available options for visitors coming by car many may choose to use Park and Ride, use an off-street car park or park in quieter streets.

Not everyone shopping or doing business in the city centre arrives by car. Research from the previous “Alive After 5” city centre promotion campaign indicated that parking was not a significant factor in determining whether or not people visited the city centre. However, to protect the economic vitality of the city and ensure people know that Edinburgh is open for business, better information on where they can park quickly will be publicised. This process will also explore the best approach to communicate this information to motorists.

**Action 2:** [Develop a publicly available parking regulation enforcement protocol to demonstrate that the process is fair, consistent and transparent for all motorists.](#)

To further strengthen a positive perception of parking in Edinburgh an enforcement protocol will be produced to explain why parking tickets are issued for each contravention of the regulations. This will help demonstrate that enforcement of the parking regulations is fair, consistent and transparent.

**Action 3:** [Establish a communications protocol to better inform people about changes to parking.](#)

These are important commitments and they need to be communicated to the public clearly. A communications protocol will be established to manage our interactions with the public and ensure that people receive the information they need, when they need it.

This will include consultations on future improvements to parking controls through amendments to traffic regulation orders and ensure that they are produced using Plain English where possible. We will also make better use of electronic communications with permit holders.

**Action 4:** [Conduct a parking satisfaction survey every two years covering all road users’ experience of parking-related issues to track satisfaction levels and monitor improvements.](#)

In 2013, a parking satisfaction survey was conducted to evaluate our customers’ perception of the service and to collect suggestions on what we could do better. This was a worthwhile action and we will continue this conversation with all road users’ in the coming years.

**Action 5:** [Publish financial and statistical information online annually demonstrating openness and commitment to customer service.](#)

There is a high level of interest in parking in Edinburgh and to remain open and transparent we will continue to publish frequently requested financial and statistical data on the Council’s website. This avoids customers having to submit written requests and demonstrates our commitment to provide excellent customer service.

# On-Street Parking

Parking controls are not just of interest to motorists looking for a parking space, they also play an important part in many people's everyday lives. They determine; where deliveries can be made, where people can cross the road safely, where cyclists can travel with ease and where passengers can access public transport.

Building on the objectives of the LTS, the Parking Action Plan aims to make parking easier for essential car journeys as well as improving conditions for other road users, promoting sustainable alternatives and deterring commuter parking.

Although parking charges are not popular with many people, they are an effective demand management tool and help support the policy-driven approach that is set out in the introduction of this action plan.

With Sunday afternoons becoming much busier than they used to be, conditions on the city's roads warrant a more effective management system than the current first come, first served approach allows. There are considerable benefits in introducing parking controls, in terms of policy and practice, such as; improving accessibility, helping the environment, tackling congestion, supporting sustainable transport and enhancing health opportunities.

The introduction of parking charges on Sundays is considered to be the most effective method of control available, but this naturally produces concerns that the main motive is to raise revenue. However, parking income is required by law, Section 55 of the Road Traffic Regulation Act 1984, to be spent on enforcement costs first, before any surplus is spent on transport improvements, such as; signing shared use parking places, Park and Ride sites, bus lane enforcement, cycle lanes or supported bus services.

Income received from Sunday parking controls will be used to provide; additional enforcement by Parking Attendants before contributing toward new signs, which reflect the changes in the controls and shared use parking bays.

## Sunday Parking Controls

The extent and times of controlled parking zones 1-8 in the city centre have remained largely unchanged since their introduction in the early 1970s. This was a time before Sunday trading, on-street events and entertainment activities became more widespread which have made Sundays, particularly afternoons, much busier than they were before parking restrictions were introduced.

Today, Sunday afternoons, experience a similar level of activity to Saturdays, but with far fewer parking controls. This can result in a range of parking problems such as:

- Congestion on main roads caused by kerbspace being heavily occupied by parked cars, with consequent delays to public transport and general traffic;
- Fewer loading opportunities which can cause problems for shops and businesses receiving goods and poor parking causing delays to traffic;
- Increased difficulty for pedestrians crossing roads;
- Significantly increased difficulty for people with mobility impairments, both those who rely on public transport (access to bus stops is often impeded) and car users (a blue badge confers no meaningful advantage when parking is unrestricted and available spaces are far fewer);
- Significantly worse conditions for cycling, with almost all on-road cycle facilities rendered useless by parked cars;
- Free parking on a first come first served basis means that people commuting by car, for example to work in city centre shops, can occupy street space that could be more effectively used by visitors/customers; and
- No reserved space for residents.

Sunday mornings also experience significantly more activity than in the past, but less activity than Saturdays.

To investigate these issues, an on-street parking survey collected data on the numbers of vehicles parked in key locations and their duration of stay to indicate where demand is greatest and whether parked vehicles are likely to belong to residents, visitors or commuters.

A questionnaire also collected qualitative data from motorists parking on Sundays. It asked them to give their reasons for visiting the city centre by car and the extent to which free parking played a role in their decision. The results from these investigations suggest that:

- Nearly four thousand vehicles park on main traffic routes on Sundays;
- Demand is highest during the afternoon period and there is currently no pronounced morning peak on Sundays ;
- Vehicles tend to park for longer periods on Sundays than allowed by the maximum stay periods during the week;
- There is less turnover of spaces and many streets have higher occupancy rates;
- Demand is greatest in areas near to major shops;
- Residents find it difficult to park in their streets; and
- The majority of drivers visited the city centre for shopping. However, for example, on Sunday afternoon just under half of all parking spaces on George Street were occupied by cars that surveys suggested belonged to residents or employees rather than shoppers or other visitors.

The results of these investigations suggest that parking controls are required to be introduced on Sunday afternoons in the city centre to manage existing levels of demand better. Together with shops opening later in the day, footfall being highest after midday and the ability of partial controls being able to tackle all-day commuter parking, there are good reasons to consider parking controls for the Sunday afternoon period.

**Action 6:** [Introduce parking controls on Sunday afternoons, including yellow lines on main public transport corridors and public parking charges, as well as extending the restricted hours of residents' parking places.](#)

The Local Transport Strategy identified a number of measures to improve the operation of the transport network in the city. One was the possible introduction of waiting and loading restrictions on main traffic routes on Sundays. It suggested this would be for at least part of the day and starting at a later time than other days of the week.

The results of the investigation indicate that parking controls should be introduced on main routes and in parking places, but only on Sunday afternoons. This approach will help to tackle all-day commuter parking while creating turnover of parking spaces during periods when demand is at its highest on Sundays.

This will help to support Sunday bus services by reducing delays during the busiest times of day and encouraging more people (especially city centre workers but also some visitors) to travel by public transport. Initial discussions with Lothian Buses reveal that with changes in demand it is already considering enhancements to the frequencies of Sunday bus services. It is also supportive of measures that will assist bus movements and traffic flow while encouraging more people to travel by public transport.

Lothian Buses has also committed to continued dialogue with the Council with a view to further changes to bus services to complement extensions to parking controls as and when these take place.

It is proposed to introduce 7 day controls in zones 1 to 4 and in the part of zone 7 north of Bernard Street. The Saturday exemption for permit holders to park in public parking bays on Saturday afternoons will also be removed. **Main traffic route controls, on Sunday afternoons, would be introduced over a wider area, likely including up to the extent of the extended parking zones.**

In summary, this proposal will address problems faced by all road users on Sunday afternoons and improve accessibility, tackle congestion and enhance conditions for pedestrians, cyclists and public transport users.

After introduction of parking controls, changes in parking patterns, bus services and city centre activity on Sundays would be monitored and the controls kept under review.

## Evening Controls

In the city centre and nearby residential areas, the evenings are also a time of high parking pressure. The Parking Satisfaction Survey revealed that many residents had problems parking outside their homes in the evenings.

Extending parking controls into the evenings has the potential to encourage visitors to Edinburgh to travel on foot, by bike or by public transport. Reducing the number of cars driving and parking in the city centre would protect crossing points, improve sight-lines at junctions and assist bus and general traffic flow on main routes.

Changes in working patterns mean that parking demands have shifted slightly in the evenings. This seems to result in a longer rush hour period and residents returning home by car later into the early evening. Therefore, a limited extension to the controlled hours may also help residents find a parking place closer to their homes.

However there are very different reasons behind the high evening parking pressures when compared with Sundays. Away from the immediate vicinity of theatres and restaurants and during the overnight period, most evening parking demand is generated by residents' cars rather than those of visitors. Therefore, beyond a limited period, extending controls into the late evenings or overnight is unlikely to make it any easier for residents to park.

There is also evidence that suggests key elements of the evening economy and activities, notably theatres and community groups, rely on car access to a greater extent than city centre retail consumers do. Furthermore, levels of traffic are modest in the evening, meaning that parking on single yellow lines on main roads has less of an impact on congestion or bus delays than it does on Sundays.

With the above in mind, it is proposed to make a small change to the evening controls, extending the controlled hours in zones 1 to 4 and part of 7, by 30 minutes to 1900. The intention is to assist residents returning home in the early evening, without impacting negatively on the evening economy.

**Action 7:** Review evening parking restrictions in the city centre with a view to a limited extension not extending beyond 7pm.

## Shared use Parking Places

In many areas of the city centre the residential permit scheme is currently oversubscribed, with more parking permits being purchased than there are spaces available to accommodate them. The adjustment of zone boundaries is not considered a suitable option to address this; zone changes can be confusing and in some cases may encourage internal zone commuting when walking or cycling are better options.

Other suggestions have been considered, such as; only issuing one permit per household but in some areas there will be more spaces than permit holders or limiting the number of permits to the spaces available, but many households could lose out under such a system. To address these problems, it is proposed to introduce shared use parking places; to improve the flexibility of the controls and to help all motorists park closer to their destinations.

**Action 8:** Introduce shared use parking places to increase the flexibility of the parking controls for residents and other road users.

Shared use parking places can be used by residents' permit holders, disabled persons' blue badge holders and by visitors who must pay for their parking and are time-bound by a maximum stay period. Shared use places offer greater flexibility and allow the introduction of visitors' parking permits (See Action 23).

All parking places will not become shared use as current arrangements work well in many areas. However, shared use will increase the number of parking places available to permit holders as lengths of single yellow lines and public parking places are changed. This will, for instance, allow permit holders to park in areas which were previously only available to them outwith the controlled hours.

Shared use parking provides many benefits to permit holders, such as; increasing parking opportunities, reducing unnecessary car use (when permit

holders move their vehicles from a yellow lines to permit places in the mornings) and reduces inconvenience from road works (as there will be less impact if places are suspended to accommodate road works).

The introduction of shared use parking will also help to improve the perception of parking and reduce uncertainty for visitors. It is expected this will result in a reduction of circulating traffic looking for a parking space which adds to congestion and pollution.

In addition, creating long shared use bays can minimise the number of signs and poles required, thereby reducing the impact within Edinburgh's World Heritage Site.

While some bays can be marked individually, this does not apply to each type of parking place and it is considered that such markings can reduce the number of vehicles that can be accommodated.

Shared use parking places have proven to be very successful in the extended parking zones (N1-N5 and S1-S4), such as around Marchmont, where residents enjoy the flexibility they offer and many city centre permit holders support such controls.

### Parking Pricing Strategy

The Council recognises that for some people car use is an essential means of travel, but there are times when more people want to park in the city centre than can be accommodated. Therefore, parking charges are used to manage demand and ensure a general availability of spaces.

The Council's approach to demand management also encourages people to consider their means of travel and a parking pricing strategy will consider all parking related charges further to ensure these conditions are being met.

**Action 9:** Develop and publish a parking pricing strategy to steer the approach to charges for parking permits and pay and display parking. This will involve investigating, but will not be limited to, factors including:

- Residents' permits and pricing structure;
- Visitors' permits and operation;
- Nine hour parking places;
- Vehicle based charging for permits and parking charges; and
- Additional charges for credit card payments for parking permits.

As part of this process, introduce graduated hourly charges in 9 hour parking places and consider increasing their number where this will help reduce parking pressures outside the CPZ.

Parking charges and maximum stay lengths are set at levels which accommodate essential short to medium length journeys. They ensure the turnover of spaces throughout the day but discourage and prevent all-day commuter parking.

A new IT system will be able to monitor parking; patterns, utilisation and demand better which will enable prices to be set more effectively in smaller areas, rather than across broad zones as is currently the case.

Parking permit prices are also considered to be a good way of managing demand for spaces in residential areas. Since 2010, residents' permit prices have been linked to a vehicle's CO<sub>2</sub> emissions or engine size (for older vehicles). This has helped to encourage the use of more environmentally-friendly vehicles, support local air quality improvements and ensure permit holders' vehicles in Edinburgh remain in line with national ownership trends.

With the introduction of visitor's permits throughout the CPZ, this presents an opportunity to review their prices and how they operate.

While pay and display charges and residents' permit prices have increased, the same cannot be said for; visitors', trades', retailers', business or health care workers' parking permits. The prices of these permits will be included within the review.

Nine hour parking places were initially introduced in the extended zones as a means of mitigating the impact of the new parking zones on businesses. However, with the introduction of other permits their use has changed to cater for others, such as; essential shift workers who may not have access to the same level of public transport services as others.

They can also help to balance parking pressures on the boundary between Controlled Parking Zones, Priority Parking Areas and uncontrolled streets outwith the CPZ, where anyone can park free of charge without restriction.

The current pricing of these bays involves a flat rate for stays of 3 hours or more, and could be seen to be encouraging commuting by car. Currently many of these bays have very high occupation rates and it is considered that a review of the charging regime is justified. Alongside this, it may be appropriate to review the location and number of the bays.

**Action 10:** [Develop and introduce a system of charges for the enforcement of traffic management procedures at public events.](#)

Most major events will have associated road closures, parking suspensions, parking enforcement and other road services which can incur costs. Furthermore, when traffic management arrangements are in place for such events; Parking Attendants are needed to ensure the measures remain safely in place but opportunities for visitors to use pay and display facilities may become unavailable.

In 2011, the Council approved an approach to charge for the traffic management services provided for public events and to recover these costs when parking places were suspended. In addition, as part of the Council's budget setting process, for the 2015/16 financial year, charging for the enforcement of public events by Parking Attendants was also approved.

When parking places are suspended for public events, ensuring they are kept clear and taking necessary enforcement action in order to facilitate a successful event is a time consuming, labour intensive and administratively heavy process. In addition, when parking places are suspended motorists are unable to pay and display and the Council loses revenue.

The key to any successful event is making sure that these parking places and associated streets are clear and remain so for the event's duration. This is usually managed by issuing warning notices and relocating vehicles to other streets, but this does not generate any income for the Council.

The Council plans to discuss the costs associated with parking place suspensions with all events organisers and aims to introduce a charging structure in financial year 2016/17, this will cover; traffic management services, enforcement costs and possible loss of revenue. Any proposed charges made in the future will be discussed fully before the event takes place and form part of the parking pricing strategy (Action 9).

In addition, where parking places are removed permanently to facilitate an alternative use of the public space, where possible, another nearby location should be identified and steps taken to introduce a similar parking place as a replacement. This will maintain accessibility and ensure different user groups are not disadvantaged.

## Enforcement

Managing parking in Edinburgh includes monitoring approximately 30,000 parking spaces and more than 515Km of single and double, red and yellow lines. Overall, the Parking Action Plan aims to improve the way we manage, operate and perform when enforcing these restrictions.

Parking Attendants issued nearly 180,000 parking tickets in 2014-15 but the number of parking tickets issued each year is falling and more drivers are paying for their parking time, helped by the introduction of new technology such as cashless parking. This information helps to determine the number of Parking Attendants that are needed in Edinburgh.

However, even with greater payment rates and fewer parking tickets being issued, incorrect parking continues to persist in some locations and Parking Attendants cannot detect every instance of incorrect parking in the city.



The Council responds to many requests from the public for additional enforcement activity each year. In some instances, what appears to be incorrect parking such as vehicles parking on yellow lines can be entirely correct, such as vehicles being loaded or unloaded or displaying a disabled persons' blue badge. Yet, many motorists continue to ignore the rules. Some will even drive away when an Attendant approaches but quickly return when they've walked on rather than park their vehicle correctly.

**Action 11:** [Discuss with the Scottish Government the possibility of allowing Scottish Council's to use CCTV cameras for parking enforcement.](#)

One approach to improve further compliance with the parking regulations and maintain road safety is to introduce the use of CCTV enforcement cars. This will allow enforcement of important restrictions, such as school keep clear areas, bus lanes and bus stops to be conducted over a greater area and with the ability to issue instantly a parking ticket to those who would otherwise drive away.

This approach has the added benefit of being able to respond quickly to public requests for enforcement and is safer for Parking Attendants when working in hazardous conditions, such as on busy roads.

**Action 12:** [Discuss with the Scottish Government the possibility to decriminalise school streets enforcement.](#)

Another measure which could help to increase compliance with the parking restrictions is to decriminalise the enforcement of Edinburgh's school streets initiative. This would remove the duty from the Police and allow Parking Attendants to enforce these restrictions at the same time as the parking controls.

### Car Sharing

For many residents, research suggests that their cars will spend around 90% of their time parked by the side of the road. This is a poor use of public spaces and for most residents is a considerable expense for the limited amount of time that they use their vehicles.

The Council supports the use of SEStrans' trip sharing service as a way to improve accessibility and reduce the environmental impact of car travel.

Sharing journeys can reduce; costs and congestion, while benefiting people in areas with poor public transport links or few parking opportunities.

Another approach for people to reduce the number of vehicles on our roads and save money is through car sharing. It is estimated that one car club vehicle could remove 25 vehicles from the road and reduce parking problems for many other residents. This helps to reduce congestion, makes better use of public spaces and can dramatically cut the cost of motoring for residents.

The Council supports the introduction of car club vehicles at new housing developments around the city to demonstrate to residents that they can have access to a car when they need it without having to own one.

**Action 13:** [Remove parking charges for car clubs within the CPZ and include the requirement to purchase a parking permit for each vehicle as part of the tender process.](#)

The Council is committed to reducing all possible barriers regarding the use of car clubs. People already pay for using the vehicles, so removing parking charges should make car sharing more attractive to potential members.

As part of the Council's 2015/16 budget proposals, it was recommended to undertake a competitive tender process to secure the services of a car club provider. Included within the tender process is the requirement for the operator to pay for the use of the parking places and provide each vehicle with its own parking permit. This will remove a direct charge from users, allow vehicles to park in more locations and encourage new members to join the scheme.

This action is not expected to have a negative impact on the accessibility of the city centre. With minimal financial cost it may produce positive outcomes for car sharing in Edinburgh and result in many policy benefits.





### Parking at Local Shops

Town centres and local centres are the focal points of their communities and these areas are identified within the second proposed Local Development Plan. They are important as they support jobs, provide places for public life to flourish and allow people to enjoy public spaces while interacting with others. In addition, they can reduce car dependency by providing local shops and services within walking distance of people's homes. Good access to these amenities can support older people or those with mobility impairments to live in the community for longer.

However, all-day parking at such locations can discourage passing trade and make it more difficult for goods to be delivered. Long-term parking also increases the chances of double parking which obstructs traffic and is a hazard for vulnerable road users like cyclists and children crossing the road.

**Action 14:** Establish a protocol for considering requests for parking provision/ restrictions outside local shopping areas to protect short-stay parking and improve conditions for deliveries.

Should local communities request restrictions to help tackle such problems we will have a process in place to ensure that relevant parties are consulted, agreement is reached and restrictions are prioritised appropriately.

**Action 15:** Introduce parking charges in limited waiting parking places that lie within the CPZ to enable better enforcement, ensure the turnover of spaces and to address problems with commuting.

Along many main traffic routes and Greenway lanes, limited waiting parking places currently exist which are difficult to enforce and do not effectively manage parking demands. This can lead to all-day parking and potential commuting in many areas with fewer opportunities being available for short-term parking. In some locations, such as on Leith Walk, it can result in double parking which obstructs buses, makes it more hazardous for cycling and is difficult for people to cross the road safely.

Furthermore, some of these parking places lie within the CPZ and it is inconsistent that one parking place is charged while another one is free.

There have been numerous complaints received concerning poor parking in such places and about the lack of parking opportunities. The monitoring of these locations will continue to inform future decisions on the introduction of parking charges as part of the pricing strategy review.



**Action 16:** Introduce parking charges in Greenways parking places with a cashless only payment service and roll out this approach elsewhere.

It is proposed to introduce parking charges in Greenways parking places to better manage demand. Currently, more than one third of all pay and display transactions are cashless and this can help to reduce; street clutter, maintenance issues and cash collection costs. Some London Boroughs have already moved to cashless only payments for on-street parking while many other cities in the UK have introduced cashless options.

Cashless parking has a number of benefits to customers over the use of coins; parking time can remotely be extended up to the maximum stay period, people can pay safely from within their vehicle without having to pay with cash on the street, motorists do not need to have the right change and drivers have a choice of payment options, such as; text, web and app.

The introduction of the new £1 coin will require each ticket machine to be upgraded so that it can recognise and accept it as payment. This will incur considerable costs and it is proposed to give consideration to a significant reduction in ticket machine numbers to reduce potential costs to the Council.

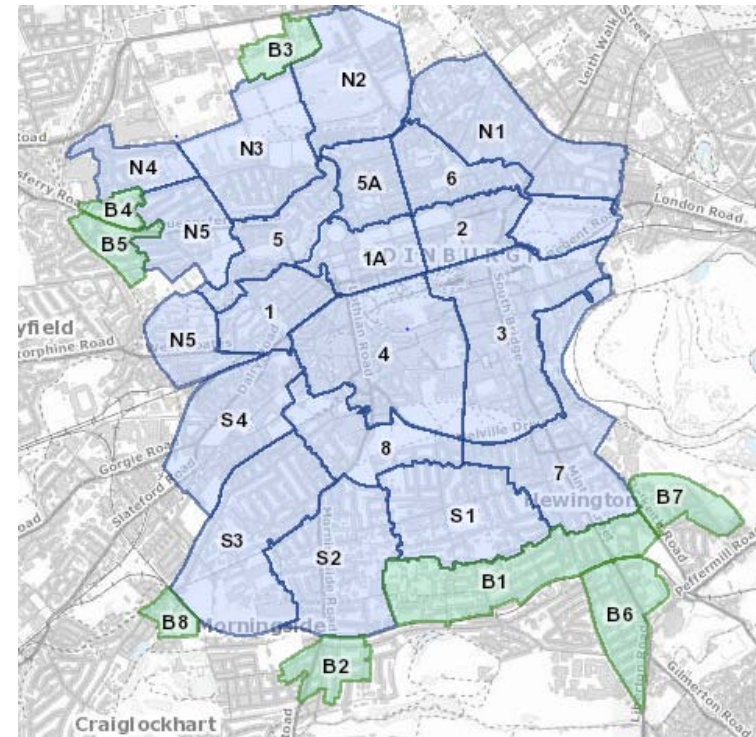
However, this approach will also attempt to minimise the extent to which this may impact on; people with disabilities, people without bank accounts or those who do not own a mobile phone. It may be the case that for some people with disabilities the existing ticket machines are not suitable for them to use. Furthermore, research suggests that the number of people with bank accounts and mobile phones in Scotland is around 97% and 91%, respectively.

There are some streets where ticket machines are likely to remain, such as in the city centre or outside schools and hospitals. We will seek to keep these machines to ensure ease of access and remove the ones that are only used infrequently, taking up space unnecessarily on the footway.

## Controlled Parking Zones and Priority Parking Areas

The Council introduced the original Controlled Parking Zones (CPZ) in the 1970s to manage commuter parking pressures in the city centre and to protect parking opportunities for residents and visitors.

The CPZ was extended with further zones to the north and south from 2006 onwards and more recently Priority Parking Areas have been implemented to address commuter parking pressures on the boundaries of the CPZ.



Many of the proposed actions concern the CPZ only, although parking controls apply across the city and consistent enforcement is important to ensure the plan meets its objectives.

To ensure the effective running of parking controls, road markings and signs need to be maintained to a high standard. This allows motorists to have a clear understanding of the regulations and for restrictions to be correctly enforced.

**Action 17:** Ensure that the lines and signs review within the CPZ and Priority Parking Areas is completed correctly and that high standards are maintained in the future.

The parking enforcement contractor will review all parking related lines and signs in the city to identify any faults, repair them and then maintain them to a high standard. Maintenance of parking related lines and signs will be measured through a closely monitored key performance indicator.

To ensure that this aim is achieved and that the Council receives best value from the contract, a significant role for the contract management team is to monitor the key performance indicators and maintain good working relationships with the contractor.

**Action 18:** Establish a protocol for considering requests for new/extensions to Priority Parking Areas or CPZ. This will consider the available evidence on current and future parking pressures, the degree of local support, the wider parking strategy and implementation costs.

The current CPZ and Priority Parking Areas were introduced to tackle commuter parking problems and help residents park closer to their homes while improving accessibility for visitors, trades persons and people with disabilities. Therefore, in streets with evident parking problems there are frequent requests for new parking controls to be introduced.

Where such controls are being considered, Priority Parking should be the preferred approach as it is a low-cost option, makes good use of limited kerbside space and reduces the likelihood of parking problems moving to other areas.

However, extending the CPZ could remain an option where there is a need to accommodate numerous demands or a large amount of short-term parking is required, such as around town centres and local centres, and where implementation costs can be funded by projected future income.

To help consider such requests in a more formal manner, a protocol will be established to ensure that all relevant factors are taken into account. This will allow areas to be compared on a number of standard measures, will inform decisions on the most appropriate solution and prioritise areas for consideration.

**Action 19:** Consult with residents around Tram stops to ascertain whether they support the introduction of parking controls as a result of increased parking pressures associated with the Tram.

Consultation with residents living near to Tram stops will reveal whether they are experiencing commuter parking problems and if they would like the Council to take action to address them.

That may include the introduction of restrictions, such as yellow lines, to address traffic management and road safety issues, or potentially the introduction of parking controls should commuter parking problems be more prevalent. However, it is not our intention to introduce parking controls in these areas if residents do not consider them to be necessary.

**Action 20:** Continue to update traffic orders to make it clear to residents of developments, without specific parking provision, within the CPZ that they are not entitled to apply for parking permits and publish this information.

To support investment and sustainable development, within the CPZ, new housing can be approved without the need for specific parking provision and on the basis that residents are not eligible to apply for a residents' parking permit. These developments are within the CPZ, close to the city centre and are more likely to have good public transport links, reducing the need for residents to own a car. There is no intention to apply these conditions to developments retrospectively. Since residents are not entitled to apply for parking permits, this should be made clear to potential buyers and traffic orders updated regularly to include new properties.

In addition, many refurbished, sub-divided or change of use properties are approved on the grounds that only one permit is issued to each household. These steps aim to prevent circumstances where residents purchase a property and apply for a residents' parking permit when they are not entitled to apply for one.

**Action 21:** [Establish a protocol for the issue of parking permits to residents living on private roads within the CPZ.](#)

Similar to residents of car free developments, residents of privately controlled roads within the CPZ should not be permitted to apply for parking permits. Many have their own parking areas and restrictions to stop others from using them.

On-street parking places are available to residents' permit holders on the basis that everyone has an equal chance of finding a parking place in their street. Those with access to parking on private roads should not restrict parking opportunities for other residents who do not have similar options.

At this time, residents living on private roads are not able to purchase visitors' parking permits for their guests. This will be reviewed as part of the pricing strategy and the operation of visitors' parking permits.

**Action 22:** [Establish a process for members of the public to request Electric Vehicle charging point parking places.](#)

The Council recognises the increasing numbers of electric vehicles being used in the city and supports their potential for future growth. To pursue this further, a pilot of on-street electric vehicle charging points, with a free supply of electricity, is expected to commence in the Marchmont and Sciennes Community Council area in 2016.

The results of this trial will help inform how such facilities should be introduced and managed in the future. To support the development of the on-street charging network, the Council will consider requests for future electric vehicle charging points on public roads. A set of criteria will be developed to evaluate these requests and ensure they are managed effectively, while not disadvantaging other road users such as disabled persons' blue badge holders.

## Parking Permits

With the introduction of shared use parking places within the central and peripheral CPZs greatly improving the flexibility of controls, there will be the potential to introduce visitors' permits in these areas. These permits are only available to households within the area and residents distribute them to their guests; they are not intended for commuter use or available for sale to the general public. Without the enhanced flexibility that shared use parking offers, it is not considered appropriate to introduce a further demand on the limited space where permits are oversubscribed.

**Action 23:** [Introduce visitors' parking permits in Zones 1-8 of the CPZ with an additional allocation for those with special care needs.](#)

The introduction of visitors' parking permits is frequently requested by city centre residents. They allow residents to buy short-term parking permits for their visitors at a lower cost and for longer periods of time than in pay and display bays. This is useful for trades' persons or for those who only need to use a vehicle occasionally.

Similar to the terms in the extended zones, disabled persons' blue badge holders will be able to apply for more than the normal allowance of visitors' permits and at half the standard price for one. The number of permits available per household will be set once the operation of the scheme has been reviewed.

**Action 24:** [Review on-street motorcycle parking and consider appropriate charges for motorcycle parking places and for residents' permits.](#)

Dedicated motorcycle only parking places in the city centre and residents' parking permits are currently free of charge for motorcycles. Powered two wheelers can also park free of charge in all shared use and public parking places in the extended zones. This charging policy resulted from concerns about the possible loss of pay and display vouchers and permits.





With the success of virtual parking permits, which may be rolled out to all vehicles in the future, the popularity of cashless parking and the proposals to introduce shared use parking; the grounds for retaining free parking for motorcycles are diminished. Other considerations are that such vehicles; occupy public space, the application process for residents' permits incurs administrative costs and the users of the parking places do not directly contribute toward the cost of their enforcement.

When compared to cars there are environmental benefits in using powered two wheelers, however there is less of a case when compared to public transport, cycling and walking. It is proposed to review this matter further as part of the parking pricing strategy (Action 9) and await its outcome before any decisions are made.

**Action 25:** [Improve the security of motorcycle parking places by considering the introduction of facilities to secure such vehicles to.](#)

The review of motorcycle parking places and the possible introduction of charges, also provides the opportunity to use additional income to improve the security of these places and maintain facilities in the future that motorcycles can be attached to reduce the likelihood of vehicle theft.

The parking pricing strategy review provides the opportunity to investigate this matter further and open discussion with interested groups to examine all the issues in greater detail.



**Action 26:** [Review the eligibility criteria for all parking permits to ensure that they are only issued to those who are eligible and who need them.](#)

With changes being made to the eligibility criteria for residents permits in new housing developments, there is also an opportunity to review the conditions for all parking permits within the traffic order. This will allow potential changes to be made as part of the same process and ensure that only those residents who are entitled to a parking permit receive one.

**Action 27:** [Investigate the potential to replace existing paper-based residents' permits with a virtual parking permits system.](#)

The current process for issuing residents' parking permits is labour intensive and fails to meet our customers' needs. With more transactions being completed on the Council's website there is an expectation that permits can also be applied for online. Currently, residents need to provide proof of address and vehicle documentation, by post or in person, before a permit can be issued. This is a demanding and time-consuming process.

With the aim to meet the needs of our customers and shift transactions online, there is a desire to move toward virtual parking permits. Using new technology, it will be investigated whether the application process can now be managed entirely online.

# Off-Street Parking

Off-street car parks are an integral part of the parking opportunities available in Edinburgh. They improve perceptions of accessibility, remove parked vehicles from the road and enhance our streets for pedestrians, cyclists and public transport users.

**Action 28:** Discuss with off-street car park operators the possibility of allowing residents' permit holders the use of such facilities in areas where there are significant parking pressures.

The Council does not operate any off-street car parks in the city centre and has no direct control over their operating procedures or their prices. However, there may be potential to work with the operators to improve parking opportunities for residents in areas where there are parking pressures. The introduction of shared use places will address many of these issues but in some areas few additional places can be created on-street.

It is our intention to work with car park operators with the aim to allow permit holders to park in off-street spaces over night or when there are higher demands on residents' parking places. This will help improve conditions for residents and may remove vehicles from our streets.

**Action 29:** Encourage all existing and new off-street and underground car parks to introduce Park Mark standards.

The Council's Park and Ride facilities all comply with Park Mark industry standards. Building upon the existing design considerations for off-street car parks in the second proposed Local Development Plan, providers will be encouraged to introduce Park Mark standards to enhance conditions within such facilities for all their customers. This will improve the appeal of the car park by making it; feel safer, more permeable and accessible while potentially allowing for an alternative use of on-street space. The Council will continue to use its existing planning powers to ensure new car parks, in Edinburgh, meet current design standards.

**Action 30:** Support the development of new underground or off-street car parks in the city where they can replace or reduce on-street parking provision.

Working in partnership with the private sector, the Council will support proposals for new off-street car parks in areas where they can provide additional short stay parking opportunities and can replace or allow a reduction in on-street parking provision. The second proposed Local Development Plan has identified the west and north-west edges of the city centre where the potential benefits of additional off-street car parking would be significant.

The Council will apply a similar test to its own property portfolio in considering whether to pursue off-street car parking as a potential land use.

**Action 31:** To work with off-street car park operators to encourage a management structure that discourages all-day commuter parking.

The Council will work with partners and off-street car park operators to encourage charging structures and length of stay requirements that aim to facilitate short to medium length trips while discouraging all-day commuter parking. This will ensure a turnover and availability of spaces throughout the day.

**Action 32:** Improve facilities for secure cycle parking in off-street car parks and, where appropriate, use existing planning powers to secure such provision in new car parks.

The second proposed Local Development Plan, considers the provision of secure cycle parking in new off-street car parks. This is a further opportunity to encourage existing car parks to enhance cycle parking provision and give more people the opportunity to cycle who may not have access to secure and covered cycle parking, for instance at their place of work.

# Legislation

In the rest of the UK, local authorities can vary their parking ticket charges based on the seriousness of the contravention. For instance, those issued for compromising road safety can have a higher charge than those issued for over staying the paid for time in a parking place.

**Action 33:** Discuss graduated parking ticket charges with other Scottish local authorities and the Scottish Government and introduce such charges if/when enabling legislation is passed.

Currently, legislation does not allow Scottish Councils to vary parking ticket charges. It is our intention to discuss this matter with; other Scottish local authorities that operate decriminalised parking enforcement and with the Scottish Government. The discussions will focus on the benefits that graduated penalties may add to compliance with the parking regulations and on improving road safety.

**Action 34:** Continue to support the introduction of the Double Parking and Footway Parking (Scotland) Bill and introduce a ban if/when enabling legislation is passed.

The Council has always supported requests to tackle irresponsible footway and double parking in our streets. However, there are few options available to address such problems and we continue to support a change in legislation that would allow action to be taken against vehicles parked at dropped crossings, on pavements or double parked.

Should enabling legislation be passed we will promote a traffic order to ban irresponsible parking, improving access for pedestrians, enhancing safety and protecting our public spaces from being damaged by vehicles parking on the footway.

This is the Council's preferred approach as alternatives require traffic orders to be made, add further street clutter with new signs being required and will result in additional costs.

# Traffic Orders

Changing parking places, yellow lines or speed limits all require traffic orders to be made or amended. The Council must follow statutory procedures to ensure changes are advertised correctly and where necessary, receive comments or objections from the public, but this can be a lengthy process.

**Action 35:** Develop an approach for advertising on-street and press notices to make traffic orders more user-friendly.

When making changes to traffic orders, the Council must inform people who may be interested and provide an opportunity for comments or objections, which can be considered by Committee. Some orders do not allow objections to be made, such as temporary road closures for safety reasons.

Street notices or newspaper adverts are some ways to inform people of possible changes. Due to the legislation, they tend to be written in a legal style which can be unclear. To improve these notices, the language will be reviewed and Plain English used where possible.

**Action 36:** Respond to requests for new parking restrictions within 3 months and, where agreed, advertise within one year of receipt.

Changes to the parking regulations need to be made quickly to ensure the restrictions meet the needs of users and reduce delays to other projects. However, hundreds of requests are received each year and this can delay other orders being processed. We will monitor and aim to improve the standards of service that customers receive.

**Action 37:** Ensure that traffic orders are processed on time and that high standards are maintained in the future.

Producing a publicly available process map will help to guide the introduction of new orders. Best practice in other local authorities will be reviewed and reveal whether there are opportunities to improve current processes. In addition, a new file management system will be developed to better monitor progress on each order.



# Public Transport and Accessibility

The majority of bus services within the city are operated commercially and the Council has no direct control over the provision of these services. However, we can influence the conditions in which public transport operates and encourage members of the public to travel more sustainably in the city.

The CPZ provides a number of benefits to public transport such as; protecting bus stops, reducing the volume of traffic on Edinburgh's roads and removing inconsiderate parking, for example parking in bus lanes which delays buses. These factors help to improve the reliability of journey times and makes using public transport more attractive.

In addition, since there are other parking regulations to manage, Parking Attendants are more likely to be available to monitor bus stop clearways within the area. There are fewer Attendants available to protect these areas in the evenings and weekends, where controls do not apply.

When the CPZ does not operate, public transport operators lose many of the associated benefits and free parking can encourage people to drive into the city centre. In such conditions, when there is less demand for public transport, services may operate less frequently.

Introducing parking controls on Sundays is expected to improve traffic flow and operating conditions while enhancing demand for public transport services.

**Action 38:** [To work with operators to identify missing bus stop clearways and develop a programme to introduce them.](#)

Lothian Buses has requested the introduction of new bus stop clearways at various bus stops around the city to allow buses to draw up close to the kerb and improve accessibility for passengers with disabilities. The intention is to work with operators, to identify where clearways are missing and develop a programme to introduce them.

To ensure that parking policy continues to support sustainable travel; the operation of bus lanes are currently under review, further cycle lane restrictions will be considered and conditions for pedestrians at crossing points will be improved.

**Action 39:** [As part of the roll out of shared use parking places, identify locations where 24 hour restrictions need to be introduced to; protect pedestrian crossing points, improve facilities for cyclists and give priority to public transport within the Controlled Parking Zone by 2017.](#)

Improving accessibility in Edinburgh not only relies on enhancing bus services, but also making shorter journeys on foot and by bike easier. It helps people become more active, healthier and to make Edinburgh a more pleasant place to live and visit.

Improving conditions for pedestrians to cross the road safely by preventing parking around; corners, junctions, traffic islands and dropped crossing points, is vital for people with disabilities. However, there are added benefits for everyone, such as; people pushing buggies or prams and for those pulling suitcases.

The expansion of cycle parking facilities will continue to be led by the Active Travel Action Plan, but there may be scope to investigate on road cycle parking spaces at key locations around the city.

**Action 40:** [Review and upgrade where necessary provision for cyclists on main roads and in cycle lanes. This will include better protection of cycle lanes and junctions to prevent inconsiderate parking.](#)

Cycling forms a major part of the city's active travel future and is ideal for many short to medium distance journeys. With more people cycling at all times of the day, there is a strong case for upgrading conditions for cycling, such as extending the operating hours of cycle lanes and protecting sight-lines around junctions at all times of the day. This will help people feel safer when cycling on Edinburgh's roads and may encourage others to start cycling.



**Action 41:** Continue to comply with terms of Disabled Persons' Parking Places Act and review disabled parking places throughout Edinburgh.

Many people choose to travel by car, but for some it is an essential method of transport, due to severe mobility problems which can make using public transport or taxis impossible.

For many blue badge holders finding a suitable parking place outside their home can be a challenge and the Council will continue to consider requests for new disabled persons' parking places in residential areas to help improve the mobility of those who need them the most.

**Action 42:** Identify key locations where disabled persons' parking places are required in the city centre and review their provision.

Disabled persons' parking places are provided where there is likely to be high demand for such parking, for instance outside public buildings and near to essential service providers. We will identify key locations where such parking places are likely to be needed and along with existing locations, review the current provision to ensure that a sufficient number of places are available.



**Action 43:** Take action to minimise parking-related fraud, including the misuse of disabled persons' blue badges and parking permits.

To ensure that disabled persons' parking places remain available for those who need them the most and to maintain the reputation of the scheme, misuse of blue badges will continue to be investigated and those concerned prosecuted.

## Collaborative Working

Parking Operations continually strive to improve the service provided in Edinburgh, to learn from the other authorities and ensure industry best practice is followed.

**Action 44:** [Continue working with Parking Scotland to share knowledge and ensure best practice.](#)

Through participation in and leadership of industry bodies, such as Parking Scotland, better outcomes have been delivered for residents and customers. This is considered to be a vital part of service development and continuous improvement.

**Action 45:** [Promote opportunities for collaborative working with other local authorities through the new parking enforcement contract and hence increase income to the Council.](#)

The procurement of the new parking enforcement model contract provides the Council with the opportunity to help other local authorities with their decriminalised parking enforcement operations. This allows other Councils to buy-in to the existing enforcement contract and benefit from lower costs while benefiting from the knowledge and expertise of the Parking Team.

This involves a commitment to promoting these services to potential partners with the possibility of delivering better value for the Council.

**Action 46:** [Ensure that new vehicles used in the operation and enforcement of parking restrictions in Edinburgh have high safety standards and good fuel efficiency ratings.](#)

The parking enforcement contract requires our enforcement contractor to operate in accordance with the Council's environmental policies and to reduce the impact of our services on the city and make them greener and safer for all roads users.

To achieve these goals, the procurement of new vehicles to be used in the enforcement of the parking regulations are expected to be as environmentally friendly as possible with the highest safety standards available.

While it may be aspirational for them to be electric vehicles, it is unlikely that all the vehicles concerned could be, as electric vehicle removal trucks may not currently be available on the market.

**Action 47:** [Consult with operators on the movement and parking of freight vehicles.](#)

The efficient movement of goods and services is fundamental to Edinburgh's economic success and for the quality of life of its residents. However, road transport produces 23% of the city's carbon dioxide and such emissions can have a negative impact on air quality and public health.

With the final delivery of the vast majority of goods in Edinburgh coming by road this requires good loading and unloading opportunities to reduce congestion, noise and pollution. Many areas are on main routes or adjacent to residential properties and we will work with the industry to minimise the impact of freight movements in the city.

## Monitoring

**Action 48:** [Set up a monitoring group to meet regularly to review and report on progress to the LTS Steering Group.](#)

Progress monitoring of the Parking Action Plan is an important job to ensure that work remains on track and that the actions are achieved on time and to budget. With many financial challenges facing the Council and growing demands on our services, ensuring good project management principles will be key to the success of this action plan.

# Appendix 1: Prices and Sunday Parking in Other Cities

Feedback received during the public consultation questioned the price of parking in Edinburgh and whether other cities have introduced parking controls on Sundays. Research was undertaken to find the highest hourly price in each city and whether parking controls operate on Sundays. While this will offer some comparison, there are many other considerations that need to be taken into account, such as; number of spaces available, demand and availability of Council run off-street car parks.

Rest of UK	Sunday Parking	Times	Highest Price per Hour
Aberdeen	Yes	1pm to 5pm	£3.00
Birmingham	Yes	8am to 7.30pm	£3.30
Brighton	Yes	9am to 8pm	£3.60
Bristol	No	-	£1.75
Cardiff	Yes	10am to 5pm	£1.70
Dundee	Yes	1pm to 6pm	£2.20
Edinburgh	Under proposal		£3.50
Glasgow	Yes	8am to 10pm	£3.00
Inverness	Only MSCPs		£1.00
Leeds	Yes	10am to 10pm	£2.60
Leicester	Yes	7.30am to 6pm	£1.00
Manchester	Yes	8am to 8pm	£3.00
Newcastle	Yes	8am to 6.30pm	£2.50
Oxford	Yes	10am to 10pm	£3.00
Perth	No	-	£2.00
Reading	Yes	8am to 8pm	£1.50
Sheffield	Yes	8am to 8.30pm	£1.00
Stirling	No	-	£1.50
York	Yes	8am to 8pm	£2.10

## Appendix 2: Parking Action Plan Actions

- Short term (2016 – 2017)                      Priority 1 = High                      Costs L = Low
- Medium term (2018 – 2019)                      2 = Medium                      M = Medium
- Long term (2020 – 2021)                      3 = Low                      H = High

No.	Action	Timescale	Cost	Priority
<b>Information and Communications</b>				
1	Develop a marketing plan to increase awareness of the parking options available for people visiting the city centre including; P&R, on-street and off-street parking places.	2016	L	2
2	Develop a publicly available parking regulation enforcement protocol to demonstrate that the process is fair, consistent and transparent for all motorists.	2016	L	2
3	Establish a communications protocol to better inform people about changes to parking.	2017	L	2
4	Conduct a parking satisfaction survey every two years covering all road users' experience of parking-related issues to track satisfaction levels and monitor improvements.	2016 plus every two years	L	2
5	Publish financial and statistical information online annually demonstrating openness and commitment to customer service.	Annual	L	3
<b>On-Street Parking</b>				
6	Introduce parking controls on Sunday afternoons, including yellow lines on main public transport corridors and public parking charges, as well as extending the restricted hours of residents' parking places.	2017/18	H	1
7	Review evening parking restrictions in the city centre with a view to a limited extension not extending beyond 7pm.	2017/18	H	1
8	Introduce shared use parking places to increase the flexibility of the parking controls for residents and other road users.	2017/18	H	1
9	<p>Develop and publish a parking pricing strategy to steer the approach to charges for parking permits and pay and display parking. This will involve investigating factors, but will not be limited to, including:</p> <ul style="list-style-type: none"> <li>• Nine hour parking places</li> <li>• Residents' permits and pricing structure</li> <li>• Visitors' permits and operation</li> <li>• Vehicle based charging for permits and parking charges</li> <li>• Additional charges for credit card payments for parking permits</li> </ul> <p>As part of this process, introduce graduated hourly charges in 9 hour parking places and consider increasing their number where this will help reduce parking pressures outside the CPZ.</p>	2016	L	1

10	Develop and introduce a system of charges for the enforcement of traffic management procedures at public events.	2017	L	2
11	Discuss with the Scottish Government the possibility of allowing Scottish Council's to use CCTV cameras for parking enforcement.	2017	L	2
12	Discuss with the Scottish Government the possibility to decriminalise school streets enforcement.	2017	L	2
13	Remove parking charges for car clubs within the CPZ and include the requirement to purchase a parking permit for each vehicle as part of the tender process.	2016	M	1
14	Establish a protocol for considering requests for parking provision/restrictions outside local shopping areas to protect short-stay parking and improve conditions for deliveries.	2017	L	2
15	Introduce parking charges in limited waiting parking places that lie within the CPZ to enable better enforcement, ensure the turnover of spaces and to address problems with commuting.	2018	M	3
16	Introduce parking charges in Greenways parking places with a cashless only payment service and roll out this approach elsewhere.	2016	M	1
<b>Controlled Parking Zone and Priority Parking Areas</b>				
17	Ensure that the lines and signs review within the CPZ and Priority Parking Areas is completed correctly and that high standards are maintained in the future.	2016	L	1
18	Establish a protocol for considering requests for new/extensions to Priority Parking Areas or CPZ. This will consider the available evidence on current and future parking pressures, the degree of local support, the wider parking strategy and implementation costs.	2016	M	2
19	Consult with residents around Tram stops to ascertain whether they support the introduction of parking controls as a result of increased parking pressures associated with the Tram.	2016	M	1
20	Continue to update traffic orders to make it clear to residents of developments, without specific parking provision, within the CPZ that they are not entitled to apply for parking permits and publish this information.	2017/18	L	2
21	Establish a protocol for the issue of parking permits to residents living on private roads within the CPZ.	2017/18	L	3
22	Establish a process for members of the public to request Electric Vehicle charging point parking places.	2016	L	2
<b>Parking Permits</b>				
23	Introduce visitors' parking permits in Zones 1-8 of the CPZ with an additional allocation for those with special care needs.	2017/18	H	1
24	Review on-street motorcycle parking and consider charging in motorcycle parking places and for residents' permits.	2019	L	3
25	Improve the security of motorcycle parking places by considering the introduction of facilities to secure such vehicles to.	2016	L	1

26	Review the eligibility criteria for all parking permits to ensure that they are only issued to those who are eligible and who need them.	2016	L	3
27	Investigate the potential to replace existing paper-based residents' permits with a virtual parking permits system.	2016	M	1
Off-Street Parking				
28	Discuss with off-street car park operators the possibility of allowing residents' permit holders the use of such facilities in areas where there are significant parking pressures.	2016	L	3
29	Encourage all existing and new off-street and underground car parks to introduce Park Mark standards.	2020	L	3
30	Support the development of new underground or off-street car parks in the city where they can replace or reduce on-street parking provision.	Ongoing	L	3
31	To work with off-street car park operators to encourage a management structure that discourages all-day commuter parking.	2019	L	3
32	Improve facilities for secure cycle parking in off-street car parks and, where appropriate, use existing planning powers to secure such provision in new car parks.	2016	L	3
Legislation				
33	Discuss graduated parking ticket charges with other Scottish local authorities and the Scottish Government and introduce such charges if/when enabling legislation is passed.	Ongoing	L	3
34	Continue to support the introduction of the Double Parking and Footway Parking (Scotland) Bill and introduce a ban if/when enabling legislation is passed.	Ongoing	L	1
Traffic Orders				
35	Develop an approach for advertising on-street and press notices to make traffic orders more user-friendly.	2017	M	2
36	Respond to requests for new parking restrictions within 3 months and, where agreed, advertise within one year of receipt.	Ongoing	L	2
37	Ensure that traffic orders are processed on time and high standards are maintained in the future.	2016	L	2
Public Transport and Accessibility				
38	To work with operators to identify missing bus stop clearways and develop a programme to introduce them.	2018	L	2
39	As part of the roll out of shared use parking places, identify locations where 24 hour restrictions need to be introduced to; protect pedestrian crossing points, improve facilities for cyclists and give priority to public transport within the Controlled Parking Zone by 2017.	2017	M	1
40	Review and upgrade where necessary provision for cyclists on main roads and in cycle lanes. This will include better protection of cycle lanes and junctions to prevent inconsiderate parking.	2017	M	1



41	Continue to comply with terms of Disabled Persons' Parking Places Act and review disabled parking places throughout Edinburgh.	Ongoing	M	2
42	To identify key locations where disabled persons' parking places are required in the city centre and review their provision.	2018	M	2
43	Take action to minimise parking-related fraud, including the misuse of disabled persons' blue badges and parking permits.	Ongoing	L	2
Collaborative Working				
44	Continue working with Parking Scotland to share knowledge and ensure best practice.	Ongoing	L	2
45	Promote opportunities for collaborative working with other local authorities through the new parking enforcement contract and hence increase income to the Council.	2016	M	2
46	Ensure that new vehicles used in the operation and enforcement of parking restrictions in Edinburgh have high safety standards and good fuel efficiency ratings.	Ongoing	L	2
47	Consult with operators on the movement and parking of freight vehicles.	2017	L	3
Monitoring				
48	Set up a monitoring group to meet regularly to review and report on progress to the LTS Steering Group.	2016	L	1

## Appendix 2a – Parking Satisfaction Survey

The Council conducted a Parking Satisfaction Survey in 2013 to seek the views of residents on a number of parking issues, to evaluate the performance of the service and to find out if potential improvements could be made to parking in Edinburgh. This paper summarises the main issues from the survey and indicates how the Parking Action Plan aims to address them.

Questionnaires were delivered to approximately 65,000 households within the Controlled Parking Zone inviting residents to participate in the survey. The leaflet included an attachment which could be returned by freepost to the Council and a link to an online survey where residents could tell us their views on parking. The survey received 2,277 responses and was a lower response than anticipated.

### Key Findings

The first question revealed that 42.2% of respondents were either dissatisfied or very dissatisfied with parking provision. 40.6% were satisfied or very satisfied with the amount of parking in their area. Finally, 17.8% indicated that they were neither satisfied nor dissatisfied or that they didn't know.

The results are similar across each zone and Table 1 below indicates the percentage of respondents that were dissatisfied or very dissatisfied with the number of parking places in their area.

Table 1: Dissatisfaction with parking by zone

Area	1	1A	2	3	4	5	5A	6	7	8	Average
%age	63	35	69	52	68	49	67	53	43	48	55

Table 1 indicates that there are areas of the city where levels of dissatisfaction were higher than other areas. This response mirrors the comments received during the PAP consultation. It also explains the reason for proposing an extension to parking controls in the evenings and at weekends in Zones 1 to 6 and not in zones 7 and 8. To ensure consistency and avoid confusion for motorists it was considered appropriate to include the central zones (1 to 4) and the northern peripheral zones (5, 5A and 6) within the proposals.

While a majority of respondents, 57%, did not find it difficult to find a parking place; 43% said it was difficult to park in their area. Table 2 below reports that residents from Zones; 5, 5A and 6 had the greatest level of difficulty finding a parking space.

Table 2: Difficult to park by zone

Area	1	1A	2	3	4	5	5A	6	7	8	Average
%age	38	14	13	18	22	48	57	47	23	18	30

Furthermore, 73% of respondents said that evenings were the most difficult time to park near their homes, while 46% said the weekends and 33.5% said during the day.

Many residents indicated that evening and weekend parking was a significant problem and asked the Council to investigate this further to identify possible solutions. An examination of the other comments received from residents revealed that they experienced problems on Sunday mornings and it was suggested that this was a result of additional demands from church-goers. The proposals to extend evening and weekend parking times are a result of the feedback received from residents as part of the satisfaction survey.

Turning to the enforcement of the parking regulations, nearly 50% of respondents said that they were satisfied or very satisfied with parking enforcement in Edinburgh. However, there were five issues people wanted the Council to address, including:

- footway parking;
- permit holders receiving parking tickets when parked across two bays;
- parking on cycle lanes;
- double parking; and
- permit holders not being allowed to park in public places in their street.

The PAP supports the introduction of the Footway Parking and Double Parking (Scotland) Bill which is seen as the best solution to address these problems. However, it also indicates the approach the Council will take should the Bill fail to become law.

The introduction of shared use parking places will help to resolve problems where vehicles are parked across two parking bays and where residents have requested to be allowed to park in public parking places, by removing individually marked places and increasing the flexibility of the parking places. The survey results revealed that 52% of respondents support shared-use parking places. As part of this process, there will be a review of cycle lanes to find out if changes should be made to the traffic orders to protect them from parked vehicles at other times.

In addition, 62% wanted visitors' permits introduced in their area and this relies to a great extent upon shared use parking places to make sure there are sufficient places available for permit holders. The PAP proposes the introduction of visitors' permits within the central and peripheral controlled zones.

Approximately 63% of respondents suggested that the action which would most improve their satisfaction with parking in Edinburgh was to introduce more parking places. The PAP aims to change many underused areas of single yellow lines in residential areas to shared use parking places to better accommodate permit holders and increase the flexibility of the controls to avoid motorists circulating looking for parking places.

Finally, one of the online questions revealed that many people, 42%, would use the cashless service to pay for their parking time in the future. However, there were concerns about the removal of ticket machines in key locations if motorists did not have a bank account or smart phone. This resulted in the proposal to pilot a cashless only area to identify any other problems with the service.

## Appendix 2b – Local Transport Strategy (LTS) 2014-19 Consultation

The current LTS continues to support the development of the city and encouraging the use of environmentally-friendly transport. It recognises car parking has an important role to play in this objective, but that it is also a complex issue with many competing demands. The Council attempts to balance these demands, from; motorists, public transport passengers, cyclists and pedestrians.

While the Council's overall transport strategy remains largely unchanged, the most significant change in relation to parking was a commitment to investigate the introduction of parking and loading restrictions on the main road network on Sundays. This was one of ten main issues for review and a public consultation was conducted to seek the views of the public and stakeholder organisations on a number of possible options.

The review described four main options to consider in relation to Sunday parking and these are described in the table below:

Table 1: Issues for Review - Sunday Parking Options

Option	Description	Support
1	Maintain the status quo – free parking on Sundays with no restrictions on main traffic routes.	55%
2	Extend Mon-Sat yellow line restrictions to include main traffic routes on Sundays.	16%
3	Extend Mon-Sat yellow line restrictions to include main traffic routes on Sundays plus introduce public and residents' charges in retail areas.	11%
4	Extend Mon-Sat yellow line restrictions to include main traffic routes on Sundays plus introduce public and residents' charges in retail areas and; <ul style="list-style-type: none"> <li>• Zones 1 to 4, or</li> <li>• Zones 1 to 8.</li> </ul>	14%
-	Don't Know	5%

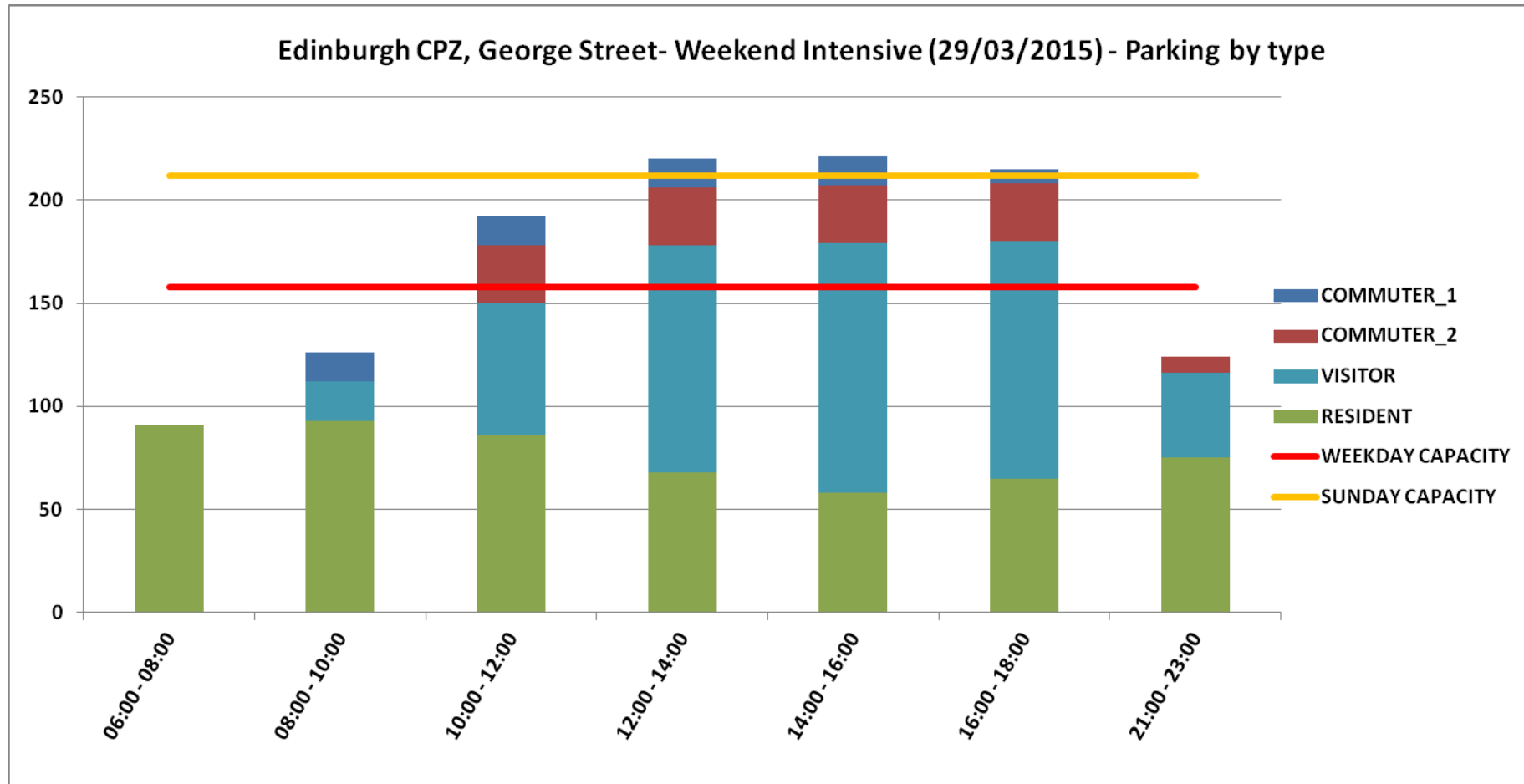
The consultation elicited 1,838 responses and the results indicated that the majority of respondents supported the existing arrangements where parking was available free of charge on Sundays. However, the report also noted that 41% of respondents wanted to see some form of control on Sundays. As a result, it was recommended to develop more detailed proposals, subject to further public consultation, to manage parking demands on Sundays and to increase the turnover of spaces.

This approach was preferred as the report identified a number of issues, such as; congestion, pollution and poor conditions for public transport, pedestrians and cyclists. Also, that parking space may not be being used to its full economic benefit. The report also identified some possible resistance from retailers who may view parking charges to be a negative impact and for instance on people attending church services in the city.

## **Appendix 2**

### **c - Supporting Evidence**

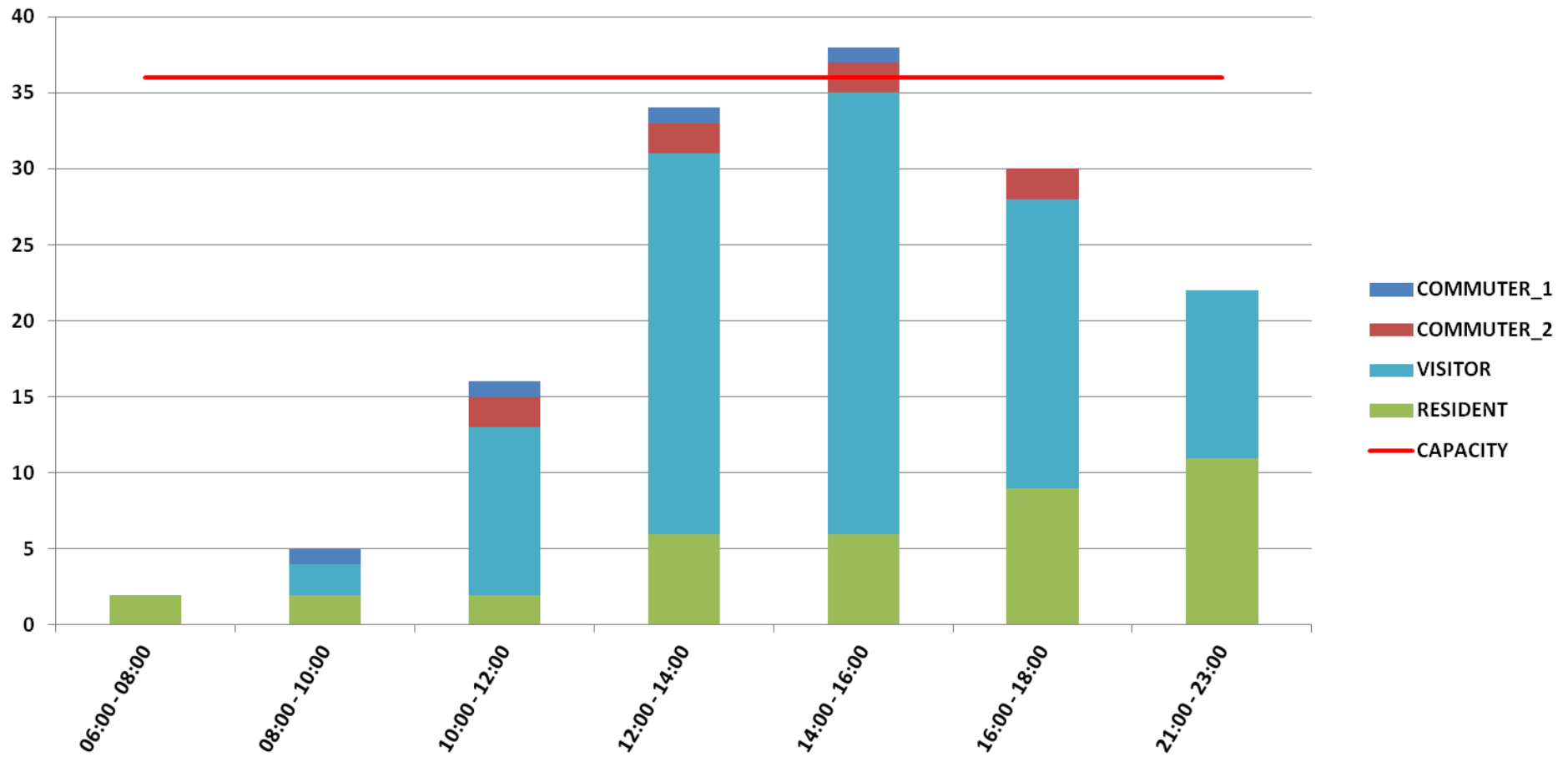
# Parking Survey Results



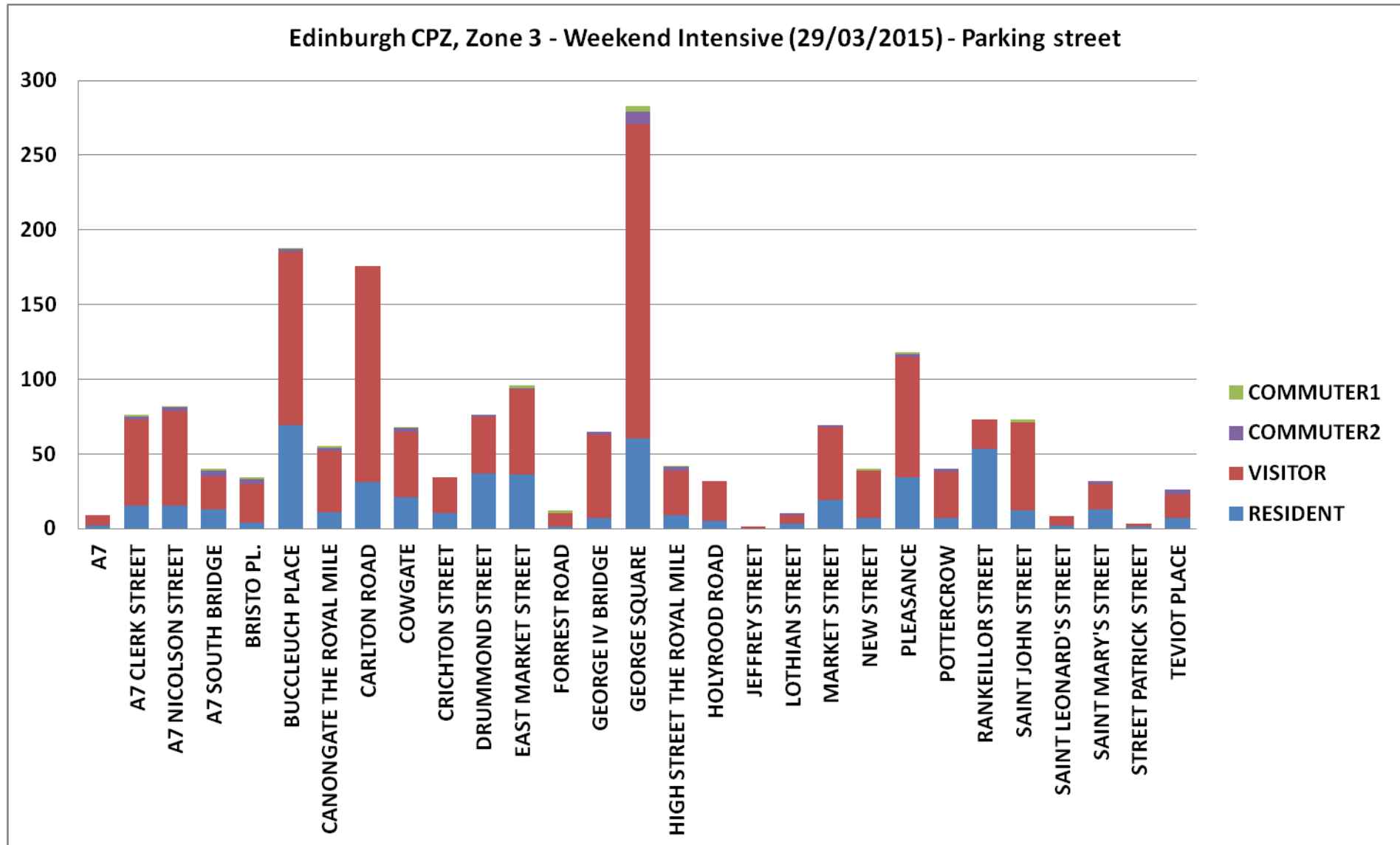
Parking survey data indicates that occupancy levels on Sunday afternoons exceed the capacity of George Street. The data indicates that parked cars occupy double yellow lines, disabled bays and loading bays.



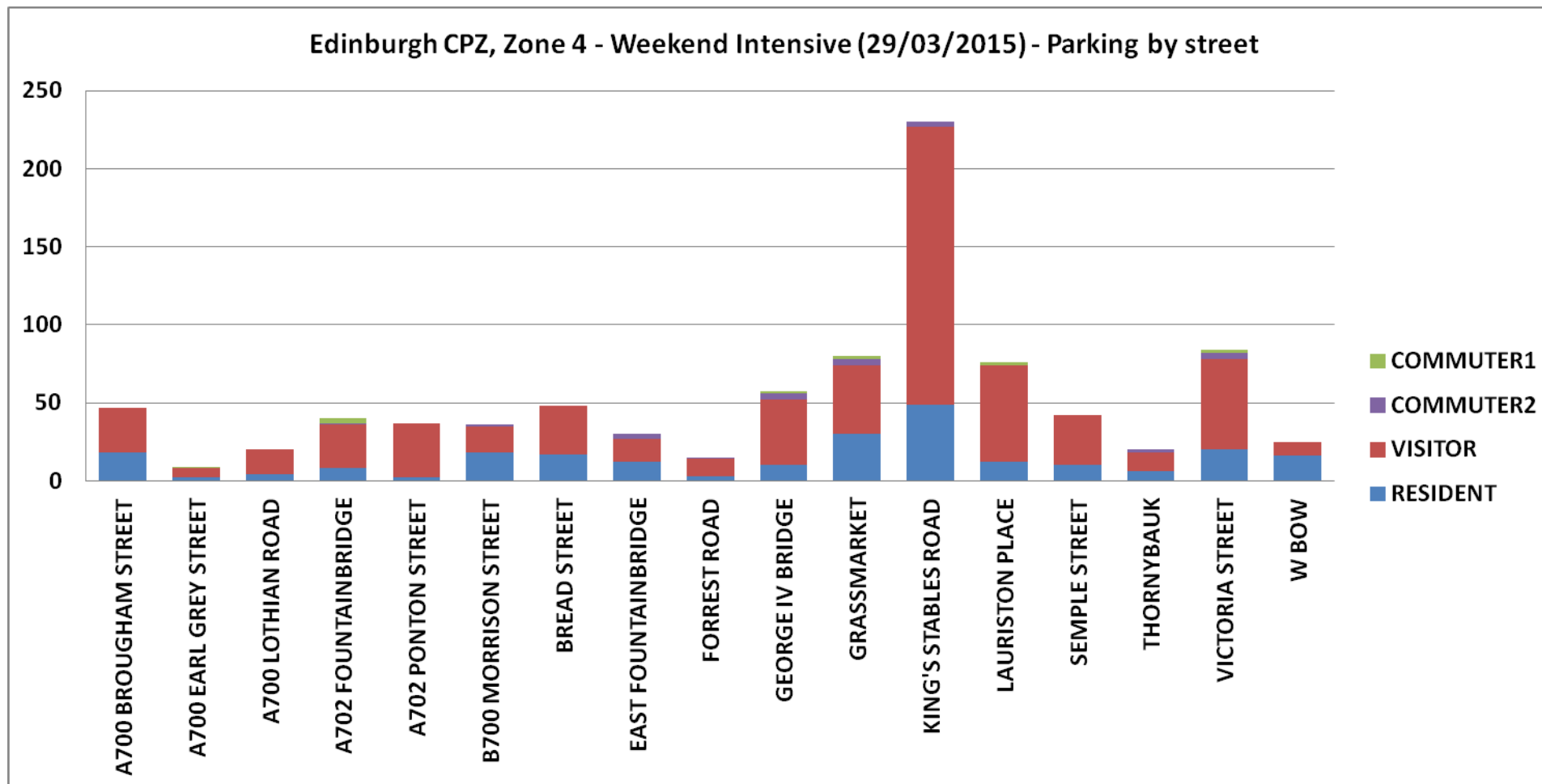
Edinburgh CPZ, A7 Nicolson Weekend Intensive (29/03/2015) - Parking by type



On weekdays, Nicolson Street is subject to all day controls that allow traffic to move freely.

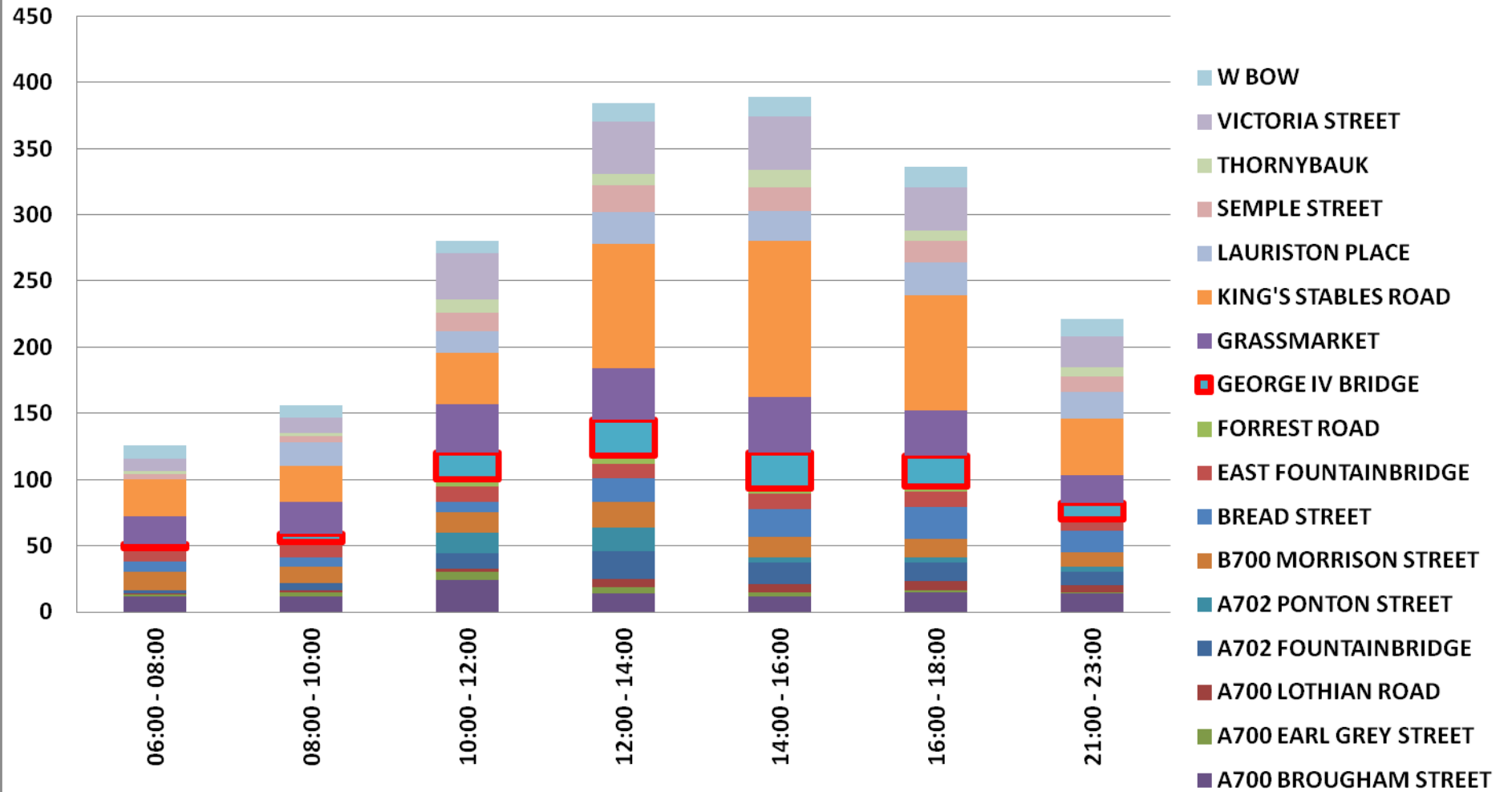


The results for Zone 3 show many of the bus routes (A7, George IV Bridge, Pleasance etc) leading into the city centre subject to high levels of parking usage on Sunday.



The results for Zone 4 similarly show many of the bus routes (Fountainbridge, Ponton Street, Semple Street, Lauriston Place etc) leading into the city centre subject to high levels of parking usage on Sunday.

Edinburgh CPZ, Zone 4 - Weekend Intensive (29/03/2015) Occupancy by Beat

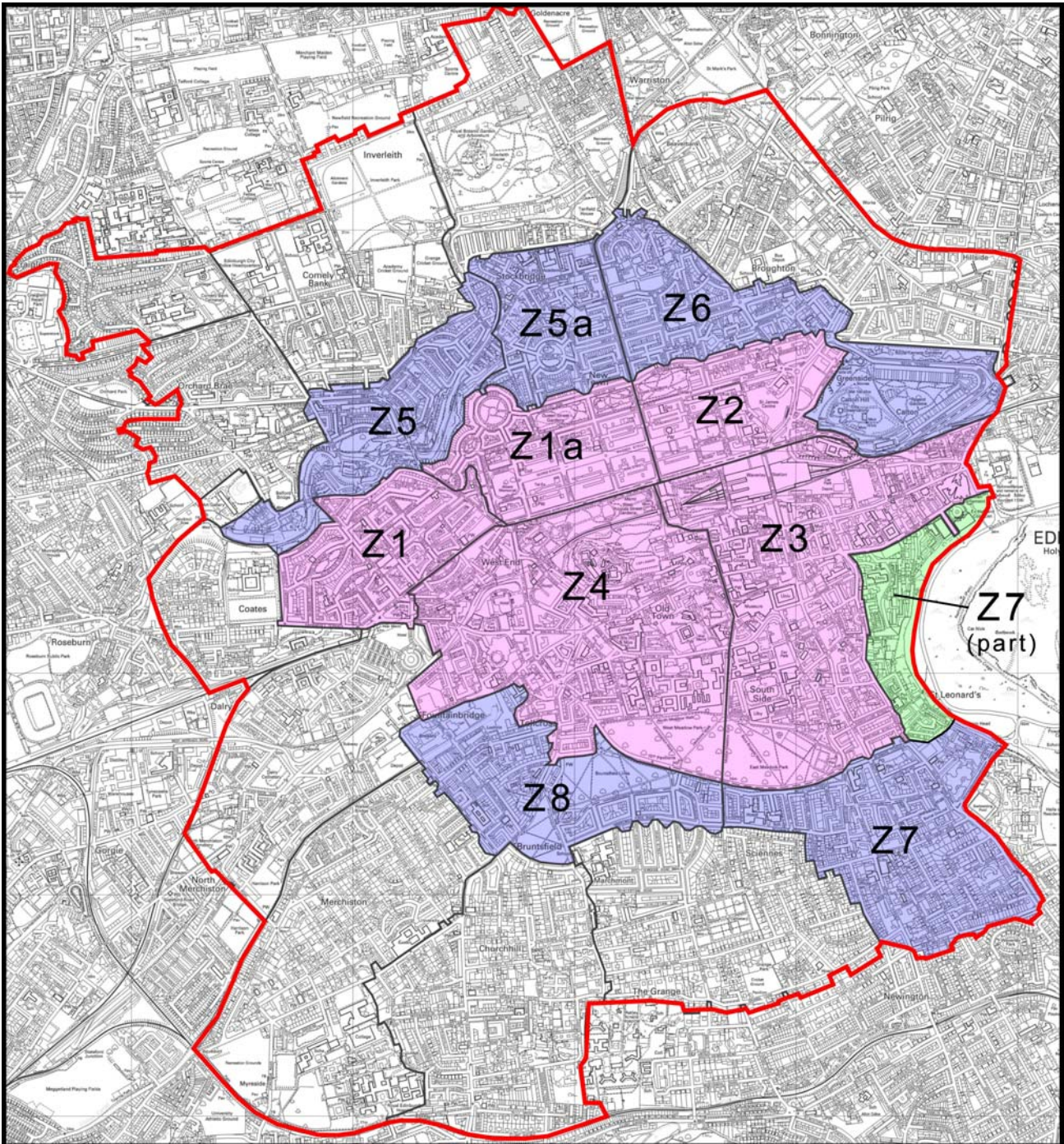


The survey results also indicate that the highest demand for parking space occurs in the afternoon.

## **Appendix 2**

### **d - Zone Maps: Proposal Options**



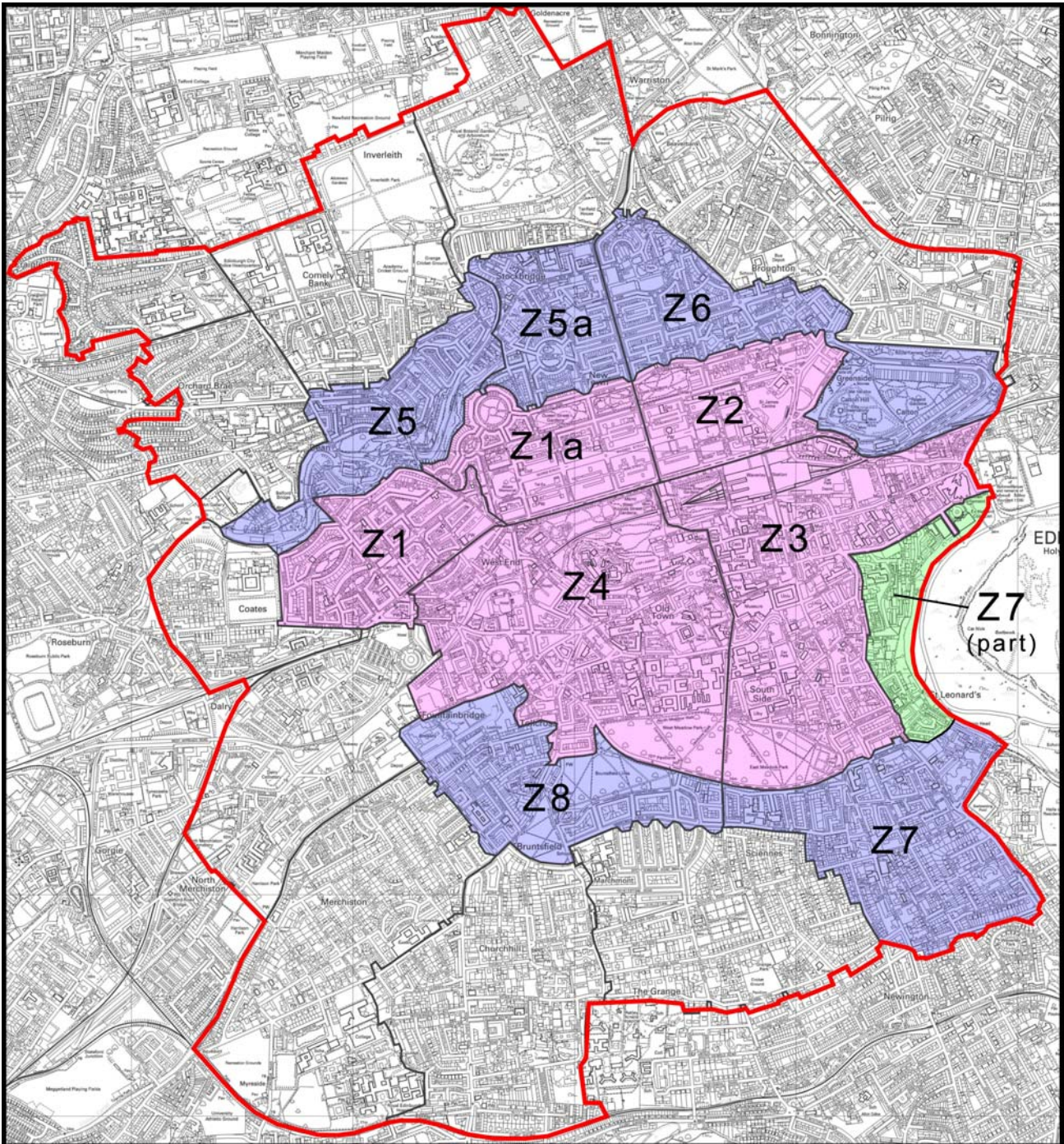


**Option 1: Part Day Controls on Sundays (plus main routes)**


	Existing Controls	Proposed Controls	Shared Use & Visitor Permits
	Mon - Sat 08:30 - 18:30	Mon - Sat 08:30 - 19:00 Sun 13:00 - 19:00*	Wider rollout of Shared Use and Introduction of Visitor Permits across all highlighted zones.
	Mon - Fri 08:30 - 17:30	No change	
	Mon - Fri 08:30 - 17:30	Mon - Sat 08:30 - 19:00 Sun 13:00 - 19:00*	
	Extent of Main Traffic Route restrictions on Sundays		

- Notes: 1) Restrictions on main routes on Sundays would operate during the same hours as general Sunday restrictions, i.e. 13:00 to 19:00  
 2) The highlighted area of Zone 7 would be transferred to Zone 4.





**Option 2: Full Day Controls on Sundays (plus Main Routes)**

	Existing Controls	Proposed Controls	Shared Use & Visitor Permits
	Mon - Sat 08:30 - 18:30	Mon - Sun 08:30 - 19:00*	Wider rollout of Shared Use and Introduction of Visitor Permits across all highlighted zones.
	Mon - Fri 08:30 - 17:30	No change	
	Mon - Fri 08:30 - 17:30	Mon - Sun 08:30 - 19:00*	
	Extent of Main Traffic Route restrictions on Sundays		

- Notes:
- 1) Restrictions on main routes would also be extended to 19:00, with Saturday and Sunday operating without loading prohibitions at peak times.
  - 2) The highlighted area of Zone 7 would be transferred to Zone 4.



## **Appendix 2e - Options Analysis**

### **Introduction**

1. This paper looks broadly at the reasoning behind evening and Sunday parking controls. It will then discuss two primary options before recommending a course of action that is based on:
  - The justification for control;
  - The Council's Local Transport Strategy;
  - The Parking Action Plan (PAP) Consultation Responses; and
  - The financial implications to the Council of both introducing and operating parking controls.
2. Consideration is also given to:
  - The impact of each option on those who live within the Controlled Parking Zones (CPZ);
  - The impact on those who work within or visit the CPZ at times when restrictions are being considered;
  - The impact on businesses operating within the CPZ; and
  - The arguments for and against each option, taking into account comments made via the PAP consultation.

### **What purpose do parking controls serve?**

3. There is no single reason for the introduction of parking controls. They are a traffic management tool that can be used in a variety of scenarios and for a variety of reasons. In terms of the CPZ, however, the purpose behind control can be summarised as follows:
  - To manage demand for space by
    - a. limiting lengths of stay.
    - b. preventing all day parking.
    - c. encouraging turnover of space.
  - To support business and trade in the city centre by
    - a. creating opportunities for loading and unloading.
    - b. improving accessibility for customers.
    - c. maintaining traffic flow.

- To promote sustainable travel choices by:
  - a. Creating conditions which support the operation of effective and reliable public transport.
  - b. Creating a safe environment for pedestrians and cyclists.
- 4. At this time, the restrictions which help the Council realise these objectives are operational:
  - In the extended zones, Monday to Friday, 0830 to 1730;
  - In the peripheral zones, Monday to Friday, 0830 to 1730, and
  - In the central zones, Monday to Saturday, 0830 to 1830.

### **Why would we extend controls to evenings and Sundays**

5. There are two main reasons why the Council is considering extending controls:
  - The responses to previous consultations, ie:
    - a. The parking satisfaction survey (PSS); and
    - b. The Local Transport Strategy (LTS) consultation.
  - To comply with Council Policy:
    - a. The LTS; and
    - b. Sustainable Edinburgh 2020.
6. When we asked residents when they had most difficulty parking near to their homes 44% stated that they difficulty parking on Sundays. 73% of respondents indicated that they had difficulty parking in the evenings.
7. After extensive consultation, the approved version of the Council's LTS contains several actions related to parking:
  - **PubTrans1:** The Council will presume in favour of giving buses and Trams priority over other motorised traffic.
  - **Cars1:** The Council will encourage efficient use of cars, through measures such as parking management, management of the road network and promotion of car clubs.
  - **Park8:** The Council manage kerbspace in pursuance of its policy objectives. In particular, the Council will seek to provide effectively for residents parking demand, while balancing this with the need for public parking and with plans to make our streets better and safer to walk, cycle and use public transport.

- **Park18:** The Council will manage public on-street parking, including setting pricing levels and permitted lengths of stay, in order to:
  - facilitate shopping and other short to medium stay activities;
  - discourage all-day parking (especially by commuters) and provide adequate turnover to ensure availability of spaces throughout the day;
  - balance supply, demand and turnover;
  - recognise the competitive local retail environment; and
  - where necessary, allow more effective priority to be given to pedestrians, cyclists and public transport, for example by moving parking from main roads to side roads.
- **Park19:** The Council will ensure that the hours of parking control best reflect the (sometimes conflicting) needs of different users and the objectives of this strategy.

8. However, the LTS also recognised the challenges inherent in considering extended controls, recommending that:

*“our proposed approach is to prepare detailed proposals for the extension of Sunday parking controls in discussion with the Transport Forum and other key groups. The starting point for these discussions is proposed to be:*

- *the introduction of waiting and loading restrictions on main roads on Sundays, all day but starting later than on other days;*
- *considering options for increasing turnover of public parking and for reducing car commuting to the city centre on Sunday;*
- *considering to what extent residents parking controls will need to operate.”*

### **Evening Parking**

9. It is widely recognised that there is increased parking demand in the city centre towards the end of the working day. Later opening hours and the thriving evening economy of the city centre draws many people into the city centre at a time when many residents are returning home from work.
10. The results of the Parking Satisfaction Survey suggested that there were parking difficulties for residents at these times, where evening parking was highlighted as the time when most respondents found it difficult to park. 73% of respondents cited the evenings as one of the most difficult times to park, a statistic supported by correspondence and regular complaints from permit holders that they have difficulties finding suitable parking places when they return home in the evening.
11. That situation has not, however, been reflected in the PAP consultation, with the responses received indicating that there is little support for extending controls into the evening.

12. Nonetheless, it is considered that extending the controlled hours into the evenings would have the potential to encourage visitors to Edinburgh to think about how they travel into the city centre. Encouraging visitors to use public transport, to cycle or to walk would reduce the number of vehicles being driven and parked in the city centre, with that reduction helping to keep crossing points clear, improving sightlines at junctions and assisting with traffic flows on main routes and bus routes.
13. It is also evident that the night-time demands on parking are different to those during the day and that any extension of controls has to recognise the importance of the evening economy to the vitality of the city. However, we must also recognise the commitment within the LTS to provide effectively for residents parking demand, recognising that the vitality of the city centre has a negative impact upon the availability of parking.
14. Changes in working patterns mean that parking demands have shifted slightly in the evenings. This seems to result in a longer rush hour period and residents returning home by car later into the early evening.
15. Residents responding to the consultation have indicated their concerns that there is not enough parking for them and, while evening controls would help to protect the available space, those controls alone would not provide the required improvements for permit holders.
16. The proposal for shared use parking will turn many existing yellow lines into either shared use or permit holder parking, redressing the imbalance between permit holders and parking spaces and provide significantly improved parking opportunities for permit holders than currently exist. It is considered that this increase in space would provide permit holders with the parking provision that they require, and would create conditions that would allow a coinciding extension of evening controls. The resulting management of the space would also provide protection for permit holders from other users.
17. It remains important to recognise that there are demands on parking in the evenings that are not easily replaced by public transport, walking or cycling. There are a range of activities which take place in the city centre that draw visitors and participants from outwith Edinburgh and its environs. An example would be that of theatres, where the distance travelled by visitors and the timings of performances result in a heavier reliance on access by private vehicle in comparison to other types of consumer.
18. On this basis it is considered that a limited extension of evening controls would provide benefits to permit holders with limited impact on those who visit the city centre in the evening or on those businesses or facilities that rely on evening trade or visitors. The control of parking space would help to manage demand, whilst yellow line restrictions would assist pedestrians and keep routes clear for cyclists.

19. What is therefore proposed is to extend controls by 30 minutes in zones 1 to 4 to 19:00, on each day that controls operate. It is also recommended that the impact of this extension be monitored to assess its impact and that a future Parking Satisfaction Survey should seek to determine whether permit holders have benefitted from this change.

### **Sunday Parking**

20. In line with the recommendation contained within the LTS, consideration was originally given to a proposal for Sunday control which would apply only to main routes. However, it quickly became apparent as a result of preparatory and investigatory works that such an approach could have significant impacts upon parking availability and parking demand.
21. In preparation for the draft PAP, Parking surveys were conducted on a selection of streets across the city centre. Covering different types of street, these surveys were intended to identify parking levels and patterns that would assist the Council in understanding how parking space was used on Sundays.
22. Even though only a proportion of main routes were surveyed, the results showed that in excess of 4,000 individual vehicles park on main routes and/or bus routes on Sundays. It is considered that controlling those routes alone would create a risk that those vehicles would migrate into other uncontrolled streets, creating additional demand for even more limited space and bringing increased numbers of employees and visitors into competition with residents.
23. While the idea of controlling main routes as a means to encourage improved traffic flow and increased public transport patronage is sound, there is no guarantee that, without complementary controls in adjacent streets, that there would be a resulting modal shift to public transport.
24. In summary, main route controls alone would:
  - provide no guarantee of increased public transport use;
  - be unlikely to create a scenario that supported increased services or increased frequency of public transport;
  - displace existing main route parking into other neighbouring streets;
  - reduce parking availability for residents and visitors alike;
  - create additional demand for space; and
  - make the parking situation on Sundays materially worse for residents and their visitors.
25. If main route control alone is not a viable solution, then it must be considered that the only viable alternative is to apply controls similar in nature to those that operate during the other days of the week.

## **Full Control – Zones 5, 5a and 6**

26. The draft PAP suggested that parking controls should be extended to operate across Zones 1 to 6.
27. In Zones 1 to 4 (ie Central Zones) controls already operate Monday to Saturday. In Zones 5, 5a and 6 (Peripheral Zones), however, controls are Monday to Friday only.
28. Geographically, Zones 5, 5a and 6 are significantly closer to the heart of the city centre than other Peripheral Zones (Zones 7 and 8). The data gathered from parking surveys indicated that there was a risk that extending controls to operate in Zones 1 to 4 on Sundays could result in a migration of parking pressures to the nearest available areas of unrestricted parking.
29. It was also considered that, in order to ensure that public transport movement was protected from parking pressures, it would be necessary to control main traffic routes throughout the CPZ.
30. As has already been stated, surveys revealed that in excess of 4,000 vehicles are parked on main routes on Sundays. Displacement of such significant numbers of vehicles into uncontrolled areas close to the city centre would have the potential to significantly increase not only parking pressure, but also the level of incidence of inconsiderate or inappropriate parking in those areas. In order to prevent negative impacts resulting from that displacement it was determined that consideration had to be given to extending controls to cover zones 5, 5a and 6.
31. The responses to the PAP consultation have revealed strong indications from residents of these zones that they do not wish to see controls extended to include their area. Many residents indicate that they have no current parking problem and that parking controls are therefore not required. While such responses do not recognise the potential for displacement that exists should the central zones of the CPZ become controlled on Sundays, it is evident that any proposal that sought to control these zones at this time would be met with significant opposition.
32. On this basis it is therefore proposed that the Council continue to monitor the parking situation in Zones 5, 5a and 6 in order to assess the impacts of any additional restrictions in the city centre.

## **Main Route Restrictions**

33. Between Monday and Friday, main route restrictions ensure that the main arteries into the city centre are kept clear of unnecessary obstruction. Peak hour restrictions prevent all waiting and loading, allowing traffic to flow freely and helping to ensure that public transport moves people quickly and efficiently to their destinations.



34. Outwith the peak hours only waiting is restricted, allowing loading and unloading to businesses and households to take place.
35. On Saturdays, there are no peak hour restrictions, but main traffic route restrictions operate throughout the day, extending beyond the city centre in order to maintain the flow of traffic. While traffic patterns are undeniably different on Saturdays, these restrictions are vital in keeping these routes clear of parked vehicles and allowing traffic to move easily into and out of the city centre.
36. If the Council is to consider Sunday controls as a means to encourage increased public transport usage and as a catalyst to deliver public transport improvements, then it must also be considered that main traffic routes on Sundays must provide for the increased services that would be required.
37. While business opening times are generally later on Sundays, public transport improvements must cater not only for visitors, but also for those working in the city centre. As such, it is imperative that main route restrictions should operate throughout Sundays, in order to ensure that these routes are afforded the same level of protection from potentially obstructive parking as on other days of the week.
38. It must further be considered that it is necessary to control not only main routes in the city centre itself, but on the approaches to the city centre. This would ensure that public transport services could not be adversely impacted upon by parking taking place just outside the controlled area.
39. In order to provide sufficient protection from parking and to provide the conditions that would allow for public transport growth, it is proposed that main route restrictions should at least extend to the outer boundary of the extended CPZ and that they should operate during the same hours as on Saturdays.

#### **Full Control – Zones 1 to 4**

40. There are two options that are being considered:
  - Option 1: Full control in Zones 1 to 4, operating on Sundays during reduced hours (1300 to 1900). Main traffic route restrictions extend to the outer boundary of the extended CPZ during the same reduced hours (between 1300 and 1900) and without peak hour loading restrictions.
  - Option 2: Full control in Zones 1 to 4, operating on Sundays during the same hours as the other days of the week (0830 to 1900). Main traffic route restrictions extend to the outer boundary of the extended CPZ during the same hours as Saturdays (between 0800 and 1900) and without peak hour loading restrictions.
41. Option 1 recognises that, while Sundays are significantly busier than when controls were first introduced, the majority of the demand for parking takes place in the afternoon. In addition, it also addresses the concerns of those

consultation responses which mentioned the potential impact of all day controls on church services.

42. The following paragraphs discuss the relative positives and negatives of the two options.
43. Policy: The Council's transport policies, in general terms, seek to encourage users to make informed choices about their mode of travel, to encourage an increased usage of more sustainable forms of transport and to ensure that however the public choose to travel, that they can do so in safety.
44. While both options largely fulfil these aims, creating conditions that should encourage increased public transport usage and manage parking to make it easier and safer to move around the city on foot, or by bicycle, Option 1 provides for management of parking at those times when there is the greatest demand.
45. While there is clear demand for parking space in the city centre on Sundays from as early as 0800, the city centre is busiest in the afternoons. Managing parking at that time would help to encourage people to carefully choose their mode of transport, with an increased likelihood that more journeys would be undertaken by public transport.
46. It is also considered that Option 1 would control indiscriminate or inconsiderate parking at the busiest times, making the city centre a more pleasant and safer place to walk or cycle, not only for visitors, but also for those who live and work there.
47. While there are benefits of the full control that Option 2 would provide, Option 1 is considered supportive of the Council's transport policies by controlling parking at the busiest times of day and by managing the ability of visitors and commuters to park for extended periods.
48. In terms of the proposal to extend controls to 1900, the Council also addresses the commitment within the LTS to seek to provide sufficient parking for residents. There is a high demand for space in the evenings. Providing controls that extend further into the evening helps to protect permit holders from other parking and allows for improved management of the available space at one of the busiest times of day.
49. Impact on city centre residents: While the evidence shows that there is a build up of parking demand throughout Sunday mornings, the most significant demand exists in the afternoons. Controlling parking during these busier times, as proposed in Option 1, would provide protection for residents at those times when there is the greatest pressure on kerbside space.
50. There would be benefits for residents in controlling parking throughout the day, but with the differences in working patterns between Sundays and other days of the week, there is no evidence to suggest that controlling parking from 08:30 on a Sunday would bring significant benefits to residents.

51. Both options provide for management of main routes in support of maintaining traffic flow and supporting public transport. Both options provide for protection for residents. While Option 1 limits that protection to the afternoon, this is the time when the evidence suggests that this protection is most needed.
52. Option 1 would provide residents with protection from the greatest demand, ensuring that visitor and commuter parking is managed in a way that limits both where they can park, and for how long.
53. Both options provide benefits to city centre residents who have resident permits, by providing management of the available space later into the evening.
54. Public Transport: With a number of consultation respondents indicating that Sunday controls are not viable because of limited public transport services, it is clear that, if Sunday controls are to be successful, then they must provide a basis for improvements to services to an extent that brings about a change in how people travel to the city centre.
55. Achieving the necessary modal shift in transport use will only be possible if there is:
  - a) public transport that meets the needs of those who would use it; and
  - b) a system of parking control that manages the availability and length of stay in such a way as to encourage increased use of public transport.
56. Where Option 2 would manage parking throughout Sunday, creating a situation similar to that which occurs during other days of the week where private car is a viable option neither for commuting to or for visiting the city centre, Option 2 does leave a significant proportion of Sundays without that management.
57. However, by controlling even a part of Sunday, the ability of commuters to use city centre parking as a means of travelling to and from work by private car is significantly reduced. While this control could simply result in that parking migrating elsewhere, it is anticipated that the delivery of improved bus services in conjunction with parking controls would have the potential to provide the necessary incentive for visitors and commuters to switch to public transport.
58. While the proposal to extend evening controls by 30 minutes is not specifically intended to encourage public transport usage, it is possible that this extension would see some users give additional consideration to their chosen mode of transport. Any resulting increase in public transport patronage could assist in providing justification for enhancements to existing services.
59. Lothian Buses have indicated their broad support for Sunday controls, but have also indicated that any improvements to existing services will be led by increased passenger demand. Option 1 provides an opportunity for realising

demand at a level that would be expected to result in improved services that served not only those visiting the city centre, but also those travelling to work in the city centre and elsewhere.

60. Income: Parking income is the means by which the Council will meet the additional costs involved in operating enforcement and removal services on Sundays. The potential for that income to cover the costs associated with Sunday restrictions relies heavily on paid parking.
61. While Option 2 would see a period of ten hours controlled on Sundays, Option 2 controls a little over half of that time. The greatest demand for parking on Sundays exists in the afternoons, which means that although Option 2 covers only part of the day, it is the period when demand for parking is at its highest.
62. Option 2 would undoubtedly create additional income, but it must also be considered that the purpose of controls is to manage demand and that raising revenue is secondary to meeting policy objectives. Option 1 would provide sufficient income to cover the operating costs incurred by the Council in enforcing Sunday parking restrictions, whilst managing parking demand and encouraging those working in or visiting the city centre to consider alternative modes of transport.
63. There is likely to be little income generated as a result of the extension of evening controls, with any increase in revenue being largely offset by increased enforcement costs.
64. Implementation cost: In considering the cost implications of the two options it is necessary to explain that it is anticipated that Sunday controls would be introduced at the same time as shared-use parking. This approach would mean that all signing changes would be carried out only once, minimising the potential implementation cost.
65. Option 2 offers the potential opportunity for some signs to be amended rather than changed, providing a slight reduction in overall implementation cost. Option 1 would require all Zone entry and exit plates, all main route signing and all pay-and-display signing to be replaced.
66. While both options would incur costs for changing the existing signing and providing traffic management during the works, Option 1 would also incur costs for the manufacture of new signing.
67. The differences in cost are, however, not significant and the increased cost in Option 1 could be offset against income generated from parking charges.
68. Signs: Adopting either option would require changes to existing signing, as is explained in foregoing paragraph on implementation costs. However, there are other impacts from those changes that must be given consideration.
69. In terms of restrictions, the simplest form of signing is that which operates during standard times or on standard days. If controls were introduced that

operated during the same hours on each day then the signing requires no mention of days, just the hours of control. The resulting sign is both simple and of minimal size.

70. Restrictions which work at different times on different days require both the different days of the week and the different times of restriction to be displayed. The resulting signs are, therefore, more complicated and physically larger.
71. With much of the controlled area being within the World Heritage Site, careful consideration must be given to the potential impact on the streetscape that would result from a general increase in the size of a majority of restriction time-plates. With effective enforcement relying on the presence of signs and road markings, there is no alternative but to provide such signing.
72. Operational costs: Both options would require additional enforcement to cover Sundays. There would be additional costs to the Council not only for Parking Attendants (PAs), but also for their management and for costs associated with the deployment of those resources.
73. It is anticipated that vehicle removal services would also need to operate, as a means of ensuring compliance with the restrictions. The operation of the removal service, as well as providing members of the public with a fully operational car pound, would incur additional costs to the Council.
74. While it would be anticipated that much of the additional cost would be met from parking income generated by Sunday controls, Option 2 would require parking enforcement and the removal service to operate throughout Sunday in order to cover the restrictions. Option 1, operating for much reduced hours, would incur less cost to the Council.

## **Appendix 3**

### **Key Elements of the Parking Action Plan**

1. The Parking Action Plan (PAP) contains a number of actions designed to improve parking in Edinburgh.
2. Within the responses to the consultation were indications that some of the proposed improvements within the PAP might benefit from further explanation. This recognises that there are clear indications from within correspondence and consultation responses to show that there is a potential lack of clarity about both what is proposed.
3. This appendix aims to describe in greater detail how these key elements would deliver improvements to parking accessibility and availability, as well as how they would meet policy objectives.
4. The key areas covered within this Appendix are as follows:
  - Shared-Use parking
  - Visitors Parking Permits
  - Sunday Parking Controls
  - Evening Parking Controls
  - Pricing Strategy

### **Shared-Use Parking**

5. From the responses received to the consultation it is evident that there is some confusion about what the Council intends in terms of the proposed roll-out of Shared-Use parking.
6. Shared-Use parking is a type of parking place that serves more than one function. Where permit parking and pay-and-display serve one primary purpose, Shared-Use can be used both as permit holder parking and as pay-and-display parking.
7. Shared-Use parking exists extensively throughout Zones N1 to N5 and S1 to S4. It also exists in a much more limited capacity in Zones 1 to 8.
8. The starting point for a wider rollout of Shared-Use within Zones 1 to 8 is the acknowledgement that there are:
  - currently more permits than there are permit spaces on-street;
  - limited opportunities to creating additional space within the confines of the existing road layout.

9. The main aims of shared-use are therefore to redress the current imbalance, moving towards a scenario where there is sufficient space for all permit holders, and to build in a flexibility that can better meet the different parking demands in the city centre.
10. While it is unlikely that it will be possible to allocate sufficient space to permit holders to achieve a 1:1 ratio of permits to spaces, it will be possible to achieve an improvement over the current situation. This will be achieved by reallocating existing space so that there is a greater flexibility in the parking provision.
11. Where there are existing areas of pay-and-display parking or single yellow lines, these will be assessed and, where appropriate, transferred to either Shared-Use or permit holder parking.
12. Pay-and-display will be retained in those areas closest to shops and yellow lines will remain in areas where it is considered that there is a need to maintain separate loading facilities. A change to the restrictions that was brought into place in 2010 already allows loading and unloading to take place for up to 30 minutes from any shared-use or permit holder parking place, thereby off-setting the loss of single yellow lines.
13. Whilst it is likely that some existing permit holder parking places will also be transferred to shared-use, this is only proposed where such a change would simplify the layout of restrictions and/or where the ratio of permits to spaces suggests that shared-use could be accommodated without adverse impact on permit holders.
14. The need for Shared-Use, and the process by which it will be decided which parking places are to be changed, is based on an assessment of both the existing parking provision and the numbers of parking permits. This assessment uses data not only on a zone by zone basis, but will divide each zone into smaller areas, with the aim of working towards finding sufficient space within each area for the permit holders of that area.
15. This approach should, where possible, result in additional spaces being provided where they are most needed, helping to ensure that permit holders have the best chance of finding a space in the streets nearest to their home.
16. *The consultation responses reveal that there is concern that Shared-Use will result in an overall reduction in the number of permit holder spaces, with many respondents commenting that they would rather the Council added more permit holder spaces.*



17. Parking in the city centre has always adapted, to an extent, to meet changing needs. There are regular changes to parking places and yellow lines as demands for different types of parking have evolved. When Shared-Use was first introduced on a wider scale, in the nine zones of the CPZ Extension, it brought about a situation where that constant process of change was largely unnecessary. The inherent flexibility of Shared-Use has meant that there have been few changes to parking provision in any of those new zones. Shared-Use provided for changing situations simply by being a form of parking that allowed more than one use.
18. While residents of the CPZ might desire more permit holder parking, the rigidity of that type of parking does not best serve those who need to park on-street. Parking demand is not constant. It fluctuates throughout the working day. By carefully considering the application of shared-use, sufficient gains are possible in order to afford residents the additional parking provision that they need, whilst also catering for other users of parking in the city centre.
19. There is no intention to reduce permit holder parking. Rather, the desire is to provide parking that can meet different demands and uses by being flexible. There is likely to be a rationalisation of parking, moving some parking places around to reduce the number of signs or to simply make sure that there is a distribution of space in each Zone or street.
20. As an example of the proposed approach, Zone 5 has approximately 1,100 permits and 770 spaces that can currently be used by permit holders. What is currently proposed in the outline design for Zone 5 is that:
  - 109 pay-and-display spaces would change to Shared-Use;
  - 5 pay-and-display spaces would change to permit holders;
  - 30 permit holder spaces would change to Shared-Use;
  - 56 shared-use spaces would be found from yellow lines;
  - 70 permit holder spaces would be found from yellow lines;
  - Shared-Use spaces increase by a total of 195; and
  - Permit holder spaces increase by a total of 45.
21. In Zone 5 this would mean a net increase in the number of spaces available to permit holders of 240, taking the total spaces that permit holders have access to up to 1,010. Further work will be carried out to determine whether additional parking spaces can be found.

22. By applying a similar approach across Zones 1 to 8 of the CPZ, the overall aim of Shared-Use is to increase the space that permit holders can use, improving their chances of finding a space near to their homes. This will also improve the overall flexibility of parking provision so that it meets a variety of needs and redresses, where possible, the imbalance that exists between permit holders and the number of parking spaces to which they have access.
23. *A number of residents have commented that they would rather the Council did not remove existing areas of single yellow line, on the basis that these areas provide them with parking after the end of controls. It is further suggested that such areas are preferable to their replacement with parking places that might be used by any user.*
24. As is explained in the preceding paragraphs, the proposed approach is to provide additional spaces for permit holders, addressing the situation which repeatedly referred to by residents where there is insufficient space to accommodate them. Whilst it is true that residents can make use of yellow line areas outwith the hours of control, so may any other road user. By creating additional parking spaces, permit holders will be afforded an improved chance of finding a suitable parking space, without the potential need to move their vehicle before restrictions come into effect.
25. Shared-Use has proven to be extremely successful at providing flexible parking provision within the extended zones of the CPZ. The net result of this has been fewer complaints about parking provision, even in densely populated areas, and little need to continually alter the parking provision to meet changing needs.

### **Shared-Use Proposal**

26. The proposal for Shared-Use parking is to:
  - Roll out shared-use parking on a wider scale across zones 1 through 8.

### **Visitor Permits**

27. Visitor Permits give householders the opportunity to allow their visitors to park within permit holder or shared-use parking places within the zone in which the resident lives. Visitor Permits issued to a resident of Zone S1 would, for example, indicate that the permit was only valid in Zone S1.

28. Visitor Permit entitlements are shown in the following table:

		Zone	
		Extended Zones	Priority Parking Areas
		N1 to N5, S1 to S5	B1 to B9
Entitlement	Resident	150 permits (equating to 25 days)	30 permits (equating to 30 days)
	Blue Badge Holder	300 permits (equating to 50 days)	60 permits (equating to 60 days)

Note: Entitlements shown are per annum

29. Visitor permits can be purchased in books of 10, with each permit allowing the holder 90 minutes of parking. The cost of Visitor Permits is currently £6.00 per book. This equals an hourly rate of £0.40, which is significantly less when compared to pay-and-display.
30. Disabled badge holders are entitled to a double allocation of permits, with that allocation available to them at half the normal price.
31. *The consultation responses indicate that there is concern amongst residents that Visitor Permits will place additional strain on parking availability.*
32. Usage figures for Visitor Permits indicate that, despite current prices being equivalent to 33% of pay-and-display charges, uptake of Visitor Permits is relatively low.
33. The aim of Visitor Permits is to support accessibility and to allow residents further options when receiving visitors or tradesmen etc. The number of permits that may be issued to each household is in itself a control measure to ensure that such permits are used sparingly.
34. The potential impact on the ability of permit holders to park cannot be underestimated, which is why Visitor Permits are only now being considered. The increase in parking provision that will be delivered through the rollout of Shared-Use is the catalyst that allows Visitor Permits to be extended to Zones 1 to 8 of the CPZ.

35. Nevertheless, further consideration will be required in terms of how many permits should be issued to households in these zones, as well as their pricing structure. While Visitor Permits were always intended to be cheaper than pay-and-display, it is important that Visitor Permits be managed in a way that does not materially impact on the availability of parking to other users. In areas where there is higher pressure on parking the level of charge should be set so as to manage their use. A further report on a pricing strategy for permits will be submitted to a future meeting of this Committee.

### **Proposal for Visitor Permits**

To extend availability of Visitor Permits to Zones 1 to 8 of the CPZ, to come into effect in conjunction with the rollout of shared-use parking.

### **Evening Controls**

36. When the operating times of the CPZ were amended in 1998, the extension of controls to 1830 was designed to address parking pressures that had resulted from shops and other businesses extending their opening hours into the early evening. This additional period of control was introduced to protect permit holder parking, allowing resident permit holders returning home improved opportunities to find suitable parking near to their homes, and to provide for the management of the available space to the benefit of all users.
37. What began with late night shopping on a Thursday has evolved into a situation where many retailers remain open into the evening, throughout the week. Of the ten largest retail outlets in the city centre, eight are regularly open to customers beyond the current end of restrictions at 1830.
38. Our city centre is also home to restaurants, coffee shops, theatres, pubs and clubs that attract evening visitors.
39. The city centre is, however, also a place where people choose to live. Edinburgh has a thriving population within very close proximity of the busiest shopping, entertainment and dining areas. While it is important that the Council creates a situation that supports the city centre as a place to do business, to work and for recreation, it is equally important that the city centre remains a place where people want to live.
40. When the Council asked residents when they had difficulty parking, 73% of respondents indicated that they difficulty parking in the evenings. That response supported officers own observations from complaints received by letter, email or telephone; that residents across the CPZ returning home at, or after, the end of the controlled period, have difficulty in finding a suitable parking place near to their home.

41. Parking surveys conducted in preparation for the drafting of the PAP clearly showed high levels of demand in the evenings. Those surveys also showed that by the early hours of the morning parking demand had fallen by between 7% and 38% in the streets surveyed. While not every street was surveyed, the survey did cover a cross-section of streets across the CPZ, collecting data from both main routes and side streets as a means of determining levels of parking demand and an indication of how much non-residential demand exists after the end of the controlled period.
42. *In terms of the PAP consultation, it is evident that there is general opposition to the notion of evening controls. Much of that opposition is based on two main arguments:*
  - *That there is insufficient space to accommodate all residential parking; and*
  - *That the use of yellow lines as parking after the end of controls is often the only parking that is available to residents.*
43. A key element of the PAP is to increase the amount of parking provision available to residents through a wider rollout of shared-use parking places. The addition of a significant amount of parking space, in conjunction with the demand management that controlled parking brings, would provide the required, additional parking opportunities that residents would need. It is apparent from the consultation responses that there is a lack of understanding as to how the Council would provide enough parking for residents and that this may have resulted in the negative reaction to the proposal for evening controls.
44. Many existing yellow line restrictions, except those on main routes, would be transferred to either shared-use or permit holder parking. Consideration could also be given to creating additional parking opportunities on main routes themselves, although these could only operate outwith the peak hours so as to keep these vital arteries free of obstruction.
45. *There is also concern that evening restrictions could have a negative impact on the night-time economy of the city, impacting on businesses that rely on the custom of evening visitors.*
46. Parking restrictions are a traffic management tool that are used as a means of either preventing parking in locations where it is not safe or appropriate to park, or as a tool that helps to manage demand. With a finite amount of parking available and a range of competing demands placed upon that resource, it is evident that, at those times of highest demand, there is a need to manage how that space is used. That

management can help to improve accessibility, encouraging a higher turnover of space than occurs in an uncontrolled situation.

47. At present any visitor to the city centre who parks towards or after the end of the controlled hours, assuming that they have parked legally and paid the appropriate parking charge up to the end of controls, may leave their vehicle so parked without any penalty or incentive to vacate their space. Parking controls that operated into the evening would encourage visitors to both consider the need to bring their vehicle and how long a stay they require.
48. The introduction of parking controls does not mean that parking will be prevented. Where space allows, visitors to the city centre will still be able to park in the evenings, but their stay would be managed by the application of a parking charge. In line with the Council's LTS, parking charges are a means of encouraging users to consider their mode of transport travel by private vehicle. For those who need or choose to travel by car, the improved management of the available space would provide an improved opportunity to find a suitable parking place.
49. In view of the level of opposition to evening controls, it is considered that it would not be appropriate to propose a significant extension to the controlled hours.

### **Evening Parking Proposal**

50. The evening parking proposal is to:
  - Extend parking controls in Zones 1 to 4 (where they currently end at 1830, Monday to Saturday) to end at 1900, seven days a week.

### **Consultation Responses – Weekend Parking Controls**

51. The Controlled Parking Zone (CPZ) was first introduced in 1974 in response to increasing demand for space in the city centre.
52. The controls sought to keep traffic in the city centre moving, as well as managing the available parking space.
53. As parking demands have changed, so has the CPZ changed to meet those demands. New permits, different types of parking place and changes to the allocation of space have all sought to ensure that the CPZ provides parking opportunities for those who need them.
54. However, the most significant change to the CPZ was brought about by changes in the way that people use the city centre. When the CPZ was introduced in the 1970s the restrictions operated in Zones 1 to 4 on Saturday mornings only. This reflected the opening times of city centre businesses, when few opened throughout the weekend. Many

stores did not open at all on Sundays, with some only opening for a half day on Saturdays.

55. By the mid 1990s most city centre shops were open for longer hours and traffic flows on Saturdays were noted to be similar in volume to those during the normal working week. Inconsiderate parking was seen to be impeding traffic movement and residents of the city centre complained that they were unable to park near to their homes both in the evenings and on Saturday afternoons.
56. In 1998, in response to concerns that the lack of control was having a detrimental impact on the city centre, the Council took the decision to extend the hours of control in the central zones of the CPZ to 1830 on both weekdays and Saturdays, recognising the changing demands upon parking in the city centre.
57. A very similar scenario now exists in terms of the parking situation on Sundays. Sunday trading has increased to the point where the majority of the most popular retailers are now open for a significant proportion of the day. In effect, Sundays are now very similar in nature to Saturday in terms of how the city centre is used and visited.
58. Parking surveys conducted in preparation for the drafting of the PAP show that parking demand through the latter part of Sunday mornings but reaches peak levels in the afternoons. Those same surveys identify that in excess of 4,000 vehicles are parked on main traffic routes – vital arteries that are needed to move both public transport and general traffic into and out of the city.
59. The changes to retail and the rise of internet shopping means that many large businesses and their delivery companies now deliver goods across our city seven days a week, responding to a need to offer delivery services that match the expectations of their customers. There is, however, no provision made for deliveries on Sundays. On our busiest routes delivery companies must compete with visitors for space on single yellow lines that would, on any other day of the week, be clear of parked cars in order to provide loading opportunities.
60. In the city centre, the parking controls that operate during the other six days of the week, help to:
  - keep traffic moving on our main routes,
  - keep pedestrian crossing points free of parked vehicles;
  - prevent inconsiderate parking;
  - encourage a turnover of parking space;
  - allow permit holding residents to park near to their homes;



- support the use of public transport; and
  - create conditions that allows the operation of a reliable public transport service.
61. The consultation responses in regard to the extension of weekend parking controls clearly indicate that there is significant opposition. The arguments against such controls are wide-ranging. As an indication of the reasons for opposing weekend controls, the most common comments were that:
- there is no need for control;
  - at least one day a week should be free of controls;
  - controls would have a negative impact on residents and their visitors; and
  - controls would have a negative impact on churches and the social benefits that they bring to their immediate and wider community
62. The arguments that have been made against Sunday parking reflect valid concerns about the impact on those who live, work or visit our city. Even so, in considering the responses received it is vital to recognise that:
- parking controls already operate successfully on the other six days of the week;
  - effective management of parking is a strategic tool that supports transport policy, at a local and national level;
  - parking controls are an important mechanism in ensuring that Edinburgh is accessible for business and pleasure;
  - Edinburgh is home to diverse range of cultures and religions who worship on days and at times of day when controls already operate; and
  - rather than stopping activities from taking place, parking controls manage the use of space in order to improve accessibility, supporting the ability of users to undertake their chosen activity.
63. Taken in conjunction with the aims, objectives and policies contained within the LTS, the information gathered in the preparation of the PAP clearly shows a need for Sunday parking controls. There are also clear indications that parking controls would support the Council's aims of supporting more environmentally friendly methods of travel.
64. The Council has made a commitment to encourage walking, cycling and public transport, to promote measures that will improve air quality, to improve road safety for all users and to support the economic vitality

of the city centre. These objectives apply equally apply to all days of the week. Meeting these objectives necessitate treating Saturdays and Sundays no differently to other days of the week.

65. Many respondents have stated that Sunday controls are not viable because the bus service is not sufficient to provide a reasonable alternative to travelling by car. In this respect, the Council agrees: the key to Sunday parking controls is an improvement to both the number of bus services that operate on Sundays and their frequency.
66. Simply adding more bus services (or increasing the frequency of services), under the current Sunday restrictions, is not a complete solution. Without measures in place to protect bus stops or bus lanes, without providing public transport with the same levels of protection that they have during the week, the result of simply increasing services would be additional congestion, with no guarantee that public transport patronage would increase.
67. As is discussed in greater detail within the Options paper that accompanies this report, one option would be to introduce restrictions that operate only on main routes on Sundays. Doing so would support public transport objectives, but survey data already indicates that there are more than 4,000 vehicles which park on main roads on Sundays. Introducing restrictions that merely displaces that parking into the side streets would place significantly more pressure upon parking than exists at present, with no guarantee that public transport patronage would increase.
68. When the Council asked residents when they had most difficulty parking, 46% of those who responded indicated Sundays. Introducing measures that improve parking availability for residents is considered to be a key element of the PAP. Introducing measures that place further pressure upon the space available to residents cannot be seen as a viable solution.

### **Weekend Parking Proposal**

69. A range of options were considered in the preparation of this report. Those options are discussed in greater detail within the Options paper appended to this report.
70. The recommended proposal for weekend parking is to:
- Introduce Sunday parking restrictions that operate between 13:00 and 19:00;
  - move part of Zone 7 into Zone 4, with the same hours and days of restriction as in Zone 4;

- extend restrictions on main traffic routes to operate on Sundays, between 13:00 and 19:00, throughout the CPZ, but without peak hour restrictions on loading and unloading.

#### Appendix 4: Changes to the Draft Plan

This paper outlines the main changes that have been made to the draft Parking Action Plan as a result of comments received during the public consultation.

	Issue	Response	Section
1	There were concerns that the marketing of parking opportunities in the city centre would be seen to be promoting private car travel.	Wording was changed to ensure that sustainable travel options (walking, cycling, P&R) would also be included and prioritised. Furthermore, previous evidence (Alive After 5) suggests that free parking was not a major factor in attracting people into town.	Action 1, p9.
2	Concern that shared use parking places would encourage commuters and leave less space for residents.	More detail was included on how shared use places operate and how the aim is to improve conditions for permit holders. An explanation was given on how other suggestions, such as amending zone boundaries do not solve all residents' problems.	Shared use section & Action 8, pp11-12.
3	Suggestion that parking controls and prices in Edinburgh are too high.	Details of Sunday controls and prices in other UK cities similar to Edinburgh, outside London, were included within Appendix 1 to the plan to offer a comparison. Excluding London Boroughs, Edinburgh has the second highest parking charge per hour.	New appendix, p26.
4	Improving enforcement of current regulations - Cllr Bagshaw motion.	A section on enforcement was added to describe ways in which operations could be enhanced. This includes discussing the use of CCTV with Scot Gov.	Enforcement section, pp13-4
5	Cashless parking/removing ticket machines will have a negative impact on those without mobile phones or bank accounts.	Research shows that 97% of Scotland's population has a bank account and 91% have a mobile phone. The introduction of the new £1 coin (expected Jan 17) will have a significant cost implication as machines will need to be upgraded. At a cost of £700 per unit with 1,200 machines, amending all the stock will cost approx £840K. Therefore, we will give urgent consideration to a significant reduction in ticket machine numbers to reduce potential costs.	Action 13, p16.
6	People want to know the Council's strategy on electric vehicle (EV) charging points and parking.	More details were provided on the EV charging point pilot in Marchmont/Sciennes and how the results of this will help to inform future policy.	Action 19, p18.
7	Claims that there are not enough disabled persons' parking places in the city centre.	Introduce a new action to identify key locations where disabled persons' parking places are required and review provision.	New Action 35a, p24.
8	Improve cycle parking in car parks.	Include a new action to work with developers to incorporate cycle parking in new facilities.	New Action 27a, p21.

	Issue	Response	Section
9	Charging for evening and weekend parking is a "money making scheme."	The financial impacts of the Sunday parking proposals have been taken into consideration, but there are significant and compelling; traffic management, environmental and health policy reasons that support the proposals.	On street parking, p10.
10	What will additional revenue be used for and will this improve transport facilities?	Section 55 of the RTRA requires the Council to spend parking revenue on enforcement costs first and then any surpluses on transport improvements, such as P&R, bus lane enforcement, cycle lanes or supported bus services.	On street parking, p10.
11	Outward commuting by Edinburgh residents is allowed but not for those coming into the centre by car.	The Council is balancing the parking needs of residents and other visitors to the city centre. The presence of both groups are vital to Edinburgh's future success, but need to be managed in order to keep the city moving and ensure that spaces are generally available throughout the day.	Action 7, p12.
12	No action to work with public transport providers to improve Sunday bus services.	Lothian Buses have indicated that they are supportive of parking restrictions which will increase demand for their services. They have also committed to continue discussions with CEC with a view on further changes to services to complement extensions to parking restrictions as and when they happen.	Action 6, p11.
13	Bus stop clearways are already not sufficient or enforced at weekends.	The Council will continue to identify bus stops where clearway markings are not present and introduce them.	Pub Trans & Accessibility, p23.
14	Charging for motorcycle parking and the use of cashless payments is not practical.	The investigation of parking charges for motorcycles will be investigated further as part of the parking pricing strategy and we will await the outcome of this review before any changes, if necessary, are recommended.	Action 21, p19.
15	The Council needs to show stronger support for new underground or off street car parks.	The Council will support new underground or off street car parks in the city centre to replace existing facilities or that allow a reduction in on-street parking provision.	Action 26, p21.

# Appendix 5

## Consultation Report

### Contents:

- a) Draft Parking Action Plan Consultation
- b) Zone Map: Consultation Proposal
- c) Consultation Analysis
- d) Consultation Comments and the Council's Response
- e) Feedback from Drop-in sessions, Exhibitions,  
Roadshows and Focus Groups

## Appendix 5

### A - Draft Parking Action Plan Consultation

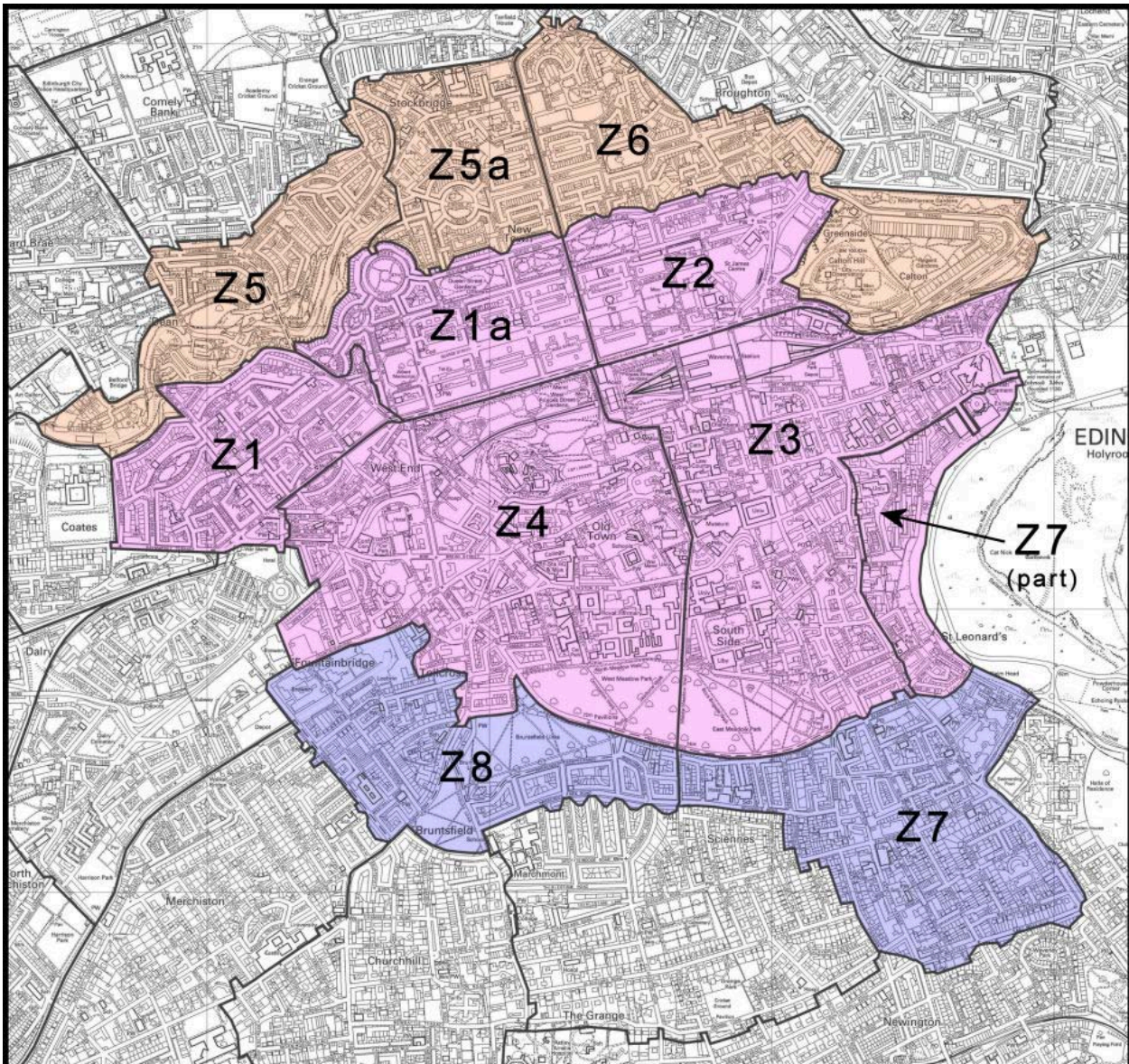
1. For the consultation on the content of the draft Parking Action Plan (PAP), the primary objective was to engage with as wide a range of stakeholders as possible. To do so, it the Council adopted a variety of consultation methods, designed to offer key stakeholders and other interested parties a range of routes by which they could inform the decision making process.
2. The consultation ran through October 2015 and involved the following consultation methods:
  - a) Information on the PAP and the consultation process on the Council's Consultation Hub;
  - b) A dedicated page on the Council's website;
  - c) A dedicated email address for feedback and questions;
  - d) A detailed questionnaire accessed through the Council's Consultation Hub;
  - e) An exhibition explaining the key elements of the PAP within George IV Bridge library;
  - f) Drop-in sessions at locations across the city;
  - g) A business drop-in held at the Roxburgh Hotel;
  - h) A Roadshow in St James Centre;
  - i) Display stands at:
    - a. Mela at Leith Links
    - b. Inverleith Festival of Walking & Cycling; and
  - j) A series of Focus Groups with key stakeholders.
3. As a result of the consultation process, the Council received feedback from over 4,000 individuals or organisations, with:
  - 3714 questionnaires completed
  - 138 emails received
  - 89 letters received
  - 100 visited drop-in events, roadshows or display stands
  - 80 attending focus groups

Further details of these Consultation streams, as well as information on both the number and content of the responses received, can be found later in this Appendix.




**Appendix 5**

**b – Zone Map: Consultation Proposal**



### Key Proposals: Weekend/Evening parking, Shared Use & Visitor Permits

	Existing Controls	Proposed Controls	Shared Use & Visitor Permits
	Mon - Sat 08:30 - 18:30	Mon - Sun 08:30 - (18:30 - 21:30)*	Wider rollout of Shared Use and Introduction of Visitor Permits across all highlighted zones.
	Mon - Fri 08:30 - 17:30	Mon - Sun 08:30 - (18:30 - 21:30)*	
	Mon - Fri 08:30 - 17:30	No change	

**Notes:**

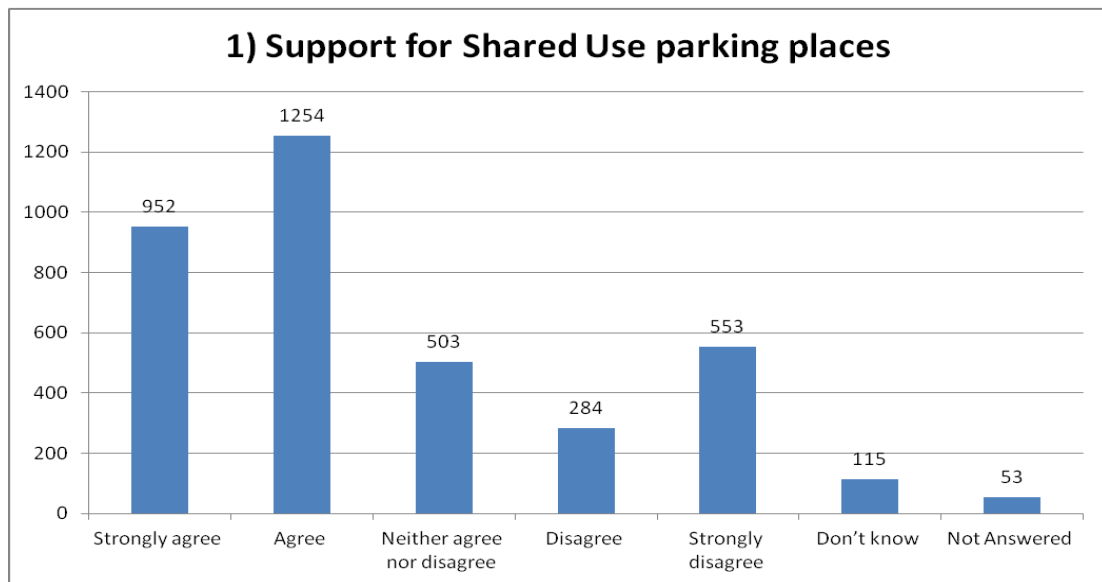
- 1) \* The extent of any potential evening controls was subject to the consultation, with respondents being asked to indicate what time they thought controls should end.
- 2) Weekend controls on Main Traffic Routes may extend beyond the boundaries of zones 1 to 6
- 3) Existing controls in "Z7 (part)" operate M-F 08:30 to 17:30.

## Appendix 5c - Consultation Analysis

These are the key results from the 3,714 online questionnaire responses.

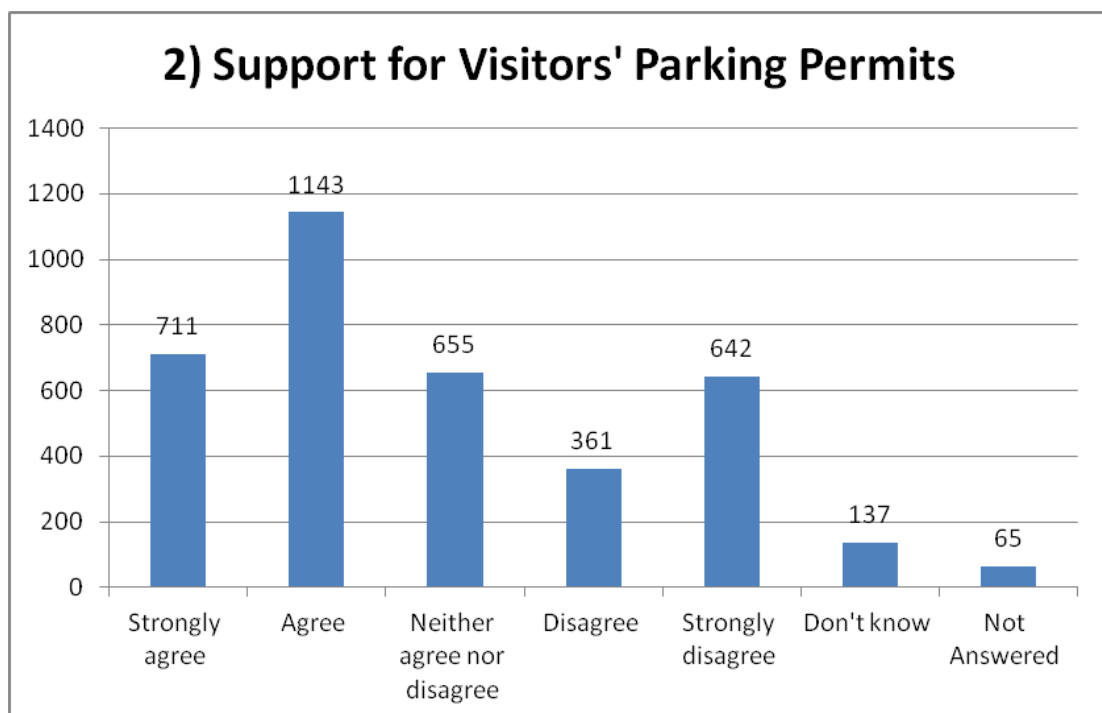
### Shared Use

Nearly 60% of respondents agreed (33.8%) or strongly agreed (25.6%) with the introduction of shared use parking places.



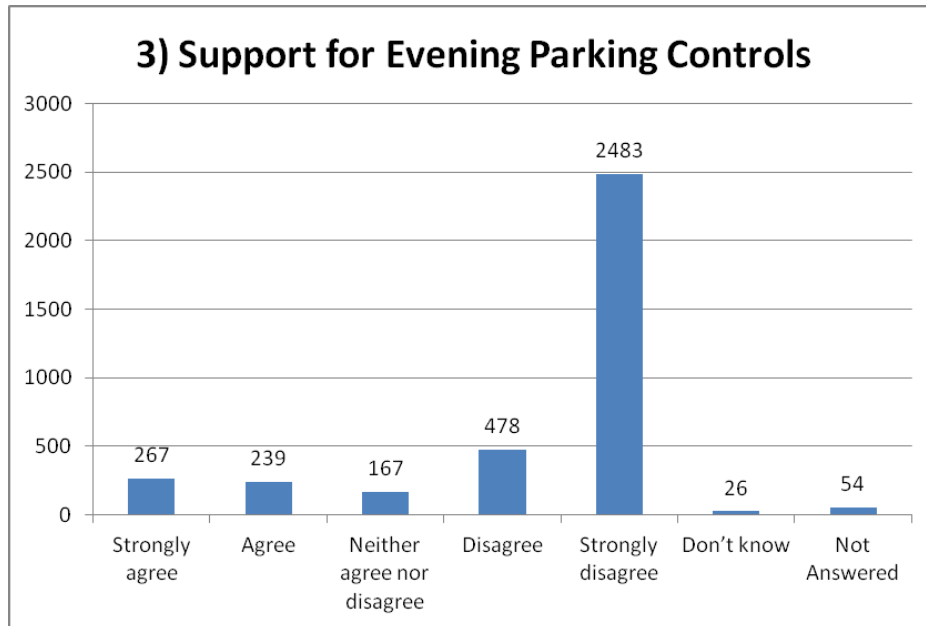
### Visitor's Parking Permits

Nearly 50% of people agreed (30.8%) or strongly agreed (19.1%) with the introduction of visitors' parking permits in Zones 1-8.

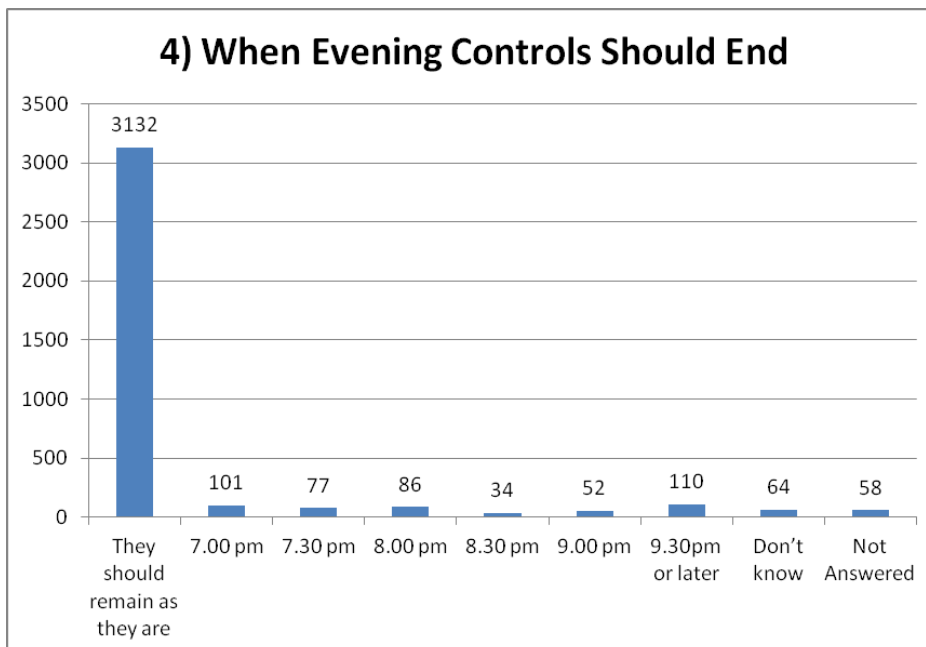


### Evening Parking Restrictions

Almost 80% of respondents disagree (12.9%) or strongly disagree (66.9%) with the introduction of evening parking controls.



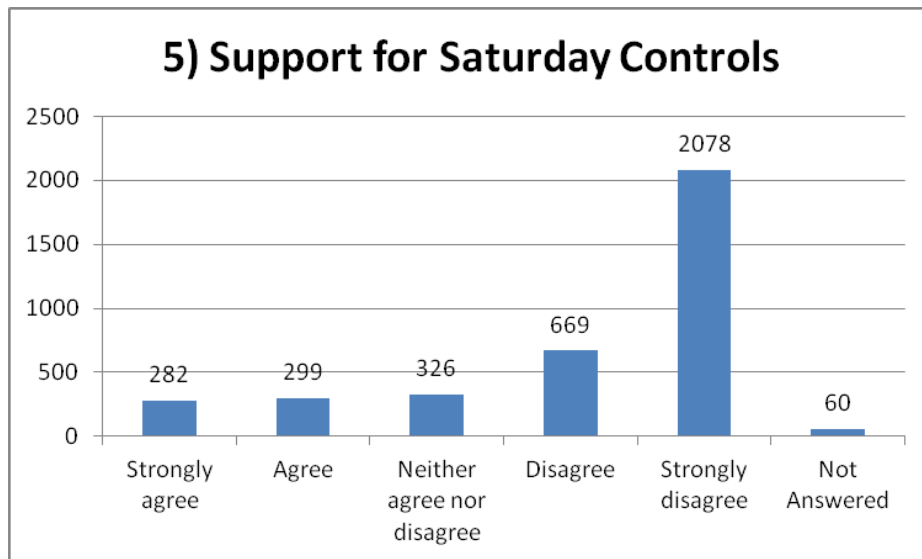
In addition, 84% of respondents said that they wanted the end of the controlled times to remain as they are. This figure is slightly higher than the result in the previous question, above, who disagree or strongly disagree with evening controls.



There is not another end time that has any significant level of support and while 9.30pm was indicated by the second largest group, this likely includes those residents who consider the controls should operate 24 hours a day.

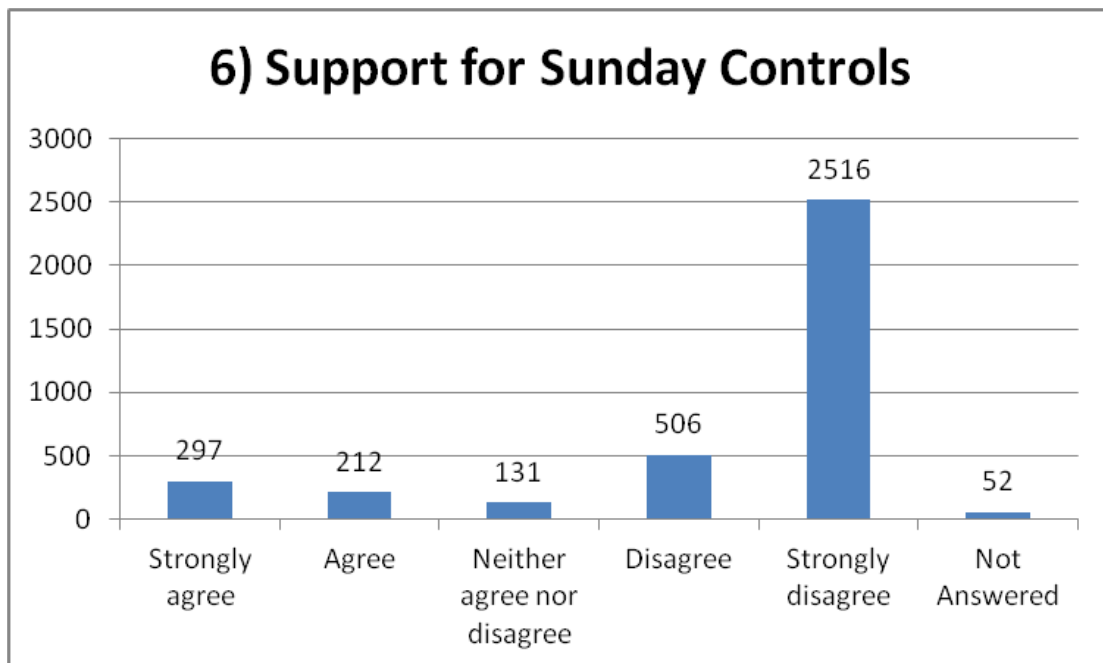
### Saturday Parking – Zones 5, 5A, 6 and part of 7

74% of respondents disagree (18%) or strongly disagree (56%) with the proposed introduction of Saturday controls.



### Sunday Parking – Zones 1 - 6 and part of 7

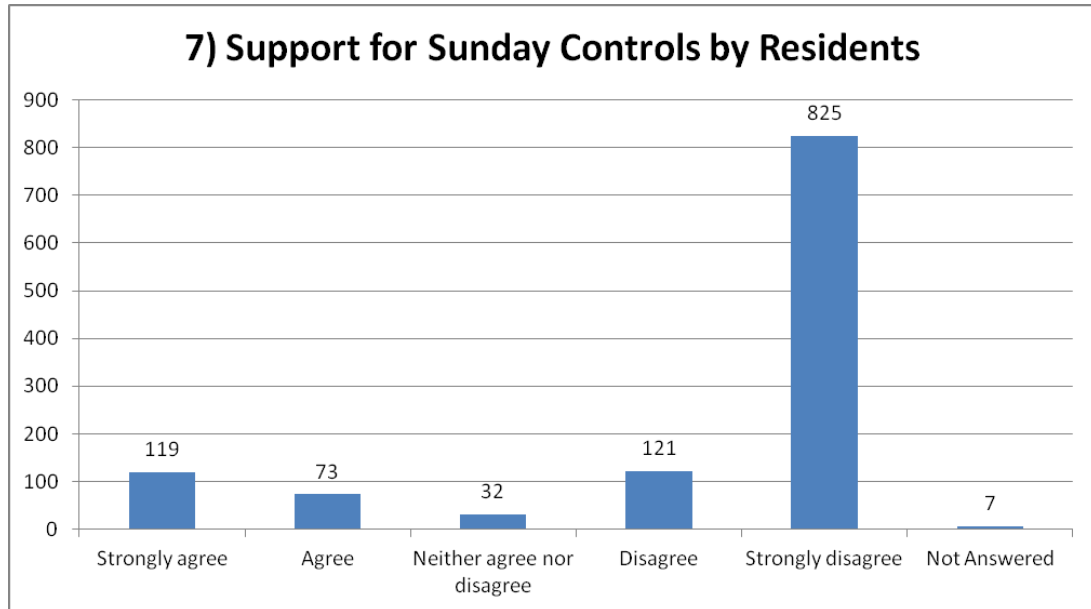
More than 81% of respondents disagree (13.6%) or strongly disagree (67.7%) with the introduction of Sunday parking controls.





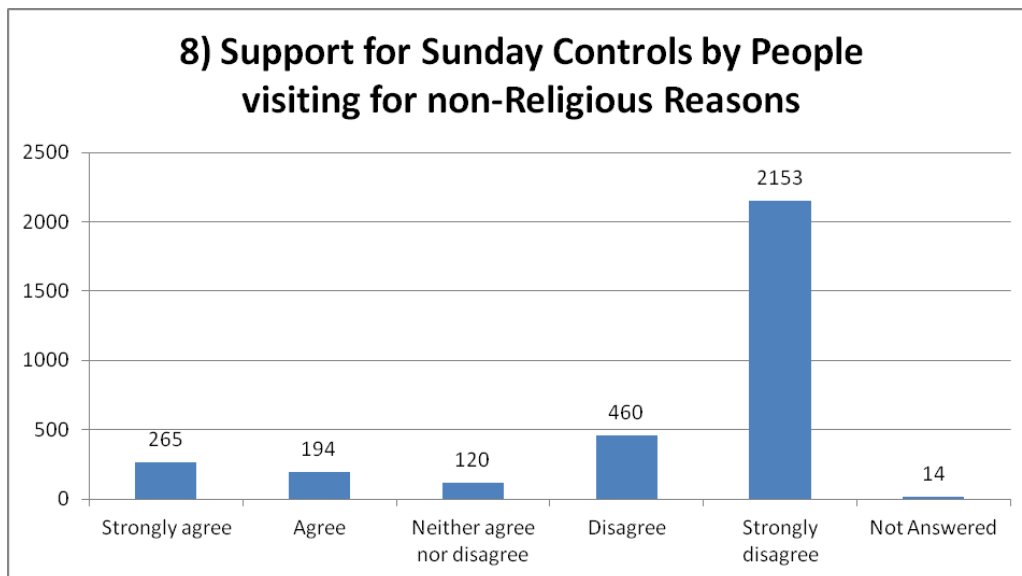
### Sunday Parking – by Residents of Zones 1 - 6 and part of 7

Graph 7 represents the responses from residents who live within the area. The response is similar to the overall results, above, as over 80% of residents disagree (10.3%) or strongly disagree (70.1%) with the introduction of controls on Sundays.



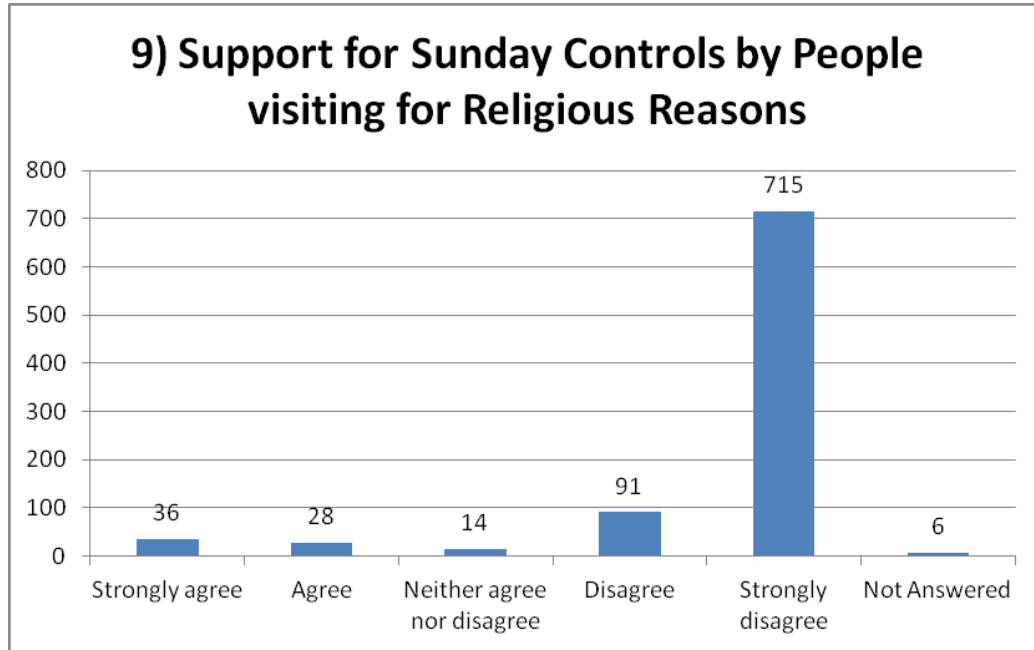
### Sunday Parking – Non-Religious Visitors

The following graph indicates that for people travelling to the city centre on Sundays for non-religious reasons, 14.3% disagree and 67.2% of respondents strongly disagree with the introduction of parking controls.



## Sunday Parking – Religious Visitors

Turning to people who travel to the city centre on Sundays for religious reasons, 10.2% disagree and 80.3% strongly disagree with the introduction of parking controls.



The above two graphs indicate that when the results are segmented into those travelling to the city centre for religious and non-religious purposes, the results are not significantly different.

## **Appendix 5**

### **D – Consultation Comments and the Council’s Response**

#### **Questionnaire Responses**

The online questionnaire that formed part of the Parking Action Plan (PAP) consultation was predominantly formed of multiple choice questions designed to allow respondents to impart their views on some of the plan’s key proposals.

However, within the online questionnaire were four opportunities for respondents to make general comments.

While there were just under four thousand individual questionnaire responses, analysis of the results showed that respondents had made over ten thousand individual comments in response to those four questions.

#### **Email and Letter Responses**

The Council also received a significant number of responses via email and written letter.

This Appendix details the most commonly made points for each of the four questions within the questionnaire and the main points made by those who either emailed or wrote to the Council.

A background paper to this report contains all of the responses that the Council received.



**Question 3:** Please tell us briefly if there are any other parking objectives that you feel we should be working towards?

1	Comments that proposals would have a negative impact on residents, or that there are too few spaces
2	Does not want controls on the basis of the impact that it will have on the ability of people to attend church, or to participate in church-related activities/socialising
3	Thinks that controls are being introduced for financial reasons
4	Comments relating to the rights of resident permit holders to park, or to be able to park. Also concerns about the number of permits that are issued, and the relative numbers of spaces available.
5	Comments that permits or parking are too expensive
6	Comments that focus should be on dealing with illegal parking
7	Comments that the proposals will impact on Businesses, encouraging customers to go elsewhere. Some comments suggest that the Council should be looking at ideas on how to improve conditions for businesses.
8	Thinks that parking on Sundays should remain free
9	Wants Council to build more car parks. Some responses indicate they find car parks too expensive. Others suggest more park and rides or that the Council should look at providing under ground parking
10	Thinks that public transport is inadequate or that buses are too expensive
11	States that there is a need to protect city centre businesses and ensure that shoppers etc do not go elsewhere. Some responses state that they will shop elsewhere if parking is not free.
12	Comments regarding the lack of cycle provision and the need for more cycle lanes. Also comments on obstructive parking in cycle lanes and the need for enforcement/protection. Some comments suggest less parking to allow more cycle lanes etc.
13	Does not want Sunday Controls, either because they believe that there is no problem, that controls are not required or that controls are simply not wanted. Some responses suggest that the proposals have not been thought through. Other responses suggest that there are already too many yellow lines.
14	Questions decision making process, indicating that they believe that the decision on weekend/evening parking etc has been made or that the process of consultation is flawed

**Question 9: What do you think about the proposed area for increased controls?**

1	Never has any problem parking at the weekends. Problems are Monday to Friday only/only a problems when festival is on
2	Thinks that controls are being introduced for financial reasons
3	Thinks that public transport is inadequate or that buses are too expensive
4	Comments that the proposals will impact on Businesses, encouraging customers to go elsewhere. Some comments suggest that the Council should be looking at ideas on how to improve conditions for businesses.
5	Comments relating to the rights of resident permit holders to park, or to be able to park. Also concerns about the number of permits that are issued, and the relative numbers of spaces available.
6	Generally disagrees with the extent of controls proposed in the consultation. States that controls should not cover the area suggested.
7	Thinks that parking on Sundays should remain free
8	Does not want controls on the basis of the impact that it will have on the ability of people to attend church, or to participate in church-related activities/socialising
9	Does not want controls to extend into Zones 5, 5A or 6
10	Comments that proposals would have a negative impact on residents, or that there are too few parking spaces for residents
11	States that there is a need to protect city centre businesses and ensure that shoppers etc do not go elsewhere. Some responses state that they will shop elsewhere if parking is not free.
12	States that Sunday is the only day they drive into town and that restrictions would stop them from visiting at all. Some responses indicate that Sunday is a day when everyone can visit the city centre or that controls would impact on them visiting the city centre.
13	Comments that permits or parking are too expensive.
14	Pay-and-display parking is already too expensive. Free parking on Sunday makes Sundays the best day to visit the city centre.

**Question 12:** What do you think about the area proposed for increased Sunday controls?

1	Does not want Sunday Controls, either because they believe that there is no problem, that controls are not required or that controls are simply not wanted. Some responses suggest that the proposals have not been thought through. Other responses suggest that there are already too many yellow lines.
2	Does not want controls on the basis of the impact that it will have on the ability of people to attend church, or to participate in church-related activities/socialising
3	Comments that the proposals will impact on Businesses, encouraging customers to go elsewhere. Some comments suggest that the Council should be looking at ideas on how to improve conditions for businesses.
4	Thinks that controls are being introduced for financial reasons
5	Generally disagrees with the extent of controls proposed in the consultation. States that controls should not cover the area suggested.
6	Thinks that parking on Sundays should remain free
7	States that Sunday is the only day they drive into town and that restrictions would stop them from visiting at all. Some responses indicate that Sunday is a day when everyone can visit the city centre or that controls would impact on them visiting the city centre.
8	Never has any problem parking at the weekends. Problems are Monday to Friday only/only a problems when festival is on
9	Thinks that the proposals for Sunday parking will move parking elsewhere and/or make parking worse in areas neighbouring the city centre
10	Thinks that public transport is inadequate or that buses are too expensive
11	Thinks that we should be encouraging more people into the city centre or making the city a nicer place to stay/visit, not putting in restrictions that will prevent people from visiting
12	Comments that proposals would have a negative impact on residents, or that there are too few parking spaces for residents
13	Concerned about the impact of Sunday/evening controls on quality of life for residents and their visitors
14	Opposes controls generally, but agrees that some restrictions such as yellow lines should be introduced to control parking in certain streets
15	Does not want controls to extend into Zones 5, 5A or 6
16	Concerns that weekend controls would have a negative impact on the running of Stockbridge market
17	Does not think that proposal for evening/weekend will meet policy objectives
18	Wants one day where they do not have to pay to travel into town
19	States that there is a need to protect city centre businesses and ensure that shoppers etc do not go elsewhere. Some responses state that they will shop elsewhere if parking is not free.
20	Suggests improving public transport instead. Some responses suggest "family rates" on public transport in order to reduce costs to families, while others suggest that people should be walking cycling etc in preference to bringing their car into town.

**Question 17:** Please use the space below for any other comments you would like us to consider.

1	Does not want controls on the basis of the impact that it will have on the ability of people to attend church, or to participate in church-related activities/socialising
2	Thinks that controls are being introduced for financial reasons
3	Thinks that public transport is inadequate or that buses are too expensive
4	Never has any problem parking at the weekends. Problems are Monday to Friday only/only a problems when festival is on
5	Pay-and-display parking is already too expensive. Free parking on Sunday makes Sundays the best day to visit the city centre.
6	Comments that the proposals will impact on Businesses, encouraging customers to go elsewhere. Some comments suggest that the Council should be looking at ideas on how to improve conditions for businesses.
7	Comments that proposals would have a negative impact on residents, or that there are too few parking spaces for residents
8	Comments relating to the rights of resident permit holders to park, or to be able to park. Also concerns about the number of permits that are issued, and the relative numbers of spaces available.
9	States that Sunday is the only day they drive into town and that restrictions would stop them from visiting at all. Some responses indicate that Sunday is a day when everyone can visit the city centre or that controls would impact on them visiting the city centre.
10	States that there is a need to protect city centre businesses and ensure that shoppers etc do not go elsewhere. Some responses state that they will shop elsewhere if parking is not free.
11	Comments that permits or parking are too expensive.
12	States that proposals would have a negative impact upon, or deter access to social gatherings, events, restaurants, pubs etc
13	Thinks that proposals would have a negative Impact on Disabled People. Some comments suggest that the Council should do more to cut down on people who misuse blue badges or that there should be more disabled parking places
14	A range of comments suggesting that parking should be for the residents of this city, or that it is the residents who own the city /residents having control of their parking spaces
15	Comments regarding the lack of cycle provision and the need for more cycle lanes. Also comments on obstructive parking in cycle lanes and the need for enforcement/protection. Some comments suggest less parking to allow more cycle lanes etc.
16	Suggests that proposals would discriminate against people who travel by car on Sundays and/or people who attend Christian services
17	Thinks that the proposals for Sunday parking will move parking elsewhere and/or make parking worse in areas neighbouring the city centre
18	States that they are concerned about the impact on transport of elderly etc if restrictions introduced
19	Refers to trams and wasting of Council funds, or to another aspect of the trams
20	Wants stricter enforcement of parking restrictions
21	Response indicates that they want Sunday controls
22	Suggests that the Council should concentrate on fixing the roads

23	Does not want Sunday Controls, either because they believe that there is no problem, that controls are not required or that controls are simply not wanted. Some responses suggest that the proposals have not been thought through. Other responses suggest that there are already too many yellow lines.
24	Comments regards charging regime, some suggesting that it should be cheaper on Sunday
25	Suggests improving public transport instead. Some responses suggest "family rates" on public transport in order to reduce costs to families, while others suggest that people should be walking cycling etc in preference to bringing their car into town.
26	Comments that alternatives should be found to charging. Also suggests improving awareness of parking rules, or suggests that the Council should look at different ideas for new ways to help manage parking
27	Thinks shared-use would be of great benefit
28	Comments that focus should be on dealing with illegal parking
29	Thinks that parking on Sundays should remain free
30	Thinks that we should be encouraging more people into the city centre or making the city a nicer place to stay/visit, not putting in restrictions that will prevent people from visiting
31	Believes that traffic problems are the Councils fault, that cycle lanes and bus lanes cause congestion and that such schemes are giving the council a bad image

## Responses by email and letter

The following information reflects the most common comments received by email or by letter:

1	Concern that the proposals will negatively impact on Churches
2	Concern that proposals would create problems for elderly people if they are unable to get a lift to church
3	Impact on Societies/other events
4	Concerns regards the impact on the range of events hosted by churches
5	Imposing restrictions on freedom of people attending worship
6	Poor public transport on Sundays
7	States that people travel long distances to attend church
8	Future of church is in jeopardy if proposals proceed.
9	Proposals will simply create problems for residents
10	Difficult to reach church due to steep inclines
11	See themselves as a business to raise money during the week to maintain a Christian presence
12	Economic Impact on City
13	Thinks that proposals are a money making exercise
14	States that there is a lack of evidence of need for additional controls
15	Concerned that there are too few permit spaces
16	Impact on those visiting the city centre, or visiting residents
17	States that there are never any permits spaces in evenings
18	Thinks that restrictions will stop volunteers from helping out
19	Parking permits are oversubscribed
20	Changes will not help trade or visitors.

## The Council's Response

The responses to each of the four questions detailed above, as well as the email and letter responses have been collated into a single list of the main points raised by respondents. Those points are shown in the table shown on the following pages, along with the Council's response to the issues raised.

No	Comment	Response
1	Comments regards charging regime, some suggesting that it should be cheaper on Sunday	If Sunday controls are introduced, then it is likely that charges will be set at the same level as other days. However, we are already monitoring parking usage with a view to being able to amend parking charges to suit demand. It is entirely possible that, depending on demand levels, some parking charges could reduce as a result of this process.
2	Generally disagrees with the extent of controls proposed in the consultation. States that controls should not cover the area suggested.	In response to the consultation, the Council has decided to reduce the area where Sunday parking restrictions are proposed. The Council is proposing to monitor zones 5, 5a and 6 if Sunday controls are introduced in Zones 1 to 4.
3	Does not want Sunday Controls, either because they believe that there is no problem, that controls are not required or that controls are simply not wanted. Some responses suggest that the proposals have not been thought through. Other responses suggest that there are already too many yellow lines.	It is evident from survey information that there are significant numbers of vehicles that park on main routes on Sundays. There is also evidence from the consultation that many people believe that Sunday bus services could be improved. Unfortunately, bus services will only improve if we can provide public transport with the ability to operate effectively and quickly within the city centre. Introducing Sunday parking restrictions, and freeing space on our main routes, is the catalyst that will drive public transport growth and assist the Council in meeting its policy objectives.
4	States that there is a lack of evidence of need for additional controls	It is evident from survey information that there are significant numbers of vehicles that park on main routes on Sundays. There is also evidence from the consultation that many people believe that Sunday bus services could be improved. Unfortunately, bus services will only improve if we can provide public transport with the ability to operate effectively and quickly within the city centre. Introducing Sunday parking restrictions, and freeing space on our main routes, is the catalyst that will drive public transport growth and assist the Council in meeting its policy objectives.

5	Thinks that we should be encouraging more people into the city centre or making the city a nicer place to stay/visit, not putting in restrictions that will prevent people from visiting	Many thousands of people visit our city centre on a daily basis. The vast majority travel by means other than private vehicle. There is no reason to believe that the same would not be true on Sundays. Sunday restrictions can help to provide a basis for increased bus services and encourage more people to use public transport.
6	Response indicates that they want Sunday controls	Noted. There is evidence that Sundays are much busier than before and that action is required to bring about the same changes in transport use that occur during the remainder of the week.
7	Suggests that the Council should concentrate on fixing the roads	Obviously, maintenance of the road network is a very high priority for the Council, but management of how that network is used and how that management supports both Council policies and national legislation is also of key importance.
8	Comments that proposals would have a negative impact on residents, or that there are too few spaces	One of the main aims of the Parking Action Plan is to help residents. This will be achieved by improving the overall availability of space for permit holders and by protecting parking from other users on Sundays.
9	Proposals will simply create problems for residents	One of the main aims of the Parking Action Plan is to help residents. This will be achieved by improving the overall availability of space for permit holders and by protecting parking from other users on Sundays.
10	Pay-and-display parking is already too expensive. Free parking on Sunday makes Sundays the best day to visit the city centre.	Paid parking is a demand management tool. Payment of a charge provides a disincentive to park for longer than is required, allowing more people access to the same space during the course of the controlled hours. The Council is proposing to look at parking charges with a view to changing charges depending on demand.
11	Comments that the proposals will impact on Businesses, encouraging customers to go elsewhere. Some comments suggest that the Council should be looking at ideas on how to improve conditions for businesses.	Parking restrictions operate 6 days a week in the city centre, with little evidence to suggest that those restrictions have a negative impact on businesses. The numbers of people who travel into the city centre by car are minimal when compared to those who walk or cycle or use any form of public transport. Parking restrictions make it easier for businesses to receive deliveries and keep routes clear of parking so as to allow a free flow of traffic that makes the city centre more accessible.
12	Economic Impact on City	



13	Thinks that public transport is inadequate or that buses are too expensive	Public Transport in Edinburgh is consistently considered among the best in the UK, with Lothian Buses winning many awards for the service that they provide. Independent satisfaction surveys show that there is an extremely high level of satisfaction with public transport in Edinburgh.
14	A range of comments suggesting that parking should be for the residents of this city, or that it is the residents who own the city /residents having control of their parking spaces	Residents are important to our city centre, a fact that is recognised in the Parking Action Plan by proposals to protect residents and improve the availability of parking through the introduction of shared-use.
15	Comments relating to the rights of resident permit holders to park, or to be able to park. Also concerns about the number of permits that are issued, and the relative numbers of spaces available.	Shared Use will deliver additional spaces for residents with the aim of improving the ability of permit holders to park near to their homes.
16	Thinks that parking on Sundays should remain free	Since the Council will incur costs for enforcing any extended restrictions, a revenue stream that would cover those costs is a necessity.
17	Impact on those visiting the city centre, or visiting residents	Sunday parking controls would create an improved environment for visitors, managing space so that it could be more accessible, providing visitor permits to residents and by improvements to public transport that make it easier to access the city centre
18	Concerned about the impact of Sunday/evening controls on quality of life for residents and their visitors	The aim of the Parking Action Plan is to improve the quality of life for residents, not only by protecting permit space during additional times when that parking is currently free to all to use, but also by introducing visitor permits and by adding extra space that will be available to permit holders.
19	Comments that permits or parking are too expensive	The Council currently subsidises the controlled parking scheme by approximately 60%, which means that the cost of enforcing the permit scheme remains significantly higher than the costs that are passed onto permit holders by way of permit charges.

20	Comments regarding the lack of cycle provision and the need for more cycle lanes. Also comments on obstructive parking in cycle lanes and the need for enforcement/protection. Some comments suggest less parking to allow more cycle lanes etc.	The Council has made an increased commitment to cycling, with 8% of our Transport budget allocated to schemes that will support cycling as an alternative to the car.
21	Wants stricter enforcement of parking restrictions	The Council has to carefully balance the enforcement it provides with the costs incurred for that service. Obviously, effective enforcement of restrictions is essential for keeping traffic moving, managing the use of parking places and keeping junctions and crossing points clear of obstructive parking. The Council is committed to continual improvements in the enforcement service in order to meet objectives and to support Council policies.
22	Poor public transport on Sundays	The Council is committed to work with Lothian Buses in order to bring about service improvements on Sundays that would encourage increased bus patronage.
23	Wants one day where they do not have to pay to travel into town	The Council understands that people would prefer to not have to pay to park. Paid parking is, however, an effective demand management tool that encourages a turnover of space.
24	Believes that traffic problems are the Council's fault, that cycle lanes and bus lanes cause congestion and that such schemes are giving the council a bad image	The Council's policies are designed to encourage more sustainable alternatives to the private car. Bringing about major shifts in the modes of transport that people use is not easy, but improving facilities for cyclists and public transport is a key part of the Council's strategy.
25	Questions decision making process, indicating that they believe that the decision on weekend/evening parking etc has been made or that the process of consultation is flawed	The final decision on the Parking Action Plan will be taken by Committee. It has already been recommended, in view of the consultation responses, that evening parking should be restricted to a limited extension and that plans to introduce weekend controls to zones 5, 5a and 6 have been shelved. This should provide evidence that the Council responds to consultation results and that the process is designed to both reflect Council policy and take note of public opinion.

26	Never has any problem parking at the weekends. Problems are Monday to Friday only/only a problems when festival is on.	The evidence does not support this statement, showing that main routes are busy with parked cars and that key streets in the city centre are also extremely busy.
27	Impact on Societies/other events	The overall aim of the Council's transport policy is to bring about changes in how people travel, encouraging people to make a choice between the car and other, more sustainable forms of transport. Parking controls are a key part of bringing about that change. These changes will only be successful if public transport improvements are delivered so that those travelling at the weekend are offered the same transport choices as those who travel during the week. If this is achieved, then there would be no reason why events, gatherings, clubs and societies could not be supported by such services.
28	States that proposals would have a negative impact upon, or deter access to social gatherings, events, restaurants, pubs etc	The overall aim of the Council's transport policy is to bring about changes in how people travel, encouraging people to make a choice between the car and other, more sustainable forms of transport. Parking controls are a key part of bringing about that change. These changes will only be successful if public transport improvements are delivered so that those travelling at the weekend are offered the same transport choices as those who travel during the week. If this is achieved, then there would be no reason why events, gatherings, clubs and societies could not be supported by such services.

29	States that there is a need to protect city centre businesses and ensure that shoppers etc do not go elsewhere. Some responses state that they will shop elsewhere if parking is not free.	The overall aim of the Council's transport policy is to bring about changes in how people travel, encouraging people to make a choice between the car and other, more sustainable forms of transport. Parking controls are a key part of bringing about that change. These changes will only be successful if public transport improvements are delivered so that those travelling at the weekend are offered the same transport choices as those who travel during the week. If this is achieved, then there would be no reason why events, gatherings, clubs and societies could not be supported by such services.
30	Concerns that weekend controls would have a negative impact on the running of Stockbridge market	The proposals for Zones 5, 5a and 6 have been shelved, with the Council proposing to monitor those zones if Sunday controls are introduced in Zones 1 to 4. It is worth noting that special arrangements for stall holders have been in place for many years for the Castle Terrace market, which operates successfully when parking controls are in effect.
31	Refers to trams and wasting of Council funds, or to another aspect of the trams	The proposals in the Parking Action Plan are entirely separate to Tram.
32	Does not think that proposal for evening/weekend will meet policy objectives	The proposals in the Parking Action Plan have been identified as being part of the Council's overall strategy to meet the objectives contained within the Local Transport Strategy. Combined with improvements to bus services, cycling facilities and making our streets safer for pedestrians, there is significant potential for these proposals to help the Council meet its policy objectives.
33	Thinks that proposals would have a negative Impact on Disabled People. Some comments suggest that the Council should do more to cut down on people who misuse blue badges or that there should be more disabled parking places	The proposals would create more parking opportunities for blue badge holders by managing parking on Sundays. That management would create space in both parking places and on yellow lines that might otherwise be taken up by other parking.

34	States that Sunday is the only day they drive into town and that restrictions would stop them from visiting at all. Some responses indicate that Sunday is a day when everyone can visit the city centre or that controls would impact on them visiting the city centre.	The vast majority of trips into the city centre are made by means other than car. Nonetheless, introducing restrictions will actually improve accessibility, making it easier to drive into the city centre and improving the likelihood of being able to find a parking space. It is, however, anticipated that more trips on Sundays will be made by public transport.
35	Suggests improving public transport instead. Some responses suggest "family rates" on public transport in order to reduce costs to families, while others suggest that people should be walking cycling etc in preference to bringing their car into town.	There are a range of options that might be available to encourage more people to use public transport. We will be working with operators to deliver improved services, and it is possible that those discussions will involve this type of suggestion.
36	Wants Council to build more car parks. Some responses indicate they find car parks too expensive. Others suggest more park and rides or that the Council should look at providing under ground parking	There are limited options available to provide more off-street car parks within the city centre. The Council is committed to work with operators and developers to identify opportunities for improved facilities, but the emphasis in terms of transport policy is that of encouraging more sustainable travel.
37	Comments that focus should be on dealing with illegal parking	There is evidence to show that compliance with parking restrictions has improved, which indicates that the approach taken by the Council has been effective at managing illegal parking. There is still room for improvement.
38	Thinks that the proposals for Sunday parking will move parking elsewhere and/or make parking worse in areas neighbouring the city centre	There is potential for some parking to migrate, which is why the Council has given a commitment to monitor the parking around the edges of the CPZ. This will allow the Council to determine whether further work is required.
39	Concerned that there are too few permit spaces	This concern will be addressed by the introduction of shared-use parking, creating many more spaces that residents with permits will have access to.
40	Does not want controls to extend into Zones 5, 5A or 6	This proposal has been removed from the current proposal. The Council proposing to monitor those zones if Sunday controls are introduced in Zones 1 to 4.

41	Parking permits are oversubscribed	True, which is why the Council is proposing shared-use as part of the Parking Action Plan as a means of redressing the current imbalance between spaces and permits.
42	Comments that alternatives should be found to charging. Also suggests improving awareness of parking rules, or suggests that the Council should look at different ideas for new ways to help manage parking	Unfortunately, parking management relies heavily on the disincentive of having to pay for parking. While it is entirely possible that reliable non-charging systems will emerge as technology advances, there remains a cost involved in running the parking operation. Charging for parking means that those who use the parking places are those who pay for the operation.
43	Opposes controls generally, but agrees that some restrictions such as yellow lines should be introduced to control parking in certain streets	Unfortunately, yellow lines alone would not provide the demand management that is necessary to provide accessibility to parking provision.
44	States that there are never any permits spaces in evenings	While the response to the consultation showed little support for evening controls, the Council is aware that there are parking pressures at this time. Consequently, the proposal for evening controls is for a minor extension, but with a commitment to monitor the impact of that change, in conjunction with the rollout of shared use parking.
45	Thinks shared-use would be of great benefit	We believe that shared use has the potential to deliver benefits to residents. The evidence of shared use in the extended zones of the CPZ suggests that this approach provides sufficient flexibility to offer improved parking opportunities for all users.
46	Changes will not help trade or visitors.	We have a thriving city centre that continues to draw significant investment for ongoing redevelopment. That investment is further evidence of Edinburgh's status as a shopping and tourist destination. Parking controls are designed to help support visitors to our city by ensuring that those who wish to travel by car have the opportunity to park and to enable businesses to receive deliveries quickly and efficiently.

47	Thinks that controls are being introduced for financial reasons	While the operation of parking controls on Sundays would lead to an increase in parking income to the Council, that income will primarily be used to offset the additional operational costs associated with enforcing those restrictions. If there is additional income, then this must be used, as is set down in national legislation, for transport improvements. Although increased revenue is not the primary aim of extending controls, a revenue stream is essential to the success of those controls.
48	Concern that the proposals will negatively impact on Churches	Throughout the year, Edinburgh play host to a variety of events that take place at various times of the day and on different days of the week. Parking controls, in conjunction with increased bus services, would improve accessibility and create additional transport options for all city centre visitors, regardless of their reasons for visiting.
49	Concerns regards the impact on the range of events hosted by churches	
50	Does not want controls on the basis of the impact that it will have on the ability of people to attend church, or to participate in church-related activities/socialising	The system of parking restrictions that operates in the city centre on the other six days of the week helps to support the various businesses and events who operate in that area. By managing parking and by keeping our main routes free of parking, the Council ensures that traffic can move freely and that there is a level of accessibility that can cater for all those who wish to visit by car. This approach also supports public transport use by creating conditions that allow a reliable and effective public transport service to operate. If the Council can bring about a similar change to Sundays, by creating those same conditions, then there is no reason why the activities described could not continue to be enjoyed by all those who wish to visit the city centre.
51	Future of church is in jeopardy if proposals proceed.	
52	Thinks that restrictions will stop volunteers from helping out	
53	Imposing restrictions on freedom of people attending worship	There would be no impact on the freedom of any individuals to attend events or services of their choice. Sunday parking controls would simply apply the same demand management that applies on other days of the week. Parking controls do not discriminate, since they treat all users equally and provide

54	Suggests that proposals would discriminate against people who travel by car on Sundays and/or people who attend Christian services	parking opportunities, subject to certain conditions, to all users.
55	See themselves as a business to raise money during the week to maintain a Christian presence	Parking controls effectively support businesses by managing parking demand and by creating parking opportunities that might not otherwise exist.
56	States that people travel long distances to attend church	A key part of rolling out some of the key elements of the Parking Action Plan would be to highlight alternatives to the private vehicle as a means of travel, as well as bringing about changes to public transport that would support all journeys into the city centre. The Council will work with public transport operators to find ways to support such changes.
57	States that they are concerned about the impact on transport of elderly etc if restrictions introduced	The controlled parking scheme contains within many different opportunities that support accessibility. There are blanket allowances for blue badge holders, as well as allowances for setting down or picking up of passengers. Extending controls to Sundays would also provide additional opportunities over and above the current situation by preventing parking in many locations where it would then be possible to set down or pick up. It would also be anticipated that there would be additional parking opportunities created by managing the available space.
58	Concern that proposals would create problems for elderly people if they are unable to get a lift to church	
59	Difficult to reach church due to steep inclines	



## **Appendix 5e: Feedback from Drop-In Sessions, Exhibitions, Roadshows and Focus Groups**

As part of the public consultation for the Parking Action Plan a number of events and displays were arranged to raise awareness and provide an opportunity for people to ask questions about the proposals. These included; five community drop-in events, three display stands, one exhibition display, one business drop-in event and a road show display.

The activities were arranged at various locations and times throughout the city to allow as many people as possible to attend. The table below indicates the various public events that were arranged.

Table 1: PAP Public Events

Event	Type	Date(s)	Venue	Time
Mela	Display stand	29-30 August	Leith Links	-
Inverleith Festival of Walking and Cycling	Display stand	13 September	Inverleith Park	-
Central Library Exhibition	Exhibition	21-30 September	Central Library Foyer	All day
September Festival	Display Stand	26 September	Broughton High School	-
Central Area	Community Drop-in	28 September	City Chambers	2-5pm
East Area	Community Drop-in	29 September	Portobello Library	3-5pm
South Area	Community Drop-in	30 September	Morningside Library	11am-1pm
Central Area	Business Drop-in	5 October	Roxburghe Hotel	11.30am-2.30pm
West Area	Community Drop-in	6 October	Drumbrae Hub	11am-1pm
North Area	Community Drop-in	12 October	Stockbridge library	5-7pm
St James Centre Display	Road Show	15 October	St James Centre	9.30am-12pm

The public events engaged with at least 100 people and the presence of display stands and information materials raised the awareness of the proposals among countless more people.

### **Organisations**

There were twenty organisations or groups that attended the public events to further discuss the proposals and they are listed below:

- Bristo Baptist Church

- Church of Scotland
- City Car Club
- Colinton Community Council
- Corstorphine Community Council
- Drumbrae Community Council
- Essential Edinburgh
- George Street Association
- Hamilton & Inches
- King's and Festival Theatres
- New Town and Broughton Community Council
- Resident/Business on Castle Street
- Road Haulage Association
- Royal Botanic Gardens
- Royal Lyceum Theatre
- St Augustine's Church, George IV Bridge.
- St Columbus by Castle Church
- Stockbridge Community Council
- Stockbridge Market Traders
- West End Bid

## **Feedback**

A summary of the comments received during the public events are available below:

- General opposition to Sunday parking proposals
- Concerns about the impact of parking charges on city centre businesses
- Vehicles parking on pavements was a problem
- Churches are concerned about the impact of evening controls on groups and meetings they host and on worshippers attending Sunday services
- Desire to improve loading opportunities in the city
- Concern about the possible impact on Stockbridge Market and asked the Council to offer concessions to stall holders
- Concerns about residents not being able to park in evenings and weekends
- People wanted more information on costs, expected revenue and what this money would be spent on
- Concern from theatres that customers may stop coming and if so financial support from the Council may have to increase to cover this lost revenue
- Possible negative impact on evening economy, for instance on restaurants
- Evenings and weekend controls would not address times when congestion and pollution are highest, so vary charges at peak and off-peak times
- Run free Park and Ride bus services on the first controlled Sunday to convince people to still come into town.

## Focus Groups

This report summarises the views of stakeholders on the PAP proposals to change parking controls in zones 1-6. Qualitative feedback was collected from 10 groups and included: clergy and church officials; congregations; residents from Zones 1-6 and 7-8; businesses; visitors; community councils; and people with disabilities. Around 80 individuals attended between 21 Oct and 17 Nov 2015.

- Most stakeholders agreed that Edinburgh can be a difficult place to navigate and parking could be a challenge within popular areas at certain times.
- However, few considered that the PAP proposals were the appropriate solutions to these problems and many felt they could cause further difficulty when parking and damage trade.
- Cyclists agreed that reducing traffic volumes and emissions would be helpful, but they along with pedestrians and public transport users felt that the proposals were excessive in relation to the scale of 'problems' caused by 'legitimate' on-street parking (i.e. on single yellow lines rather than at junctions).
- Car drivers, including residents, opposed controlling single yellow lines as they thought there would be a significant reduction in the amount of parking available, with no alternative provision being made.
- Many thought the rationale for Sunday and evening parking controls lacked credibility and did not see congestion or road safety issues being a result of legitimate on-street parking, suggesting other means to address problems such as; better enforcement or management of roadworks.
- Problems were not city wide and more local solutions (Picardy Place roundabout or Old Town) were needed. Many concluded that the city wide approach was linked to revenue generation.
- Stakeholders indicated that they were unclear as to the Council's vision for the city and to what extent the PAP contributing to this.
- People were dissatisfied with the perceived lack of consultation regarding the proposals.
- Across the 10 groups, support for additional residents' controls was limited to 3 or 4 people and the vast majority clearly objected to the proposals.

- More work is needed to clarify, evidence and communicate the need for extra controls, plus also explain the limits of the Council's powers regarding traffic regulations.

In conclusion, there was little support for the proposals and many people did not consider that 'legitimate' parking caused congestion or road safety problems. Additionally, residents' felt there would be less space for them to park. Others suggested local solutions, better enforcement or traffic management as more appropriate responses. Essentially, people thought the Council should do more to tackle 'incorrect' parking rather than extend controls on 'legitimate' on-street parking places (i.e. single yellow lines).

<b>Group</b>	<b>Key responses from group</b>	<b>Position</b>
Clergy and church officials (1 group)	Negative impact on attendance from gathered congregations. Older people or families who need to use a car (no public transport alternative). Other community activities use buildings, 7 days a week and evenings. Concerned about weakened contribution to civic and social life of city.	Do not support Sunday or evening controls and wants current situation to remain.
Church congregations (2 groups)	Similar to above, plus concerns about future maintenance of church buildings. Much of their good work would be put at risk if parking proposals were taken forward	Do not support Sunday or evening controls and wants current situation to remain.
Businesses (1 group)	Burden on small and medium businesses by restricting access for customers by car. Sundays allow customers who may find travelling difficult, to come by car. Shopping for larger items can be collected by car. Controls prevent browsing or relaxed approach to shopping. Negative effect on night-time economy (restaurants, cinemas, etc) by introducing barriers i.e. costs.	Do not support Sunday or evening controls and wants current situation to remain.
Residents with cars in zones 1-6	Penalize residents who have cars. Exacerbate more permits than spaces, by removing residents' use of single yellow lines. No alternative parking, aside from 'shared use' which is seen as disadvantage. Need to protect permit spaces during the day, or new ways to add residents parking. Visitors' permits may disadvantage residents and introduce a charge on visitors, when parking was free.	In general, do not support new Sunday or evening controls, but may favour proposals if they improve situation in their area.
Residents with cars in zones 7-8	Proposals may make; zones more congested, parking difficult for residents with and without permits, increased traffic and congestion. Review Sunday bus services before introducing controls. Examine a P&R in Southside. Include 7 & 8 within the proposals to protect residents' spaces.	In general, do not support Sunday or evening controls. But could make cycling easier.
Cyclists, bus users and pedestrians in 1-8 and visitors	Cyclists support actions that reduce traffic volume and parking in cycle lanes. Bus users agreed proposals could help traffic flow and reduce journey times. Pedestrians unsure what the difference would be for them. In general, Non-car users did not feel the proposals would make much difference for them but some said the proposals seemed severe relative to problems on Sundays and evenings.	Generally, a neutral stance or support for the status quo was taken by non-car users.

<b>Group</b>	<b>Key responses from group</b>	<b>Position</b>
Visitors (2 focus groups)	Most of the group use cars to get into town and are concerned about where they will park in evening or Sundays. Negative impact on; night time economy, shopping and galleries, etc. Many visitors, especially those living outside the city centre, said they would still use their cars and go elsewhere where parking is free, e.g. Fort Kinnaird. Some would struggle to travel to and from Edinburgh in evenings or weekends due to poor bus services and others worried about personal safety.	In general, would not support Sunday or evening controls. Some cyclists did welcome reduced traffic volumes.
Community Councils (only 3 of 6 attended)	Parking was the CC's main concern, but different in each area. Three distinct positions taken: (1) should not happen as parking issues do not apply locally; (2) prefer a wait and see approach before controls are extended into the local area; (3) controls are desperately needed to tackle local resident parking problems. Concern over the workability of shared use parking which depended on local patterns of permit use. Cautiously welcomed visitors' permits so long as these did not negatively impact residents. Changes to the zones would need to be accompanied by improvements to public transport.	A different position taken by each CC. One may support, one would not and the third would adopt a 'wait and see' approach.
People with disabilities and volunteer drivers	The issues they are concerned about has little to do with legitimate on-street parking and more on tackling parking on double yellow lines, at crossings and on pavements. Little suggestion that bus journeys are worse on Sundays. Drivers concerned about ability to park close to homes if single yellow lines removed. Not all sight or mobility impaired people will have 'Blue Badges' and RNIB may only have a few, so proposed changes could negatively impact on those with a disability.	Do not support Sunday or evening controls and wants current situation to remain.