

Transport and Environment Committee

10.00am, Tuesday 7 June 2016

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

Item number	7.1
Report number	
Executive/routine	
Wards	All

Executive Summary

At its meeting of 15 March 2016, Committee considered a report that detailed the results of the Parking Action Plan (PAP) consultation.

That report made recommendations related to weekend and evening parking, based on both the consultation results and consideration of the Council's wider transport policy. It also recommended that Committee approve an amended version of the PAP.

The Committee called for additional information, on the financial implications of extending controls to weekends and of the proposed roll-out of shared use parking. Committee also requested proposals for a policy driven pricing strategy.

The purpose of this report is to provide Committee with the requested information and to seek approval for the amended PAP.

Links

Coalition Pledges
Council Priorities
Single Outcome Agreement

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

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the financial implications of introducing shared use parking and the different options for Sunday parking restrictions;
 - 1.1.2 determines its preferred option, from the three detailed in this report, for Sunday parking restrictions;
 - 1.1.3 approves the PAP; and
 - 1.1.4 notes the outline proposals for a policy driven pricing strategy.

2. Background

- 2.1 In March 2016, Committee considered a report which detailed the results of the consultation on the draft PAP.
- 2.2 Having considered the report, Committee requested a further report, within one cycle, that would provide additional information on the financial implications involved in:
 - 2.2.1 the extension of controls on Saturdays and Sundays;
 - 2.2.2 a delayed start time to Sunday restrictions; and
 - 2.2.3 the roll-out of shared use parking.
- 2.3 Committee requested that the report also contain proposals for a revised, policy driven pricing strategy, as proposed within the wider PAP.
- 2.4 This report provides:
 - 2.4.1 The requested financial information;
 - 2.4.2 An outline proposal for developing a policy driven pricing strategy; and
 - 2.4.3 An up to date version of the PAP.

3. Main report

- 3.1 In March 2016, Committee considered a report on the consultation for the draft PAP.
- 3.2 This report seeks to provide the additional information requested by Committee on both the financial implications of key aspects of the PAP and the proposals for a policy driven pricing strategy. It also provides a proposed timetable for implementing the key aspects of the PAP and indicates the outstanding work and processes, that need completed prior to implementation.

Financial implications of implementing the Parking Action Plan

- 3.3 The report that Committee considered in March 2016, detailed two primary options for extending controls to operate on Sundays. Those two options were:
 - 3.3.1 Partial control in zones 1 to 4 - where restrictions would operate between 1300 and 1830; and
 - 3.3.2 Full control in zones 1 to 4 - where restrictions would operate between 0830 and 1830.
- 3.4 Both of these options included main traffic route controls, with restrictions operating throughout the Controlled Parking Zones. Main traffic route restrictions would mirror those on Saturday, starting at 0800.
- 3.5 The decision from Committee in March, indicates that further financial details are required for the extension of "any new controls to Saturdays and Sundays" and for a "delayed start time on Sunday restrictions". In order to provide sufficient detail on the potential implications of the primary options available, this report provides financial implications on three separate options:
 - 3.5.1 Option 1: Partial Control, with all restrictions in zones 1 to 4 and main routes throughout the CPZ operating between 1300 and 1830;
 - 3.5.2 Option 2: Partial Control, with all restrictions in zones 1 to 4 operating between 1300 and 1830 and main route restrictions throughout the CPZ operating 0800 and 1830; and
 - 3.5.3 Option 3: Full Control, with all restrictions in zones 1 to 4 operating between 0830 and 1830 and main route restrictions throughout the CPZ operating 0800 and 1830.
- 3.6 None of the three options detailed above, makes any alterations to operation of restrictions on Saturdays. A plan showing the extent of the three Options can be found in Appendix 1.
- 3.7 The PAP includes a proposal for a wider roll-out of shared use parking into zones 1 to 8. While some parking places of this type are already on street, this proposal would result in many more being introduced.

- 3.8 These two proposals, the extension of parking controls to cover Sundays and the roll-out of shared use parking, would separately require changes to many of the same signs. Implementing the required changes separately, would result in a significant amount of abortive work, requiring the same signs to be altered or replaced entirely, on more than one occasion. In order to minimise both the work involved and the cost of separately implementing the necessary changes, it is proposed that these proposals be introduced at the same time.
- 3.9 The full financial implications of the available options are shown in Appendix 2 to this report. An indicative timeline, indicating the anticipated timescale for introducing Sunday parking restrictions, shared use parking and a revised pricing strategy, can be found in Appendix 4.

Options Analysis

- 3.10 The following table very briefly summarises the relative benefits of each of the three options.

	Option 1	Option 2	Option 3
Controls in Zones 1-4 and on main routes*:			
Sunday Mornings	No	Main routes only	Yes
Sunday Afternoons	Yes	Yes	Yes
Fit with consultation responses	Best	2nd best	Worst

Note * - The controls are expected to manage visitor parking and protect residents parking in zones 1-4 and on main routes help traffic and bus movement, parking for blue badge holders, crossing the road and cycling on main routes.

Pricing Strategy

- 3.11 The Local Transport Strategy (LTS) sets out the Council's transport policies. In general, the aim of those policies is to create conditions that support increased use of sustainable forms of transport, and to reduce the number of trips that are made by private car.
- 3.12 However, both the LTS and the draft PAP recognise that the car remains an essential means of transport for many, and that providing parking opportunities is a significant function of parking control. It is, however, also the case that parking space is a finite resource and that effective management of that resource is required in order to manage demand, create turnover and support accessibility.

- 3.13 What the draft PAP proposes is to, "Develop and publish a parking pricing strategy to steer the approach to charges for parking permits and pay and display parking". The report to Committee in March 2016 further indicated that the pricing strategy would be policy driven, with the potential to realise additional revenue for the Council.
- 3.14 That report also indicated that this would be the subject of a further report which would give full details of the proposed strategy. The process involved in bringing forward a report within the timescales required by Committee means that it has not been possible to fully consider many aspects of the pricing strategy. A full report, with a detailed pricing strategy proposal, will be submitted to Committee in two cycles.
- 3.15 For the purposes of this report an outline of the proposed strategy has been prepared. The outline broadly explains the approach that is proposed and provides details for those aspects of the strategy where there is already a preferred course of action. Full details can be found within Appendix 3.
- 3.16 The aims of the strategy will be to:
- 3.16.1 ensure that the available parking space is effectively managed to the benefit of all users, including for residents, shoppers, visitors and businesses;
 - 3.16.2 support local and national policies on sustainable travel, air quality and vehicle emissions; and
 - 3.16.3 provide a structured approach to pricing across all parking-related charges.
- 3.17 It is anticipated that changes to the permit bands, taking a holistic approach to the application of permit charges and the application of demand-based pay-and-display charging, will provide the Council with a policy-driven approach to parking charges and permit prices, directly supporting policies contained within the LTS.
- 3.18 The strategy will provide direct linkages to existing Council policies on emissions, vehicle usage, travel choices and public transport.
- 3.19 In financial terms, it is anticipated that there will be an increase in parking revenue in line with approved budgetary requirements.

Public Transport

- 3.20 The decision from Committee in March 2016 agreed to discussions taking place with public transport operators with a view to improving Sunday service provision. Whilst initial discussions had already taken place with Lothian Buses prior to Committee considering that report, it is recognised that continuing dialogue with public transport operators will be fundamental to improving public transport services on Sundays. Further discussions will be held with Transport for Edinburgh.

Parking Action Plan

- 3.21 The draft PAP is appended to this report (Appendix 5). The document has been amended since it was considered by Committee on 15 March 2016. The main amendments are as follows:
- 3.21.1 The section on evening parking controls, as per the Committee decision from 15 March 2016, has been removed; and
 - 3.21.2 The details relating to Sunday parking controls have been amended. The PAP now generally discusses the need for Sunday controls without specifying the proposed hours of operation, in order to accommodate any of the three options detailed in this report.
- 3.22 It is recommended that Committee approve the draft and that the Council adopts the PAP, as its vision for parking in Edinburgh over the next five years.

4. 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:
- 4.1.1 CPZ residents, both permit holders and non permit holders;
 - 4.1.2 Other permit holders (businesses, trades etc);
 - 4.1.3 City centre businesses;
 - 4.1.4 Non residents who park in the city centre; and
 - 4.1.5 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:
- 4.2.1 perception by city centre residents and their visitors that finding parking spaces is easier;
 - 4.2.2 perception of fair and high quality of service by business/retail/trades permit users;
 - 4.2.3 maintaining or improving perception of ease of parking in the city centre for visitors;
 - 4.2.4 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;
 - 4.2.5 maintaining or improving the perception of city centre businesses about parking, as part of the Council's overall approach to transport; and

- 4.2.6 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.

5. 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 proposed pricing strategy will be submitted to Committee within two cycles.

6. 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.

7. 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 proposals contained 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 Further consideration will also be given to the potential impacts of the pricing strategy as that strategy is developed.

8. 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 proposal to introduce a revised pricing strategy and the extension of the hours of control to 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.
- 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 two cycles.

9. Consultation and engagement

- 9.1 A consultation exercise on the content of the draft PAP, was conducted during October 2015. The responses to that consultation were considered by Committee on 15 March 2016.
- 9.2 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.
- 9.3 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.

10. Background reading/external references

- 10.1 Economic Impact Assessment.

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11. Links

Coalition Pledges

Council Priorities

**Single Outcome
Agreement**

Appendices

1 - Options Plan

2 - Financial Implications




3 - Pricing Strategy




4 - Timeline




5 - Parking Action Plan

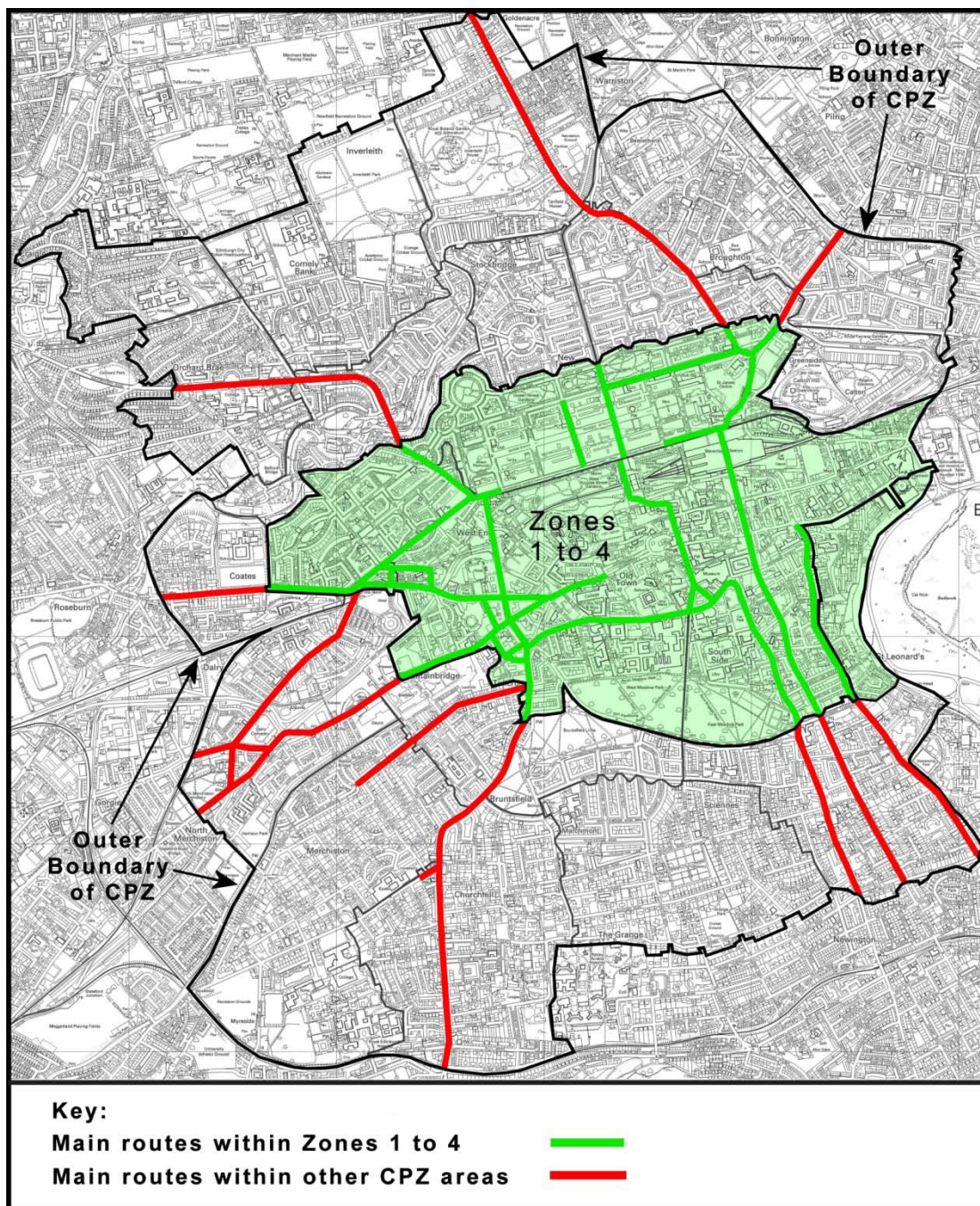
Appendix 1 - Options Plan

The plan on the following page indicates the extent of the three different options described within this report.

Option 1:	Partial Control, with all restrictions in zones 1 to 4 and main routes throughout the CPZ operating between 1300 and 1830;		
	Restriction:	Operational:	Details:
		PM only	All restrictions operate only between 1300 and 1830
		PM only	
		PM only	

Option 2:	Partial Control, with all restrictions in zones 1 to 4 operating between 1300 and 1830 and main route restrictions throughout the CPZ operating 0800 and 1830.		
	Restriction:	Operational:	Details:
		PM only	General CPZ restrictions operate from 1300 to 1800 only
		All day	All highlighted main route restrictions operate from 0800 to 1830
		All day	

Option 3:	Full Control, with all restrictions in zones 1 to 4 operating between 0830 and 1830 and main route restrictions throughout the CPZ operating 0800 and 1830.		
	Restriction:	Operational:	Details:
		All day	General CPZ restrictions operate from 0830 to 1830
		All day	All highlighted main route restrictions operate from 0800 to 1830
		All day	



Appendix 2: Financial Implications

		Option 1 – Partial Control	Option 2 – Partial Control	Option 3 – Full Control
General Restrictions		13:00 to 18:30 Zones 1 to 4	13:00 to 18:30 Zones 1 to 4	08:30 to 18:30 Zones 1 to 4
Main Traffic Routes		13:00 to 18:30 Zones 1 to 4	08:00 to 18:30 Throughout CPZ	08:00 to 18:30 Throughout CPZ
One-off Implementation Costs				
Shared Use Rollout		£330,000	£330,000	£330,000
Zone Entry signing		£40,000	£40,000	£20,000
Main Route Signing		£30,000	£75,000	£57,000
Recurring Annual Costs				
Enforcement Costs		£140,000	£160,000	£210,000
Removal Costs		£35,000	£65,000	£65,000
Admin/Management Cost		£30,000	£18,000	£30,000
Total Cost (Year 1)		£605,000	£688,000	£712,000
Total Cost (Year 2 etc)		£205,000	£243,000	£305,000
Income				
Pay & Display		£490,000	£490,000	£900,000
PCN		(See note 1)	(See note 1)	(See note 1)
Shared Use		(See note 2)	(See note 2)	(See note 2)
Total Income		£490,000	£490,000	£900,000
Overall Financial Position				
Year 1		£115,000	£198,000	£188,000
Year 2 etc		£285,000	£247,000	£595,000

Notes:

1. It is not possible to predict the likely level of non-compliance with Sunday restrictions. As such, no assumptions have been made in respect of the likely income from Penalty Charge Notices.
2. Shared-Use is primarily intended as a means of redressing the current imbalance between permit holder numbers and the parking spaces available to them. While Shared-Use might also have the benefit of improving accessibility for visitors (in terms of ease of finding spaces near to their destination), it is not considered that this will result in any significant revenue increase.

Appendix 3: Pricing Strategy

	Description	Comments
Resident Permits	<ul style="list-style-type: none"> • Charging bands – investigate potential for move from 5 bands to 6 bands; • Move to RPI-based annual price increase, where: <ul style="list-style-type: none"> ○ Prices in the lower bands (greener vehicles) are subject to lower increases; ○ Prices in the higher bands are subject to higher increases; • Alter differential between 1st and 2nd permit (currently + 25% for 2nd permit) so that 2nd vehicles in the higher bands are subject to higher percentage increases; • Increase charges for 3 and 6 month permits; • Investigate potential for payments to be made by Direct Debit. 	<p>Permit charges were linked to emissions in 2010. The current banding system reflects the make-up of the national vehicle fleet at that time. In 2016, the majority of permits fall into bands 2 and 3 and only vehicles with very high CO2 emissions fall into the highest bands. A restructuring of the bands would allow permits to be better distributed across the bands, providing an incentive for more permit holders to consider more environmentally friendly vehicles and providing a direct linkage to local and national policy.</p> <p>NOTE: The current banding system and the percentages of permits in each band can be found at the end of this appendix.</p>
Visitor Permits	<ul style="list-style-type: none"> • Annual increases in line with pay-and-display rates; • Direct linkage to prevailing pay-and-display rates, with visitor permit charges set at 75% of that rate; • Consider increasing the additional allowance available to people with disabilities (currently entitled to a double allocation); • Consider a reduced rate for people with disabilities (currently 50% of standard rate); 	<p>The price of visitor permits has not changed since they were introduced in 2006. Where visitor permits are charged at a rate equivalent to £0.40/hr, pay-and-display is currently £1.80/hr.</p> <p>While it is appropriate for visitor permits to be cheaper than pay-and-display, prices should be linked to pay-and-display in order to apply the same principles of demand management.</p>
Trades Permits	<ul style="list-style-type: none"> • Annual increases in line with resident permit prices • Permit prices to be linked to vehicle size and/or emissions; • Determine a banding system that could be applied to Trades, Business and Retail permits. • Discounted rates for electric vehicles. 	<p>Historically, the V5 document for commercial vehicles did not include information on vehicle emissions. That information is now commonly included on V5s for newer vehicles.</p>

Appendix 3: Pricing Strategy

Business & Retail permits	<ul style="list-style-type: none"> • Amalgamate the separate Business Permit and Retail Permit into one permit; • Consider potential for additional classes of use to be entitled to permits; • Annual price increases in line with resident permit prices; • Permit prices to be linked to vehicle size and/or emissions. • Determine a banding system that could be applied to Trades, Business and Retail permits. • Heavily discounted price for electric vehicles 	<p>Business and Retail permits serve practically the same purpose, with only minor eligibility differences. Amalgamating these permits would reduce operating costs and simplify the application process.</p> <p>Historically, the V5 document for commercial vehicles did not include information on vehicle emissions. That information is now commonly included on V5s for newer vehicles.</p>
Healthcare Workers Permit	<ul style="list-style-type: none"> • General review of pricing • Annual increases in line with other permits 	<p>Current pricing of these permits remains at the rate originally set when these permits were introduced in 2006/7. That rate (currently £10) should reflect the same premise of demand management as other permit prices.</p>
Pay-and-display - General	<ul style="list-style-type: none"> • Annual increases on a similar model to residents permits, utilising a system based on RPI; • Detailed monitoring to determine levels of demand on a geographical basis; • “Heat maps”, showing levels of demand will help to show demand relative to neighbouring areas; • Geographical changes in rates of charge to be based on demand, with: <ul style="list-style-type: none"> ○ Areas of high demand subject to higher prices; ○ Areas of low demand subject to static or lower prices; 	<p>Pay-and-display rates are currently set on either an area or zonal basis. Monitoring of data will allow more detailed consideration to be given to the actual demands for parking, potentially down to a street by street level. This will allow the Council to make informed decisions about parking prices, matching charging rates to demand in order to provide more effective management of the space.</p> <p>It is anticipated that pricing changes will continue to be applied on an area basis, but that the level of information available will allow a more nuanced approach.</p>

Appendix 3: Pricing Strategy

Pay-and-display – 9 hour parking	<ul style="list-style-type: none"> • Annual increases on a similar model to residents permits, utilising a system based on RPI; • Move to a pricing system more closely linked to the standing pay-and-display rate in the surrounding area (A), with: <ul style="list-style-type: none"> ○ Pro rata payments up to a set number of hours (B); ○ A maximum payment of, for example, $(A \times B) + A$ 	<p>The existing means of charging in 9 hour parking places allows users to pay pro rata for a set period. Once they pay the maximum amount (usually £3 or £4), that payment allows them to stay for the entire day.</p> <p>What is proposed is that pro rata payments would still be allowed, but payment for the whole day would require an additional charge. This would address current concerns that 9 hour parking is substantially cheaper than other, short stay parking in the same area.</p>
Discretionary charges	<ul style="list-style-type: none"> • General annual increase of all discretionary charges in line with the Corporate Charging policy such as: <ul style="list-style-type: none"> ○ Suspensions ○ Dispensations 	

Appendix 3: Pricing Strategy

Existing Permit Charging Bands

DVLA VED Band	A	B	C	D	E	F	G	H	I	J	K	L	M
Emissions range	0	101	111	121	131	141	151	166	176	186	201	226	256
	To	To	To	To	To	To	To	To	To	To	To	To	to
	100	110	120	130	140	150	165	175	185	200	225	255	:
CEC Permit Band	1	2					3			4		5	
%age of permit holders	3.3%	4.9%	9.3%	8.4%	15.4%	14.9%	16.9%	6.8%	5.4%	5.2%	4.0%	3.0%	2.4%
%age of permit holders	3.3%	52.9%					29.1%			9.2%		5.4%	

Indicative example of Revised Charging Bands

CEC Permit Band	1	2	3	4	5	6
%age of permit holders	8.2%	17.7%	30.3%	23.7%	14.6%	5.4%

Notes:

- Under the current arrangements the majority of permit holders fall into the lowest two bands. If emissions based charging is to bring about changes in the permit holder fleet, then it should be the case that there is a clear incentive to change to an environmentally friendlier vehicle. The current arrangements do not provide that incentive.
- As an example of how the charging bands might be revised, the above example shows how permit holders might be more equally split across the middle four bands. This type of adjustment would create a clearer incentive for permit holders to consider their choice of vehicle.

Appendix 4 - Anticipated Timelines

	Q3 2016	Q4 2016	Q1 2017	Q2 2017	Q3 2017	Q4 2017	Q1 2018	Q2 2018	Q3 2018	Q4 2018
Shared-Use, Visitor Permits and Sunday restrictions (see note 1)										
Complete Design	■									
Prepare Revised Costings		■								
Report to Committee			■							
Draft Traffic Order			■	■						
Legal Process (TRO)			■	■	■	■	■			
Analyse TRO Consultation Responses				■	■	■	■	■		
Report to Committee								■		
Implementation									■	■

	Q3 2016	Q4 2016	Q1 2017	Q2 2017	Q3 2017	Q4 2017	Q1 2018	Q2 2018	Q3 2018	Q4 2018
Pricing Strategy										
Prepare Strategy	■									
Report to Committee		■								
Legal Process (TRO)		■	■	■	■	■				
Analyse TRO Consultation Responses						■				
Report to Committee							■			
Implementation								■		

Notes

- 1) Depending on the results of the Traffic Order consultation process, the Council might elect to hold a public hearing. Preparations for a hearing could extend the indicated timeline by between 9 and 12 months.



The Parking Action Plan

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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. As a result, this plan proposes some significant changes to the operation of parking controls, including extending controls to Sundays .

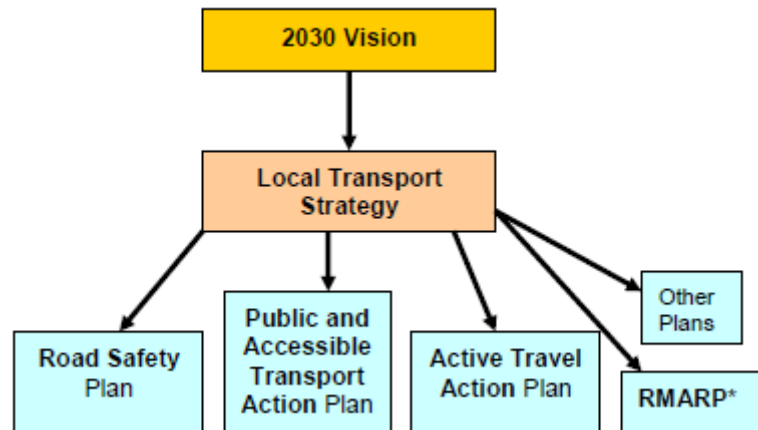
John Bury
Head of Planning and
Transport

Councillor Lesley Hinds
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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

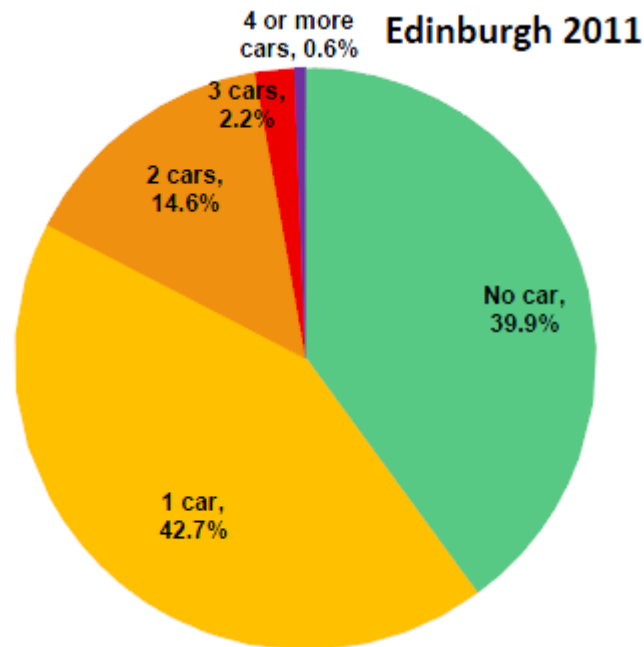
The Local Transport Strategy includes 8 objectives for parking. These are set out in the table below, which also briefly summarises how parking and loading can help address each objective. An additional objective relating specifically to customer service is also listed. This plan sets out a package of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

	Parking Objectives	Summary of how parking and loading actions can contribute to objective
Local Transport Strategy Parking Objectives	To maintain and improve the economic vitality of the City Centre and traditional district and local shopping centres.	<ul style="list-style-type: none"> • Ensuring sufficient parking and loading opportunities are available to support businesses • Restrictions to support pedestrian activity and sustainable transport access
	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"> • Using Controlled and Priority parking Zones to manage on-street parking to favour residents, shoppers and essential business users • Controlling parking supply in new developments through the planning process
	To minimise the negative impacts of parking on streetscape and on public and private space in new developments.	<ul style="list-style-type: none"> • Parking restrictions to enhance public space, protect surfaces from vehicle damage and support pedestrian activity • Controlling parking supply in new developments through the planning process
	To improve road safety and reduce congestion and pollution.	<ul style="list-style-type: none"> • 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 • Parking restrictions on main roads help keep all forms of traffic moving
	To facilitate access and movement by mobility impaired people, pedestrians, cyclists, public transport and its users, and motorcyclists.	<ul style="list-style-type: none"> • Using parking and loading restrictions to protect crossing points, bus stops, bus lanes, other bus routes and cycle lanes
	To protect and, where possible, enhance residents' ability to park and load close to their homes.	<ul style="list-style-type: none"> • Using Controlled and Priority parking Zones to manage on-street parking to favour residents, shoppers and essential business users.
	To protect and, where possible, enhance the parking and loading needs of businesses, trades people, carers and visitors.	<ul style="list-style-type: none"> • Manage parking opportunities and protect loading bays for deliveries • Parking permits for businesses and trades people • Extra visitors' permits allowance for carers
	To facilitate the operation and expansion of Car Clubs.	<ul style="list-style-type: none"> • 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
New	To improve the performance of and public perception of parking management in Edinburgh	<ul style="list-style-type: none"> • Continuing to update the parking service, using new information and adopting new payment channels • Better communication, allowing all road users to better understand parking controls and their value

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.

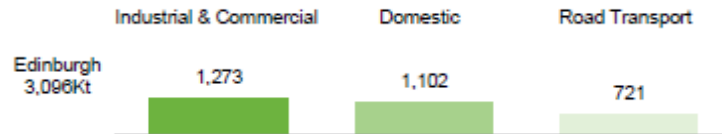
Travel to Work in Edinburgh 2011	
Mode	Percentage (%)
Car driver	41
Bus/Coach	28.6
On foot	18.2
Bicycle	4.8 ¹
Car passenger	3.5
Train	2.1
Motorcycle	0.5
Taxi	0.4
Other	0.8

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.

¹ 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 (CO₂) produced in Edinburgh (*Department of Energy & Climate Change*).



The sector also produces other harmful emissions (NO_x 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 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 Sundays 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. 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; Park and Ride sites, bus lanes, 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, making Sundays busier than they were before the parking restrictions were introduced.

Today, Sundays 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 when crossing roads or at places where vehicles park on the footway;
- 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.

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.

As a result of these investigations it is considered that there are good reasons to consider parking controls on Sundays. Introducing Sunday restrictions would improve the management of the available space and create a turnover of parking space, improving accessibility and controlling all day parking. Controlling main public transport corridors would also create the potential for increasing the frequency and reliability of bus services.

The investigations also revealed that there was little support for weekend controls outside of the city centre. On this basis it is proposed that additional controls should be limited to Zones 1 to 4 of the CPZ, but that monitoring should take place in order to gauge whether any new controls have impacted upon parking availability elsewhere in the CPZ.

There is, however, justification for further extending restrictions on main public transport corridors as a means of ensuring that public transport can move freely to and from the city centre.

Action 6: Introduce Sunday parking controls, including restrictions on main public transport corridors and parking charges as a means on managing the demand for parking.

Parking controls will support Sunday bus services by reducing delays during the busiest times of day and encouraging both city centre workers and visitors to travel by public transport. Initial discussions with Lothian Buses reveal that with changes in demand enhancements to the frequencies of Sunday bus services are already being introduced. 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.

The extent of Sunday controls has yet to be determined, with consideration being given to a range of options.

It is, however, considered that Sunday parking controls would address many of the problems faced by road users, improving accessibility and enhancing conditions for pedestrians, cyclists and public transport users.

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 7: 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.



Permit holders in Zones 1-4 are currently allowed to park in pay and display places within their own zone on Saturday afternoons. The additional space created by the widespread roll-out of shared use parking places will create more parking opportunities for permit holders than exist at present. This means that there will be less benefit to permit holders from this exemption and its removal will maintain pay and display places, at specific locations, primarily for visitors to the city centre.

Action 8: Remove the Saturday afternoon exemption for permit holders to park free of charge in pay and display parking spaces as the introduction of shared use parking places means this is no longer required.

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 CO₂ 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 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 over a greater area and with the ability to instantly issue 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.

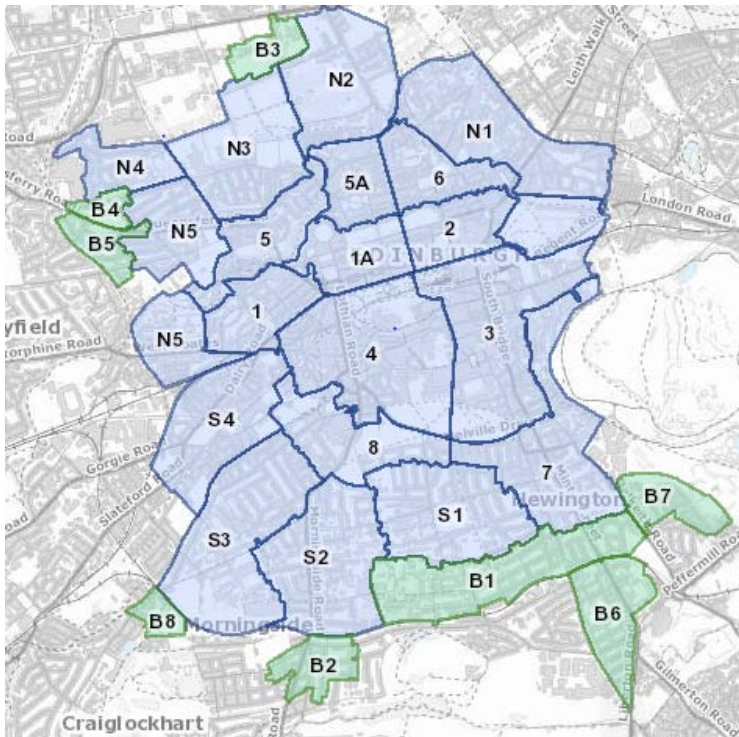
However, this approach will also attempt to minimise the extent to which this may impact on; people with disabilities, people without bank accounts or those who do not own a mobile phone. It may be the case that for some people with disabilities the existing ticket machines are not suitable for them 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 to 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 that there are increasing numbers of electric vehicles being used in the city and supports the potential for future growth. The Council is proposing a pilot of on-street charging points in the Marchmont and Sciennes Community Council area.

To support the potential development of an on-street charging network, the Council will establish a process for requesting future electric vehicle charging point parking places on public roads. Once the outcome of the proposed trial has been fully assessed, the results will be used to develop a set of criteria to evaluate requests. The application of those criteria will ensure that any future network of charging points can be introduced and 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 to which motorcycles could 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)
 - Medium term (2018 – 2019)
 - Long term (2020 – 2021)
- Priority 1 = High
 2 = Medium
 3 = Low
- Costs L = Low
 M = Medium
 H = High

No.	Action	Timescale	Cost	Priority
Information and Communications				
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.	2017	L	2
2	Develop a publicly available parking regulation enforcement protocol to demonstrate that the process is fair, consistent and transparent for all motorists.	2017	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.	2017 plus every two years	L	2
5	Publish financial and statistical information online annually demonstrating openness and commitment to customer service.	Annual	L	3
On-Street Parking				
6	Introduce parking controls on Sundays, including yellow lines on main public transport corridors and public parking charges.	2018/19	H	1
7	Introduce shared use parking places to increase the flexibility of the parking controls for residents and other road users.	2018/19	H	1
8	Remove the Saturday afternoon exemption for permit holders to park free of charge in pay and display parking spaces as the introduction of shared use parking places means this is no longer required.	2018/19	L	2
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"> • Nine hour parking places • Residents' permits and pricing structure • Visitors' permits and operation • Vehicle based charging for permits and parking charges • Additional charges for credit card payments for parking permits <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.	2018	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
Controlled Parking Zone and Priority Parking Areas				
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.	2017	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.	2017/18	L	2
Parking Permits				
23	Introduce visitors' parking permits in Zones 1-8 of the CPZ with an additional allocation for those with special care needs.	2018/19	H	1
24	Review on-street motorcycle parking and consider charging in motorcycle parking places and for residents' permits.	2020	L	3
25	Improve the security of motorcycle parking places by considering the introduction of facilities to secure such vehicles to.	2017	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.	2017	L	3
27	Investigate the potential to replace existing paper-based residents' permits with a virtual parking permits system.	2017	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.	2017	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.	2017	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.	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