

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

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

Item number	7.2
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	18, 19

Executive Summary

At its meeting of [10 August 2017](#) Committee considered an update report on progress on delivering the 48 actions contained within the Parking Action Plan (PAP).

This report provides further updates on key elements of the PAP, in particular the progress made on:

- a revised pricing structure for resident parking permits;
- a consultation on the introduction of a surcharge on residents permits for diesel vehicles;
- a policy-led pricing strategy for other permit types;
- the roll-out of shared use parking and visitor permits; and
- introducing Sunday parking restrictions in the city centre.

The report provides further detail on these proposals and gives indications of the likely timescales required to introduce the changes.

The report also details the outcome of the consultation on the potential introduction of a permit surcharge for diesel vehicles, as requested by the Committee.

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 results of the diesel surcharge consultation;
 - 1.1.2 notes that it is proposed to introduce a resident permit surcharge to all diesel vehicles and that a further report will be submitted to Committee in August 2018 with detailed proposals for implementing such a charge;
 - 1.1.3 approves the residents permits proposals, as detailed in Appendix 1, for:
 - 1.1.3.1 introducing a revised pricing structure; and
 - 1.1.3.2 applying future permit price increases.
 - 1.1.4 approves the proposals for other permit types, as detailed in Appendix 2 for:
 - 1.1.4.1 introducing revised pricing structures; and
 - 1.1.4.2 applying future permit price increases.
 - 1.1.5 approves the commencement of the legal process to implement the revised pricing structures, including the methodologies detailed for applying future permit price increases;
 - 1.1.6 approves the commencement of the legal process to make the additional changes to the Controlled Parking Zones as detailed in Appendix 4; and
 - 1.1.7 notes that the legal process to introduce Sunday parking restrictions and to roll out shared use parking and visitor permits is to commence in June 2018.

2. Background

- 2.1 In [June 2016](#), Committee approved the PAP, one of a suite of Action Plans designed to help deliver accessibility and transport improvements across the city in support of the Local Transport Strategy.
- 2.2 At the same meeting, Committee also approved the commencement of a legal process to introduce parking controls in the city centre on Sunday afternoons.
- 2.3 At its meeting of 10 August 2017, Committee considered a report which provided an update on the current position of the PAP. That report showed progress on 22 of the 48 actions within the PAP, with eight of those actions having been completed.

- 2.4 This report provides further details on some of the key actions within the PAP, including Sunday parking, shared use parking and the revised pricing strategy. It also provides details of the results of the consultation on applying a surcharge for diesel-fuelled vehicles.

3. Main report

- 3.1 The PAP contains 48 actions designed to support the Council's wider transport strategy. This will be achieved through a range of improvements to parking and developments in the way that the parking service is delivered, including providing better information to our customers, helping to make Edinburgh a better place to live.
- 3.2 While eight of the 48 actions have now been completed, several of the key actions have yet to be completed. This report details progress made in the following areas:
- Action 9: Pricing Strategy;
 - Action 23: Visitor permits;
 - Action 7: Shared-use parking; and
 - Action 6: Sunday parking controls.
- 3.3 Within this report is contained further detail on each of these actions, plus indications of the costs involved and the anticipated timescales for delivering the proposed improvements.
- 3.4 Also detailed within this report are the results of the consultation exercise into the potential addition of a permit surcharge for diesel vehicles. This consultation was called for by Committee at its meeting of 10 August 2017.

Action 9: Pricing Strategy

- 3.5 The report considered by Committee in August 2017 included the first part of the proposed pricing strategy, covering proposals for resident parking permits, with the intention that further parts would cover other permit types and pay-and-display parking.
- 3.6 Included in the first part of the strategy was the proposed introduction of a levy on resident parking permits issued to diesel vehicles. Several other local authorities have introduced similar measures as a means of encouraging residents to switch to less polluting vehicles and, by doing so, help to improve air quality within their authority areas.
- 3.7 One of the actions upon officers from that Committee was to conduct a consultation exercise to determine the views of those who might be affected by such a levy. That consultation is now complete, with several different approaches being used to encourage the public to respond. Over 5,400 responses were received, and the full results can be found in Appendix 1 to this report.

- 3.8 Further work is now required in terms of how any such charge should be implemented. A further report will be prepared for consideration by Committee in August 2018.
- 3.9 Committee had approved the proposal for resident permits to change from a 5-band system of permit pricing to a 7-band system, on the basis that this would protect and reward the owners of the most environmentally friendly vehicles. The proposal also indicated that future increases in permit prices would be linked to the Retail Price Index (RPI).
- 3.10 Appendix 1 gives further detail on:
- 3.10.1 the proposed pricing structure,
 - 3.10.2 how permit prices in different zones or pricing band are related to one another;
 - 3.10.3 how the price of first and second resident parking permits will be calculated; and
 - 3.10.4 how future permit price increases will be applied using RPI.
- 3.11 Consideration has also been given to other permit types and how charges are currently applied. Appendix 2 contains details of the proposed pricing structure for these other permit types and describes how permit prices will be set and how price increases will be applied.

Action 7: Shared-use parking

- 3.12 The process of determining the extent of the proposed changes to the on-street allocation of parking space has been completed. The aim of that process has been to try to redress the current imbalance between on-street space available to resident permit holders and the number of vehicles with permits. The results of this process can be found in Appendix 3, where there are details of both the existing allocation of parking space and the proposed re-allocation of space. Current permit levels are also detailed on a zone by zone basis.
- 3.13 It is now proposed to take forward these changes, in conjunction with the proposals for Sunday parking, as part of the same traffic order.
- 3.14 The timeline for making these changes on-street can be found in Appendix 5.

Action 6: Sunday parking controls

- 3.15 The roll-out of Sunday parking restrictions will use the same legal and implementation process as the introduction of shared-use parking. Implementing both changes at the same time will reduce costs and avoid the unnecessary duplication of work.

- 3.17 The introduction of parking controls in the city centre on Sunday afternoons was approved by Committee in June 2016. In August 2017 Committee considered a further report on the PAP which explained that a separate piece of work (the switch from written traffic order schedules to map-based schedules) would be completed prior to the advertising of the order for both Sunday parking and shared-use parking. The shared-use roll-out also relies on the completion of the process to switch to map-based traffic orders.
- 3.18 The switch to map-based schedules has involved a significant amount of data gathering and validation, as well as necessitating wording changes to the remaining written parts of the orders. As a result, this process has taken longer than anticipated, delaying the commencement of the legal process for Sunday parking and shared-use.
- 3.19 The revised timeline for making these changes on-street can also be found in Appendix 5.

Changes to the Controlled Parking Zones

- 3.20 While the main topics detailed above are the primary changes being made to the operation of the Controlled Parking Zone (CPZ), there are several other changes that it is proposed to take forward at the same time.
- 3.21 The proposed changes are detailed in Appendix 4 to this report.

Timelines and Cost Implications

- 3.22 It is proposed that a single legal process be employed to bring about the proposed changes that are either detailed within this report or, as in the case of Sunday parking controls, have been previously approved by Committee. Appendix 5 contains details of the anticipated timeline for delivering these changes and the likely costs involved.

4. Measures of success

- 4.1 The primary measure of success will be the successful completion of the legal processes required to introduce the proposed changes to the operation of the CPZ.
- 4.2 In order to assess the impact of the PAP against its objectives, it is proposed to carry out a Parking Satisfaction Survey, shortly after implementation of the roll-out of shared-use parking, visitor permits and the introduction of Sunday parking controls. This will consider impacts on the following groups:
- 4.2.1 CPZ residents, both permit holders and non-permit holders;
 - 4.2.2 Other permit holders (businesses, trades etc);
 - 4.2.3 City centre businesses;
 - 4.2.4 Non-residents who park in the city centre; and
 - 4.2.5 Other road users.

- 4.3 The outcomes that will be measured relate to maintaining or improving perceptions held by the full range of stakeholders including:
- 4.3.1 perception by city centre residents and their visitors that finding parking spaces is easier;
 - 4.3.2 perception of fair and high quality of service by business/retail/trades permit users;
 - 4.3.3 perception of ease of parking in the city centre for visitors;
 - 4.3.4 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;
 - 4.3.5 perception of city centre businesses about parking, as part of the Council's overall approach to transport; and
 - 4.3.6 improved understanding of the permits that are available to businesses and retailers.
- 4.4 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 PAP, will result in no immediate financial implications to the Council.
- 5.2 However, there will be future financial implications involved in implementing Sunday parking and Shared-Use parking, as well as ongoing costs related to increased enforcement resources. It is anticipated that the pricing strategy will result in no loss of income to the Council.

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. The ERIA is being considered as a live document that will be updated and amended as the process of implementing the various elements of the PAP progresses.

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 controls to Sundays will have a positive impact in reducing carbon emissions and in building a sustainable Edinburgh. This will be achieved by reducing the number of trips made by private vehicle, encouraging use of both public transport and active travel alternatives to private vehicles, and by the resulting improvements in road safety and accessibility.
- 8.3 The proposals in this report will help achieve a sustainable Edinburgh through encouraging use of public transport and active travel. The provision of measures designed to manage parking demand will create equality of opportunity and parking controls will provide for improved road safety and improved accessibility for those who have mobility issues.
- 8.4 It is anticipated that the proposed pricing strategy, involving changes to the existing arrangements for permit charges, will have a positive impact on pollution and air quality within the city centre.

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 The majority of the potential changes that arise from the PAP will require the processing of one or more traffic orders. The actions discussed in detail within this report will be taken forward in a single traffic order. As is specified within the governing legislation, any changes made by traffic orders are subject to a full, statutory consultation process, during which any interested party may make their views known to the Council. The traffic order process will also involve consultation with a wide range of stakeholders representing those likely to be affected by the proposals.
- 9.3 In addition to the statutory consultation, it is also proposed to engage with Community Councils, residents' groups and other key stakeholders on the detail of the proposals for the roll-out of shared-use parking places and that this consultation will inform the final design of those proposals.

10. Background reading/external references

- 10.1 Report to the Transport and Environment Committee on 10 August 2017 entitled 'Delivering the LTS 2014-19 - [Parking Action Plan](#)'.
- 10.2 Report to the Transport and Environment Committee on 7 June 2016 entitled '[Parking Action Plan](#)'.
- 10.3 Report to the Transport and Environment Committee on 15 March 2016 entitled '[Parking Action Plan](#)'.
- 10.4 Report to the Transport and Environment Committee on 25 August 2015 entitled '[Draft Parking Action Plan](#)'.
- 10.5 Report to the Transport and Environment Committee on 13 January 2015 entitled '[Delivering the LTS - Parking Action Plan Update](#)'.
- 10.6 Report to the Transport and Environment Committee on 3 June 2014 entitled '[Delivering the LTS Parking Action Plan](#)'.

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11. Appendices

Appendix 1 – Pricing Strategy – Residents Permits

Appendix 2 – Pricing Strategy – Commercial Permits

Appendix 3 – Shared-use parking

Appendix 4 – Other changes to the CPZ

Appendix 5 - Proposed timelines and budgetary requirements

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

Appendix 1 – Pricing Strategy - Resident parking permits

Since 2010, prices for resident parking permits have been based on either the emissions of the vehicle (CO² as detailed on the V5C) or on engine size.

In the report that was considered by the Transport and Environment Committee on 10 August 2017 (see Appendix 3 to that report), it was explained that, while this approach had been successful in keeping vehicle ownership by permit holders in Edinburgh in line with national trends, further consideration was required as to how the Council would meet the challenging targets set by the Scottish Government in terms of both carbon reduction and air quality.

This Appendix looks in detail at two proposals designed to help the Council to achieve these targets:

- A revision to the pricing structure for resident's permits and the way that future price increases are calculated; and
- The introduction of a surcharge on all vehicles issued with residents permits.

Part 1: Proposed revisions to resident's permit banding and prices

Background

In August 2017, Committee approved amendments to the permit pricing system that would see a change from five bands to seven. It further agreed that permit prices would increase under a new RPI-based system, with vehicles in higher bands seeing greater increases in permit prices and that second permit prices would also be graduated, based on charging band.

The following paragraphs provide additional detail on the proposed changes, as well as proposing initial prices under the new system.

The current structure of prices uses the following five-band system:

Table 1 – Current permit bands

Band	1	2					3			4	5		
CO ₂ Range	0 100	101 110	111 120	121 130	131 140	141 150	151 165	166 175	176 185	186 200	201 225	226 255	256 ∞
%age	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	3.3%	53%					29.1%			9.2%		5.4%	

As can be seen from this table, the majority of permit holders fall into either band 2 or 3. While the intention behind charges based on emissions is to encourage permit holders to consider the environmental impact when making their choice of vehicle, the current band ranges provide little incentive for a permit holder to consider a more environmentally friendly vehicle. Permit holders with existing vehicles near to the top of the CO₂ range, particularly in Bands 2 and 3, would need to change to a vehicle with significantly lower emissions to see any benefit in terms of permit price.

Having considered a range of options, the report to Transport and Environment Committee on 10 August 2017 proposed a revised structure, moving to a seven-band system.

Table 2 – Proposed permit bands

Band	1	2		3		4		5		6		7	
CO ₂ Range	0 100	101 110	111 120	121 130	131 140	141 150	151 165	166 175	176 185	186 200	201 225	226 255	256 ∞
%age	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	3.3%	14.2%		23.8%		31.8%		12.4%		9.2%		5%	

As can be seen from this table, the proposed banding system provides a more equal distribution of permit holders across the range of bands. This change will improve the opportunities for permit holders to switch to a vehicle that will fall into a lower band and, as a result, allow permit holders to more easily realise a financial benefit from such a change.

As previously reported, in August 2017, it is also proposed to change the way that permit price increases are applied. Currently, permit prices tend to rise by a flat rate which is applied across all permit bands.

It is now proposed that increases in permit prices be linked to the Retail Price Index, and that the rate of increase be dependent on the charging band. This approach was also detailed in the report to T&E in August 2017.

The proposed rates of increase are as follows:

Table 3 – Increases linked to RPI

Band	Rate of Annual Increase
1	RPI + 0.0%
2	RPI + 0.5%
3	RPI + 0.5%
4	RPI + 1.0%
5	RPI + 1.5%
6	RPI + 2.0%
7	RPI + 3.0%

Setting Initial permit prices

To set the permit prices under the revised banding system it is proposed to set an initial charge of £101 for permits which fall into Band 3 within the Peripheral (Zones 5 to 8) and Extended Zones (N1 to N5 and S1 to S4). Prices in the other bands will be expressed as a percentage of this Base Rate, as follows:

Table 4 – Relationship of prices between bands – Peripheral and Extended Zones

Band	1	2	3	4	5	6	7
%age of BASE	30%	70%	(BASE)	120%	140%	180%	250%
<i>Example</i>	<i>£30.30</i>	<i>£70.70</i>	<i>£101</i>	<i>£121.20</i>	<i>£141.40</i>	<i>£181.80</i>	<i>£252.50</i>

Note: Bands 1, 2 and 4 to 7 are calculated from the Base Rate in Band 3

Historically, permit prices in the central zones have historically been twice the cost of peripheral and extended zone permits. This differential reflected the higher levels of demand on the available space and the additional hours of control and the resulting need for the higher levels of enforcement required to effectively manage parking in the city centre.

To reflect the proposed introduction of Sunday parking controls, permit prices in the Central Zones (where Sunday controls will apply) will see an increase in permit prices that reflects the increase in controlled hours and the additional enforcement required. Permit prices have always covered part of the cost of enforcement, with the remaining costs being met from other sources of parking income, primarily pay-and-display. This will continue to be the case and as such, Central Zone permit holders will see an average increase in permit prices of around 8.5%, which will cover approximately 50% of the anticipated £150K additional enforcement costs, in line with the current contribution to enforcement costs made by permit holders across the CPZ.

The proposed increase for permit prices in the Central Zone will be apportioned across the bands using the same system as in Table 4 above. Permit holders in Band 1 will see an increase in permit price of approximately 1%, while permit holders in Band 7 will see greater increases of around 9% in accordance with the aims behind emission-based pricing. As a result, permit prices in the central zones would be slightly more than twice the price of permits in the peripheral and extended zones.

Should the proposal to introduce Sunday parking controls not proceed, then it would be proposed, subject to Committee approval, to revert permit prices in the Central Zone to being twice the price of permits in the peripheral and extended zones.

Permits that are issued for either three or six months will be expressed as a percentage of the annual permit price. Three month permits will cost 33.3% of the annual price, whilst the cost of six month permits will be set at 60%. These percentages reflect the additional administration costs incurred by the Council in comparison to issuing annual permits.

Permit prices in Priority Parking Areas (PPA) will, for the first time, be directly linked to the prices of permits within the CPZ. Based on an assessment of the existing pricing structure within PPAs and the need to ensure that the same principles are applied in these areas in terms of encouraging residents to consider their choice of vehicle, it is proposed that permits in B1 to B10, as well as any future PPAs, cost 33.3% of permits in the Peripheral and Extended Zones.

Similarly, permit prices in Zone K, the permit scheme introduced in Kingston Avenue to address issues with parking related to the Royal Infirmary of Edinburgh, will, for the first time, be linked to vehicle emissions. Considering the additional period of control (10 hours per week compared to 7.5 hours per week in all PPAs), it is proposed that permits in Zone K be set at 44% of the price of permits in the Peripheral and Extended Zones.

It is worth noting that permit prices in Zone K have remained unchanged since the Zone was introduced in 2006 and that permit prices are currently set at £40 per annum. While the proposed changes will see an increase in permit prices for vehicles in certain bands, when compared to a general increase in the overall cost of living, permits in Zone K should now cost around £60. It is anticipated that the majority of permit holders in Zone K will continue to pay less than this figure.

Table 5 shows the full range of prices proposed for all residential permits under the proposals outlined above.

Impact on permit holders

Many permit holders who have already switched to more environmentally friendly vehicles, will see their permit prices reduce because of the proposed changes. This reduction recognises the positive impact of such choices in terms of improving air quality throughout the city. Of those permit holders who will see increases in their permit costs, many will experience only a moderate rise, with the highest increases being applied to the most polluting vehicles (around 14% of the permit fleet)

For permit holders in Zones 1 to 4, permit prices will generally rise compared to existing prices, partly as a result of the revised banding system, but also as a result of the increasing costs associated with Sunday parking. Nonetheless, many permit holders in Zones 1 to 4 will also see a reduction in the price of their permit. Second permit prices, which have different levels of surcharge based on charging band, will also rise or fall depending on vehicle choice.

These changes do, however, reflect the primary aim of the review of the pricing structure. Those who already have more environmentally friendly vehicles will see a benefit from their vehicle choice, whilst those with more polluting vehicles will see their permit prices increase.

Table 5 – Proposed Permit Pricing

	Band	1	2	3	4	5	6	7
		Central Zone						
Permit 1	12 month	£61.20	£144.70	£208.80	£252.20	£296.20	£385.70	£547.90
	6 month	£ -	£86.80	£125.20	£151.30	£177.70	£231.40	£328.70
	3 month	£ -	£48.10	£69.50	£83.90	£98.60	£128.40	£182.40
Permit 2	12 month	£73.40	£173.60	£261.00	£315.20	£370.20	£501.40	£712.20
	6 month	£ -	£104.10	£156.60	£189.10	£222.10	£300.80	£427.30
	3 month	£ -	£57.80	£86.90	£104.90	£128.20	£166.90	£237.10
		Peripheral and Extended Zones						
Permit 1	12 month	£30.30	£70.70	£ 101.00	£121.20	£141.40	£181.80	£252.50
	6 month	£ -	£42.40	£60.60	£72.70	£84.80	£109.00	£151.50
	3 month	£ -	£23.50	£33.60	£40.30	£47.00	£60.50	£84.00
Permit 2	12 month	£36.30	£84.80	£126.20	£151.50	£176.70	£236.30	£328.20
	6 month	£ -	£50.80	£75.70	£90.90	£106.00	£141.70	£196.90
	3 month	£ -	£28.20	£42.00	£50.40	£58.80	£78.60	£109.20
		Priority Parking Areas						
Permit 1	12 month	£10.00	£23.50	£33.60	£40.30	£47.00	£60.50	£84.00
	6 month	£ -	£14.10	£20.10	£24.10	£28.20	£36.30	£50.40
	3 month	£ -	£7.80	£11.10	£13.40	£15.60	£20.10	£27.90
Permit 2	12 month	£11.80	£29.30	£42.00	£50.30	£58.70	£78.60	£109.20
	6 month	£ -	£17.50	£25.20	£30.10	£35.20	£47.10	£65.50
	3 month	£ -	£9.70	£13.90	£16.70	£19.50	£26.10	£36.30
		Zone K						
Permit 1	12 month	£13.30	£31.10	£44.40	£53.30	£62.20	£79.90	£111.10
	6 month	£ -	£18.60	£26.60	£31.90	£37.30	£47.90	£66.60
	3 month	£ -	£10.30	£14.70	£17.70	£20.70	£26.60	£36.90
Permit 2	12 month	£15.90	£37.30	£55.50	£66.60	£77.70	£103.80	£144.40
	6 month	£ -	£22.30	£33.30	£39.90	£46.60	£62.20	£86.60
	3 month	£ -	£12.40	£18.40	£22.10	£25.80	£34.50	£48.00

Note: All permit prices in the above table have been rounded down to the nearest £0.10. This rounding down will be applied to all future permit calculations.

Future Permit Price Calculations

It is proposed that the prices shown above will be brought in, via the same traffic regulation order (TRO) that will introduce widespread shared-use parking, visitor permits and Sunday parking controls. It is anticipated that these changes will be in place in Spring 2019.

In subsequent years, starting in 2020, permit price increases will be applied using the RPI+ figures detailed earlier in this Appendix. The process for determining the rate of RPI will require the calculation or identification of the average rate of change of RPI over the previous calendar year. The permit price calculations will be made each January, as soon as the rate of change of RPI for the period between the preceding January to the preceding December are available. This data is typically available mid January and can be found, for example, on the website for the Office for National Statistics.

Permit figures will then be calculated for all permit bands and all Zones or PPAs using the figures within this appendix and summarised as follows:

- Prices for all 12 month first permits in the Peripheral and Extended Zones calculated on an RPI basis;
- Prices for all permits in the Central Zone calculated as a percentage, where the percentage varies by charging Band, of the 12 month permit prices in the Peripheral and Extended Zones;
- Prices for all 12 month first permits in Priority Parking Areas calculated at 33% of 12 month permit prices in the Peripheral and Extended Zones;
- Prices for all 12 month first permits in Zone K calculated at 44% of 12 month permit prices in the Peripheral and Extended Zones;
- All prices for second 12 month permits will be calculated, depending on Band, at 20%, 25% or 30% of the 12 month first permit price for that area;
- All six month first and second permits calculated at 60% of the respective first or second 12 month permit price in each Band;
- All three month first and second permits calculated at 33.3% of the respective first or second 12 month permit price in each Band;
- All calculations will round down the permit price to the nearest £0.10.

Tables 6 through 8, at the end of this Appendix, show the calculations that will be used to calculate future permit prices.

Price changes will be made via Notice, in accordance with the statutory requirements of the extant legislation, and to come into effect on the first Monday in April of each year.

Part 2 - Parking Permit Diesel Surcharge

As part of the Council's Parking Action Plan, a Pricing Strategy is being developed to review all parking related charges in Edinburgh.

One of the proposals is to consider the introduction of a surcharge on parking permits issued to diesel vehicles. The Transport and Environment Committee approved the Pricing Strategy but requested a three months consultation on the possible introduction of a diesel surcharge. This report informs Committee of the consultation results.

The consultation ran from 24 October 2017 until 28 January 2018. An online questionnaire was circulated to; residents, business and retailers' permit holders, Community Councils, business organisations and promoted through the Council's social media channels. Paper copies were available at libraries within the Controlled Parking Zone and upon request.

There was a huge response to the consultation and 5,412 responses were received to the online questionnaire. This is the highest number of online responses to any consultation run through our Consultation Hub. A further 23 e-mails and letters were also received and analysed.

Air Quality

Of the respondents 98.65% live within Edinburgh and this demonstrates that the responses received are from people who would be affected by the proposals. Of the responses, 52 were received from people representing an organisation.

The results of the main questions regarding air quality and the potential introduction of the diesel surcharge are summarised as follows:

Q4 How concerned are you about the impact that air quality has on your health?

Very Concerned	Fairly Concerned	Slightly Concerned	Not at all Concerned	Don't Know
27%	35%	26%	12%	0%

Q5 To what extent would you agree or disagree that it is important to tackle air pollution now?

Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Don't Know
39%	43%	13%	3%	2%	0%

Q6 To what extent would you agree or disagree that the Council should charge more for permits issued to the most polluting vehicles?

Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Don't Know
22%	25%	10%	16%	26%	1%

Q7 To what extent do you support or oppose the introduction of a diesel surcharge on residents' parking permits to help tackle air pollution?

Strongly Support	Support	Neither Support nor Oppose	Oppose	Strongly Oppose	Don't Know
18%	14%	8%	16%	43%	1%

Q8 To what extent do you support or oppose the introduction of a diesel surcharge on business parking permits to help tackle air pollution?

Strongly Support	Support	Neither Support nor Oppose	Oppose	Strongly Oppose	Don't Know
28%	21%	13%	13%	24%	1%

The above results demonstrate that overall the majority (88%) of respondents recognise the impact air quality has on their health and agree (82%) that it is important to tackle air pollution.

Nearly half (47%) of respondents agree the Council should charge more for permits, compared to 42% who do not agree, issued to the most polluting vehicles. However, 59% oppose the introduction of a diesel surcharge on resident parking permits to help tackle air pollution.

Fewer respondents (37%) oppose the introduction of a diesel surcharge on business parking permits compared to nearly half (49%) who agree with this proposal.

Therefore, respondents appear to be concerned about the impact air quality has on their health, agree that it is important to tackle air pollution, but are less likely to support proposals which will require them to pay more to achieve these aims.

Permit Holders

The majority of respondents (79%) are residents' permit holders, 1% are business or retail permit holders, 11% are non-permit holding residents and the rest 9% are none of the above groups.

Similar responses were received from all permit types, people are concerned about the impact of air quality on their health and agree that it is important to tackle air pollution immediately. Although business and retailer permit holders support this (63%) this was lower than the other groups by 15-22%.

There is mixed opinion as to whether the Council should charge more for permits issued to the most polluting vehicles. Resident permit holders and the non-permit holders slightly favour this approach compared to none of the above group who slightly disagree. However, business and retailer permit holders clearly disagree with two thirds against (66%) compared to around one third (30.55%) who agree. However, the survey suggests that the price of a parking permit influences some (19%) respondents' vehicle choice.

The majority of residents' permit holders (59%) are against a surcharge on resident parking permits. However, when asked about a surcharge for business permits a slight majority of residents' permit holders (50.49%) are in favour. Business and retailers' permit holders are against (77%) this proposal.

Fuel Type

Diesel (54%) and LPG (57%) respondents do not agree the Council should charge more for permits issued to the most polluting vehicles, but those using other fuel types do, with support being over 59% for them.

There is a mixed response for and against the introduction of a diesel surcharge on residents' parking permits based on the respondent's fuel type. The majority of diesel (80%) and LPG (57%) respondents oppose the introduction compared to petrol (52%), hybrid – petrol (65%), electric (59%), other (60%) and not applicable (54%) respondents who support the proposal.

Less than half of diesel respondents (48%) oppose the introduction of a diesel surcharge on business parking permits compared to 35% who support the proposal. The other fuel types are all 59%+ in support of a diesel surcharge on business parking permits.

Other Comments

Of the 5,412 online respondents, 3,998 chose to submit additional comments in the final open-ended question. The main themes emerging from these responses are noted in the table below along with the number of times the issue was recorded and an example. The themes are listed highest to lowest below.

No.	Theme	Count	Example
1	Not fair to penalise those with existing diesel cars	1,128	Do not punish drivers who purchased diesel cars on the recommendation of the government.
2	Varying diesel emissions - charge accordingly	592	It is missing the point that different diesel vehicles and their age have impact on emissions. The London proposal is banded and modern diesels are still exempt from the additional charge.
3	Cost/can't afford	531	It is a huge expense to replace a car and not something that many people are necessarily able to do. This is a tax on hard-working, hard-pressed families.
4	Encourage Electric Vehicles	365	The introduction of electric buses should be the council's priority.
5	Ban/reduction on carbon emitting taxis	354	I strongly suggest that the buses and old taxis used in this city are all converted away from diesel before raising the prices of parking permits.

6	Ban/reduction on carbon emitting private vehicles	348	I think that a ban on carbon-emitting private vehicles within the city and more pedestrianised areas will be needed in the years ahead.
7	Irregular car users shouldn't be penalised	333	I use my bicycle for all journeys within Edinburgh and only use the car for longer trips - why should I be penalised for this?
8	Target drivers who bring their car into the city from elsewhere	301	Instead I think a charge should be applied to cars which enter and leave the city each day.
9	New diesel cars should be charged	294	I think if a surcharge were to be brought in it would not be fair to add it to current vehicles as people may not have budgeted for this. It would only be fair on new vehicles.
10	Encourage use of public transport	215	It would be a better idea to offer incentives of free bus rides to and from the park and ride, or similar! Don't punish people, as it won't have a great impact on the changes you are hoping to make. Encourage people by providing alternative options and support them in supporting you to make changes.
11	Use of revenue	192	I would hope that the Council would use this income for related environmental projects. These should include streetscape improvements for pedestrians, cycle tracks and work with schools on environmental issues - encouraging their parents not to drive them to school and not in huge diesel 4x4s.
12	Encourage cycling	168	I think more effort should be made to encourage cycling as a means of mass transport, for example extending the on-street bike storage pilot scheme to cover larger areas of the city.
13	Scientific evidence	162	Encouragement and good information backed with strong science is the appropriate persuader given the advice and guidance previously issued by government. It should also be recognised not all diesel vehicles are heavy pollutants. Diesels aren't harmful (false as we know, not least after an excellent presentation at the recent Napier Electric Vehicle Conference that covered diesel's harmful effects on human health).

14	Phase scheme in	144	I think it's unfair to add a surcharge to owners of diesel vehicles in the near future. I'd suggest introducing the surcharge maybe in 2019/2020 so people have a chance to consider buying a new car or save for the surcharge on the permit.
15	Cost reduction for vehicles with low emission	118	There needs to be more transparency on where this additional revenue would be spent. If the intention is to offset this against the least polluting vehicles (and Edinburgh Council take no additional revenue from residents), then this proposal could have merit.
16	Encourage walking	102	I'd prefer the Council to invest more in cycling, walking and public transport to help encourage people to stop using cars altogether.
17	Implementation	19	Implementation of this needs to be transparent and engaging with members of the public, especially in terms of educating diesel owners of the effect it will (or will not) have on their permit.
18	Exemptions (blue badge)	12	You must also think of inclusiveness – many people, including disabled and elderly find public transport quite difficult. Not all have, or are eligible for a blue badge.

Summary

The results of the consultation demonstrate that people in Edinburgh are concerned about the impact that poor air quality may have on their health, that it is important to tackle poor air quality now and when considering parking permits, pricing can help to influence behaviour. Yet, it is clear that respondents do not want to contribute more for such changes to happen.

Further work is now required to determine the preferred approach for introducing a diesel surcharge.

Background Paper:

Parking Permit Diesel Surcharge Questionnaire Analysis

Recommendations arising from this Appendix

- 1) As prices for permits may only be set as a result of an Act of Council, which includes a decision from the relevant Committee, it is proposed that authority be granted by this Committee to apply the permit prices detailed in this Appendix and thereafter to apply permit price increases in the manner stated above during the years 2020 to 2024 inclusive.
- 2) It is further proposed that there should then be a review of the permit banding system to determine whether further changes are required based on the permit holder fleet at that time and the impact of this pricing policy.
- 3) It is further proposed to report to Committee in August 2018 with a detailed proposal for implementing a diesel surcharge.

Financial Implications

One of the main aims setting new permit prices has been to ensure that the proposal remained cost-neutral, with no net gain in income to the Council as a result.

As explained within this Appendix, however, there will be additional enforcement costs associated with the introduction of Sunday parking controls, which have been estimated at approximately £150,000 per annum. As further explained within this Appendix, permit holders in the central zones are expected to meet half of this cost through an increase in permit prices, in line with current arrangements.

The prices proposed in Table 5, which are to be introduced at the commencement of the new permit banding system, have been calculated on that basis, with the aim of recouping, from Central Zone permit holders, approximately half of the additional enforcement cost. These calculations have used vehicle data for the existing permit holder fleet.

The proposed permit prices, covering:

- permit pricing across the proposed seven bands;
- the relative pricing for the different areas where parking controls operate;
- prices for second permits; and
- pricing for 3 and 6 month permits

results in an anticipated net increase in revenue of approximately £73,000, slightly less than 50% of the anticipated additional costs incurred from Sunday parking.

Permit Pricing Calculations

The following tables show how future permit prices will be calculated.

All prices will be calculated from an existing baseline, ie the 12 month first permit price for permits in the Peripheral and Extended Zones. All other permits prices will be expressed as percentages of the baseline cost for each band.

All permit prices will be rounded down to the nearest £0.10.

Table 6 – Peripheral and Extended Zones

Note: The prices in these zones will form the base for all calculations for other parts of the CPZ, Priority Parking Areas and other controlled areas. The Base Prices (A1 to G1) would be the current 12 month permit prices for Peripheral and Extended Zones.

		Band 1	Band 2	Band 3	Band 4	Band 5	Band 6	Band 7
Base Price		A1	B1	C1	D1	E1	F1	G1
Permit 1	12 Month	A1 + RPI + 0.0%	B1 + RPI + 0.5%	C1 + RPI + 0.5%	D1 + RPI + 1.0%	E1 + RPI + 1.5%	F1 + RPI + 2.0%	G1 + RPI + 3.0%
	Result	A2	B2	C2	D2	E2	F2	G2
	6 Month	No permit	B2 x 0.6	C2 x 0.6	D2 x 0.6	E2 x 0.6	F2 x 0.6	G2 x 0.6
	3 month	No permit	B2 x 0.333	C2 x 0.333	D2 x 0.333	E2 x 0.333	F2 x 0.333	G2 x 0.333
Permit 2	12 Month	A2 + 20%	B2 + 20%	C2 + 25%	D2 + 25%	E2 + 25%	F2 + 30%	G2 + 30%
	Result	A3	B3	C3	D3	E3	F3	G3
	6 Month	No permit	B3 x 0.6	C3 x 0.6	D3 x 0.6	E3 x 0.6	F3 x 0.6	G3 x 0.6
	3 Month	No permit	B3 x 0.333	C3 x 0.333	D3 x 0.333	E3 x 0.333	F3 x 0.333	G3 x 0.333

Table 7 – Central Zone

Note: The 12 month prices are calculated, using the specified differentials, from the new 12 month prices in Table 6.

		Band 1	Band 2	Band 3	Band 4	Band 5	Band 6	Band 7
Differentials		2.02	2.047	2.068	2.081	2.095	2.122	2.17
Permit 1	12 month	A2 x 2.02	B2 x 2.047	C2 x 2.068	D2 x 2.081	E2 x 2.095	F2 x 2.122	G2 x 2.17
	Result	A4	B4	C4	D4	E4	F4	G4
	6 month	No permit	B4 x 0.6	C4 x 0.6	D4 x 0.6	E4 x 0.6	F4 x 0.6	G4 x 0.6
	3 month	No permit	B4 x 0.333	C4 x 0.333	D4 x 0.333	E4 x 0.333	F4 x 0.333	G4 x 0.333
Permit 2	12 month	A4 + 20%	B4 + 20%	C4 + 25%	D4 + 25%	E4 + 25%	F4 + 30%	G4 + 30%
	Result	A5	B5	C5	D5	E5	F5	G5
	6 month	No permit	B5 x 0.6	C5 x 0.6	D5 x 0.6	E5 x 0.6	F5 x 0.6	G5 x 0.6
	3 month	No permit	B5 x 0.333	C5 x 0.333	D5 x 0.333	E5 x 0.333	F5 x 0.333	G5 x 0.333

Table 8 – Priority Parking Areas

Note: The 12 month, permit 1 prices are calculated, using the specified differential, from the new 12 month prices in Table 6.

		Band 1	Band 2	Band 3	Band 4	Band 5	Band 6	Band 7
Differential		0.333						
Permit 1	12 month	A2 x 0.333	B2 x 0.333	C2 x 0.333	D2 x 0.333	E2 x 0.333	F2 x 0.333	G2 x 0.333
	Result	A6	B6	C6	D6	E6	F6	G6
	6 month	No permit	B6 x 0.6	C6 x 0.6	D6 x 0.6	E6 x 0.6	F6 x 0.6	G6 x 0.6
	3 month	No permit	B6 x 0.333	C6 x 0.333	D6 x 0.333	E6 X 0.333	F6 X 0.333	G6 X 0.333
Permit 2	12 month	A2 + 20%	B2 + 20%	C2 + 25%	D2 + 25%	E2 + 25%	F2 + 30%	G2 + 30%
	Result	A7	B7	C7	D7	E7	F7	G7
	6 month	No permit	B7*0.6	C7*0.6	D7*0.6	E7*0.6	F7*0.6	G7*0.6
	3 month	No permit	B7*0.333	C7*0.333	D7*0.333	E7*0.333	F7*0.333	G7*0.333

Table 9 – Zone K

Note: The 12 month, permit 1 prices are calculated, using the specified differential, from the new 12 month prices in Table 6.

		Band 1	Band 2	Band 3	Band 4	Band 5	Band 6	Band 7
Differential		0.44						
Permit 1	12 month	A2 x 0.44	B2 x 0.44	C2 x 0.44	D2 x 0.44	E2 x 0.44	F2 x 0.44	G2 x 0.44
	Result	A8	B8	C8	D8	E8	F8	G8
	6 month	No permit	B8 x 0.6	C8 x 0.6	D8 x 0.6	E8 x 0.6	F8 x 0.6	G8 x 0.6
	3 month	No permit	B8 x 0.333	C8 x 0.333	D8 x 0.333	E8 x 0.333	F8 x 0.333	G8 x 0.333
Permit 2	12 month	A8 + 20%	B8 + 20%	C8 + 25%	D8 + 25%	E8 + 25%	F8 + 30%	G8 + 30%
	Result	A9	B9	C9	D9	E9	F9	G9
	6 month	No permit	B9 x 0.6	C9 x 0.6	D9 x 0.6	E9 x 0.6	F9 x 0.6	G9 x 0.6
	3 month	No permit	B9 x 0.333	C9 x 0.333	D9 x 0.333	E9 x 0.333	F9 x 0.333	G9 x 0.333

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

Appendix 2: Commercial Parking Permits Review

The aim of this review is to consider how the current non-residential parking permit schemes operate and to identify improvements. The permits included within this review are; Business, Retail, Trades, Visitors, Healthcare Workers and Daily permits.

The Business and Retail permit schemes intend, where available, to help small businesses and shops in the Controlled Parking Zone, by providing parking for vehicles which are essential for business use. It is also important to ensure that the schemes provide best value to the Council and that they do not encourage unnecessary commuter car travel.

The data used as part of this analysis was collected in September 2017 and is similar to current numbers. Consideration was initially given to extending the scope of these schemes into the central (1-4) and peripheral (5-8) controlled zones. However, due to the oversubscription of residents' permits and the proposed introduction of visitors' permits which shared use parking places will accommodate, it is considered appropriate to wait and see how these improvements operate before adding an additional demand on the kerbside space. It is proposed to monitor demand and report findings to Committee at a future date should changes be necessary.

Business Permits

These permits are available to Class 2 businesses (financial or professional services) in the extended zones only. There is a maximum of two permits per business at a cost of £300 per permit. A breakdown of the permits issued is provided below.

Zone	Permits	Vehicles	Bands					Fuel			
			1	2	3	4	5	Petrol	Diesel	Electric	D/K
N1	3	4	2	2	0	0	0	0	4	0	0
N2	2	2	0	1	1	0	0	0	2	0	0
N3	8	13	2	7	4	0	0	4	7	0	2
S1	2	3	0	1	0	1	1	0	3	0	0
S2	19	26	5	14	4	3	0	12	14	0	0
S3	14	18	3	7	4	3	1	9	9	0	0
S4	1	1	0	0	1	0	0	0	1	0	0
Total	49	67	12	32	14	7	2	25	40	0	2

Emissions Banding

A review of the permits indicates that, as a percentage, business permit vehicles produce slightly less CO₂ than residents' permit vehicles. From the 65 vehicles where the fuel type can be identified; 40 (62%) are diesel and 25 (38%) are petrol. This is higher than the national average of 46% of vehicles being diesels.

Moving to a pricing structure based on vehicle emissions would add unnecessary complexity to a scheme with relatively few permit holders and without resulting in significant benefits as there is less scope for improvement. The diesel surcharge consultation revealed that 49% of respondents supported the introduction of the surcharge for business permits while only 37% disagreed. The introduction of the diesel surcharge could provide more encouragement for businesses to change to more environmentally-friendly vehicles and it is recommended to introduce the diesel surcharge for Business parking permits to help improve air quality in Edinburgh.

Business Class

A review of the business type of each permit holder suggests that most businesses fit well within Class 2, as described in the Town and Country Planning (Use Classes) (Scotland) Order 1997.

A review of similar business permit schemes operated by 18 different UK Councils did not reveal a better method to manage permit eligibility. The Town and Country Planning Order approach may not be explicit regarding types of business in each Class, but this flexibility allows suitable business activities to be accommodated. Therefore, it is not proposed to amend the eligibility criteria.

Merged Permits

Merged permits allow two vehicles to be registered for use on one permit, but only one vehicle can use the permit at any time. There are 30 (61%) single and 19 (39%) merged permits. A long-term aim is to move away from paper-based parking permits and operate a virtual permits system, making it easier for people to apply for and renew their permits online. However, it is not possible to introduce such changes at this time and this will be kept under review for a later date. There are no proposed changes to the operation of merged permits.

Price

At the time in question, 49 business permits were in circulation at £300 each, this results in annual income of £14,700. The price of business parking permits has stayed the same since their introduction while residents' permits and public parking charges, for the same kerbside space, have increased.

It is proposed to increase the price of a business parking permit to £350 per annum and introduce a second permit charge so that they cost 25% more, equalling £387.50 per year. Based on inflation statistics and tools, such as the Bank of England's inflation calculator, the recommended price is lower than it would have been had inflation been applied each year since the introduction of the scheme in 2010. The new prices are equivalent to less than £1 per day for businesses with one permit and a little more than £2 per day for those with two permits.

Permit prices may only be set by an Act of Council, including decisions from the relevant Committee. In accordance with the Corporate Charging Policy and the recommendations contained within this report regarding residents' permit charges, it is recommended that future business permit prices should increase by RPI+1 and for this approach to be applied for the next five years. This will help to ensure price changes are consistent for all permit holders and better manage demand for parking places.

Retailers' Permits

Retailers' permits are available to Class 1 businesses (ie Shops) in the peripheral and extended zones. In peripheral areas, only one permit can be issued and are provided to businesses so they can be used by any registered vehicle, provided the vehicle is liveried. In the extended zones they are provided for specific vehicles, up to a maximum of two permits per business. Permits are priced at £400 and £300 respectively per annum.

Zone	Permits	Vehicles	Bands					Fuel			
			1	2	3	4	5	Petrol	Diesel	Electric	D/K
5A	9	9	0	4	3	2	0	1	8	0	0
6	14	21	2	11	4	2	2	8	13	0	0
7	6	7	0	3	2	0	2	1	6	0	0
8	9	11	0	6	3	0	2	3	8	0	0
N1	7	10	0	4	5	1	0	5	4	0	1
N2	5	5	0	2	2	1	0	2	3	0	0
N3	10	15	0	5	2	8	0	4	11	0	0
S1	3	3	0	1	1	1	0	3	0	0	0
S2	38	47	3	27	11	4	2	17	29	0	1
S3	13	16	0	7	4	3	2	5	10	0	1
S4	10	16	1	3	7	4	1	1	14	1	0
Total	124	160	6	73	44	26	11	50	106	1	3

Emissions Banding

The emissions distributions indicate that retailers' permits vehicles are similar to residents' vehicles, but may have a higher proportion of diesel vehicles. From the 157 vehicles with fuel type information; 106 (68%) are diesels, 50 (32%) are petrol and one (<1%) is a hybrid electric. The diesel surcharge consultation revealed that 49% of respondents supported the introduction of the surcharge for business permits while only 37% disagreed. The data indicates that a diesel surcharge on retailers' permits could help improve air quality in the city and it is recommended that this be introduced.

Business Class

The majority of retailers' permits fit well within the Class 1 definition as set out by the Town and Country Planning (Use Classes) (Scotland) Order 1997. Therefore, there are no plans to amend the eligibility criteria. There are also no plans to remove merged permits. However, based on feedback from permit holders it is recommended to relax the permanent livery requirement and allow the use of temporary measures, such as strong magnets, to display the business name and contact details. The temporary signs must be attached to the vehicle while the permit is in use for it to be considered valid.

Price

At the time in question, 38 peripheral permits, £400 each (£15,200), along with 86 extended permits, £300 each (£25,800), were in circulation resulting in income of £41,000.

The price of retailers' permits has stayed the same since their introduction in 2007 and it is proposed to increase the price of first retailers' permits and to introduce the second permit charge to fall in line with residents' permit schemes. The recommended peripheral and extended zones retailers' permit prices are indicated in the table below.

Proposed Retailers' Prices

Retailers' Permits	Peripheral	Extended
Current Price	£400	£300
First Permit	£460	£350
Second Permit	£575	£387.50

Using inflation statistics and tools, such as the Bank of England's inflation calculator, the recommended prices are lower than what they would be had inflation been applied each year since the introduction of the permits in 2007.

Permit prices may only be set by an Act of Council, including decisions from the relevant Committee. In accordance with the Corporate Charging Policy and the recommendations contained within this report regarding residents' permit charges, it is recommended that future retailers' permit prices should increase by RPI+1 and for this approach to be applied for the next five years. This will help to ensure price changes are consistent for all permit holders and better manage demand for parking places.

Trades' Permits

These are available to qualifying trades persons' (ie Plumbers or Electricians) to help them park closer to premises within the CPZ which are not their usual place of work. They are issued to a business and must be used on registered vehicles with the company livery clearly displayed. They are currently priced at £100 per month or £1,000 per year and can be used in any zone.

Emissions

Vans and similar commercial vehicles are mainly used by trades' persons and there is little information available on CO₂ emissions for such vehicles as this data is not always recorded on the V5C. This makes the use of a charging system based on CO₂ emissions impractical to introduce. Furthermore, vans are almost certain to be diesel fuelled with 97.5% of all light goods vehicles registered in Scotland (to the end of 2016) being diesel powered. Since vehicle choices are limited and goods vehicles are only available as diesel models, it is not recommended to introduce the diesel surcharge for Trades' permits.

Eligibility

The aim of the Trades' permit parking scheme is to allow flexible parking options and accommodate short-term parking requirements for trades people to conduct work on properties (residential and commercial) within the CPZ, as part of different projects and at locations throughout the city. To ensure this flexibility remains it is not proposed to introduce a second permit surcharge to this scheme. With more than 100 companies having two or more permits this would add unnecessary complexity to the administration of the scheme for businesses and the Council. In addition, one company has had more than 25 permits in circulation at one time, restricting the number of permits allowed may disadvantage people living within the CPZ from receiving essential maintenance services.

Price

Trades' permits were introduced in April 2007 and prices have not changed since that time despite significant uptake in their use. To ensure that prices remain in line with permit and public parking charges and to help manage demand for kerbside space, it is proposed to increase the monthly price to £125 per month and the annual charge to £1,300, maintaining the £200 discount for those who purchase annual permits. This annual discount, similar to residents' permits, reflects the reduced administrative costs of processing and delivering only one permit each year. Using inflation statistics and tools, such as the Bank of England's inflation calculator, the recommended price increase of £5 per month is lower than the effect of inflation if it were applied each year since the start of the scheme.

Permit prices may only be set by an Act of Council, including decisions from the relevant Committee. In accordance with the Corporate Charging Policy and the recommendations contained within this report regarding residents' permit charges, it is recommended that future trades' permit prices should increase by RPI+1 and for this approach to be applied for the next five years. This will help to ensure price changes are consistent for all permit holders and control demand for such permits to better manage kerbside demands for parking places.

Another proposal is to relax the livery requirements and allow the use of temporary measures, such as strong magnets, to display the business name and contact details. The temporary signs must be attached to the vehicle while the permit is in use for it to be considered valid.

Visitors' Permits

The introduction of shared use parking places within Zones 1-8 of the CPZ will increase parking opportunities for resident permit holders, thus creating the capacity to accommodate visitors' parking permits. Visitor permits have been available in the extended zone since those zones were introduced in 2006/07.

A full review of visitors' parking permits is expected as part of the public parking prices review, after Sunday parking controls and shared use parking places are implemented.

Although a type of parking permit, the price of visitors' parking permits is more closely linked to the price of public parking than residents' permits. Furthermore, the public parking charge areas are different from permit zones.

In the short-term, it is proposed to introduce visitors' permits and price them at 66% of the lowest standard hourly rate available within each residents' zone. This rate is a reflection on the aim of providing Visitor Permits at prices lower than pay-and-display prices.

Permits will continue to be issued as paper-based scratch cards. Based on the current pay and display parking charges, the recommended visitors' permit prices are set out in the following table.

Visitor Permit prices and allocation.

Zone/Area	Lowest Hourly Rate (pay-and-display)	Visitors' Permits Price (each)	Permits Available (per annum)
Central (1-4)	£3.20	£2.15	200
Peripheral (5-8)	£2.50	£1.65	150
Extended (N1 -N5 and S1-S4)	£2.20	£1.45	150
Priority Parking (B1-10)	-	£1.00	30

The additional supplement for the central zone considers both the additional days that parking controls operate each week in this area and the additional hours that those controls operate. This increase in allocation continues to recognise the need to continue managing demand and restricting the potential for visitor permits to be used to enable commuting to within the CPZ.

As within the Extended Zones, any resident who is the holder of a blue badge will be entitled to a double allocation of visitor permits, with permits costing half the rate shown.

Visitor Permits are available in books of ten.

Healthcare Workers' Permits

There are no plans to amend the terms and conditions of this scheme. However, based on feedback from permit users, it is recommended to allow such permits to park in residents' parking places in Priority Parking Areas only, as there are few lengths of yellow line available in these areas.

It is possible that this scheme will need to be reviewed once the Sick Kids hospital moves from its current location to Little France in the coming years.

Daily Parking Permits

The introduction of visitors' parking permits makes daily parking permits obsolete and it is proposed to remove these from sale. There are 65 permits in circulation and permit holders will be notified in advance of these being withdrawn.

Recommendations

A summary of the recommended proposals are described below:

Business and Retail Permits

- introduction of the diesel surcharge to business and retailer parking permits
- introduce a second permit surcharge
- base future prices on RPI+1 and approve this approach for the next five years.

Business Permits

- increase the price of business permits to £350 and £387.50 per year.

Retailers' Permits

- increase the price of peripheral retailers' permits to £460 and £575 and extended retailers' permits to £350 and £387.50 per year
- amend the livery requirements to allow the use of temporary signs, such as strong magnets.

Trades' Permits

- increase the price of trades' permits to £125 per month and £1,300 per annum
- base future prices on RPI+1 and approve this approach for the next five years
- amend the livery requirements to allow the use of temporary signs, such as strong magnets.

Visitors' Permits

- introduce in and price central, peripheral and extended CPZ visitors' parking permits at 66% of lowest standard hourly rate available in zone
- change Priority Parking Area price to £1.00 per permit.

Healthcare Workers' Permits

- allow such permits to be used in residents' bays in Priority Parking Areas only.

Daily Parking Permits

- remove these from issue once visitors' permits are available.

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Appendix 3 – Shared-use Parking

This Appendix outlines the proposals for introducing shared-use parking places in Zones 1 through 8 of the Controlled Parking Zone (CPZ).

It also provides detail on the approach that has been used, the general principles behind the proposed changes and gives an indication of the anticipated gains in parking place numbers.

What is Shared-Use Parking?

Shared-use parking is a type of parking place that serves more than one purpose. While the majority of parking places in the CPZ were originally either allocated as “Permit Holder Only” or “Pay-and-Display”, Shared-Use is a combination of both of these parking place types. The result is a parking place that may be used by both permit holders AND by pay-and-display customers.

Shared-Use was originally trialled in the city centre around fifteen years ago, most notably in Heriot Row, where a number of pay-and-display parking places were turned into shared-use as a means of addressing local pressure on permit holder parking availability.

This approach was adopted more widely when the extended zones of the CPZ (Zones S1 to S4 and N1 to N5) were introduced in 2006/07. In some areas Shared-Use parking places make up almost 50% of the available parking provision. Consequently, there are few parking spaces allocated purely as pay-and-display, except near shops, businesses and other local amenities.

While Shared-Use in the city centre has been introduced on a largely piece-meal basis in response to requests from permit holders, the majority of parking provision is still allocated for either permit holders or pay-and-display.

Why are we rolling-out more Shared-Use parking?

The large-scale introduction of Shared-Use into the extended zones is considered to have been a success. The flexibility that shared-use provides creates more parking opportunities, increasing the likelihood of residents and non-residents alike being able to find parking opportunities close to their intended destination.

With car ownership levels in the city centre at levels where there are, in most zones, more permits than there are spaces, there is a clear need to make changes that will not only assist our permit holders in finding parking near to their homes, but that will also improve accessibility for other users. The rollout of shared-use parking will also provide the necessary additional space required to allow the Council to introduce Visitor Permits into the city centre for the first time, further improving accessibility and increasing the options available to residents when they receive visitors or workmen. It is considered that these changes will help to ensure that the city centre remains attractive as a place to live and work.

Design principles

The overall aim of the process has been to look at the available parking provision at a local level, determining where there is a need for additional space and identifying opportunities where existing space can be reallocated.

Rather than looking at the allocation of space Zone by Zone, each individual zone has been divided into smaller areas, with comparisons being made between the number of parking places and the number of permit holders in those areas. The aim is to provide improved parking opportunities for permit holders in each smaller area, whilst ensuring that sufficient pay-and-display provision remains to meet the needs of local shops or businesses. This approach ensures that additional space is being allocated where it is most needed.

The primary approach has been to identify either existing pay-and-display parking or existing areas of yellow line where it is considered that this space could be transferred to other parking types. Some of that space will be transferred to shared-use, but some will also be transferred to permit holder parking, some to loading bays and some to pay-and-display, all dependant on the needs in that particular area.

It will, however, also be the case that there will also be a transfer of existing permit holder parking to shared-use.

Existing parking allocation and permit holder numbers

The following table shows the current parking situation, based on permit numbers from March 2018.

Table 1: Existing Situation

Zone	Pay and Display Parking	Permit Holder Parking (A)	Shared Use Parking (B)	Total Permit Holder Parking (A+B)	Total Permit Holders	Ratios	
						Spaces per permit	Permits per space
1	490	783	21	804	1137	0.71	1.41
1A	468	511	117	628	626	1.00	0.99
2	259	213	102	315	283	1.11	0.90
3	688	483	20	503	574	0.88	1.14
4	357	700	164	864	1070	0.81	1.24
5	122	765	13	778	1078	0.72	1.39
5A	169	770	23	793	1191	0.67	1.50
6	542	1189	65	1254	1625	0.77	1.30
7	385	770	26	796	1157	0.69	1.45
8	194	778	73	851	1257	0.68	1.48
Total	3674	6962	624	7856	9998		

As can be clearly seen from this table, eight of the ten zones that make up the Central and Peripheral areas of the CPZ are currently oversubscribed.

Proposed parking allocation

The following table shows the proposed parking situation, again using permit numbers from March 2018.

Table 2: Proposed situation

Zone	Pay and Display Parking	Permit Holder Parking (A)	Shared Use Parking (B)	Total Permit Holder Parking (A+B)	Total Permit Holders	Ratios	
						Spaces per permit	Permits per space
1	322	759	326	1085	1137	0.95	1.05
1A	328	457	368	825	626	1.32	0.76
2	259	213	102	315	283	1.11	0.90
3	340	425	526	951	574	1.66	0.60
4	117	631	634	1265	1070	1.18	0.84
5	0	765	319	1084	1078	1.01	0.99
5A	25	678	402	1080	1191	0.91	1.10
6	184	1006	697	1703	1625	1.05	0.95
7	139	659	546	1205	1157	1.04	0.96
8	14	673	438	1111	1257	0.88	1.13
Totals	1728	6266	4358	10624	9998		

NOTE: There are no changes proposed in Zone 2 at this time. Zone already has 30% of existing parking provision allocated as Shared-Use. Because of ongoing works related to St James, as well as the likelihood of proposals that will make changes to parking in and around George Street, it is proposed to make no further changes at this time.

As can be seen from Table 2, the roll-out of shared-use will, in most instances, result in significant increases in parking provision, as well as a substantial shift towards more the more flexible parking arrangements that shared-use parking provides. Even in those zones where it has not been possible to provide sufficient space for all permit holders, significant gains have been made in terms of available space, providing more parking opportunities than currently exist.

All of the proposed changes are, at present, subject to confirmation. All indicated gains are subject to additional checks that will ensure that it is possible or practicable to provide the levels of parking indicated.

In terms of numbers, the proposals would see:

- Permit holders given access to more than **3,000** additional spaces;
- Shared-use provision increased from **624** spaces to **4,358** spaces;
- Overall parking provision increased from **11,260** to **12,352**;
- Provision for residents greater than the number of permits in 7 out of the ten zones affected.

It is anticipated that the revised allocation of parking will assist residents in finding space near to their homes, as well as improving accessibility to visitors to the CPZ. In the majority of cases, it will also address the criticism that the Council sells more permits than there are spaces available.

Consultation

It is proposed that, once the proposals have been verified and plan prepared, that contact be made with the various Community Councils and, where possible, any resident associations, in order to provide details of the proposed changes.

This consultation will take place in conjunction with the legal process, but will, where possible, be completed prior to the advertisement of the traffic order, so that the views of residents can be taken into account in the final design.

Recommendations

The recommendations arising from this appendix are as follows:

- 1) To note the changes in parking allocation proposed as part of the shared-use rollout;
- 2) To approve the commencement of the legal process to introduce the proposed changes, subject to further validation.

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

Appendix 4 – Other changes to the CPZ

This Appendix provides details of a number of changes to the CPZ that are proposed to be taken forward as part of the wider traffic order for Sunday parking and Shared-Use.

1. Proposal - Removal of Daily Permits

Within the traffic order that governs the CPZ there is provision to issue residents with single-use permits that can be used to obtain parking on a day by day basis. These “Daily permits” operate on a token/sticker basis, where permit holders use a calendar on which they indicate the day on which their permit is to be valid.

Daily permits are only available to existing users, with no new users being accepted onto the scheme. There are less than 200 existing users of this scheme.

Visitor permits will fulfil a similar function to daily permits, providing a system where residents who might have no continual need for a resident permit the opportunity to utilise permit holder and shared-use parking without the need to pay-and-display.

It is considered that there will be administrative savings from the removal of a system used by relatively few residents and that daily permit users will be able to take advantage of the introduction of visitor permits.

2. Proposal – Modifications to Zone 1/5 boundary

The existing boundary between zones 1 and 5 currently runs along the north side of Belford Road.

Belford Road has relatively few residential properties, but significant parking opportunities (plus potential for additional parking under the shared-use proposal). The area of Zone 5 to the north of Belford Road, comprising Sunbury and Belford Mews, as well as Hawthornbank Lane is, however, poorly served in terms of parking provision, with little opportunity to find additional on-street provision for permit holders.

In order to redress the current imbalance of permits to spaces, it is, therefore, proposed to move Belford Road, between Douglas Gardens and the site of Drumsheugh Baths, from Zone 1 to Zone 5. This move will provide permit holders in this part of Zone 5 with a much-improved availability of parking provision.

3. Proposal – remove pay-and-display dispensation

Permit holders in zones 1 to 8 are currently permitted to make use of pay-and-display parking places between 08:30am and 09:00am, Monday to Saturday. This allowance recognises the additional parking pressures that exist in the CPZ overnight and gives permit holders access to additional space at those times when there is likely to be less general demand for pay-and-display.

The proposals outlined in Appendix 2 show that the rollout of shared use will see significant gains in the amount of space resident permit holders have access to. With a significant proportion of that additional space being gained from changing existing pay-and-display to either shared-use or permit holders, the pay-and-display provision that has been retained tends to be in close proximity to local shops and businesses.

As a means of protecting the remaining pay-and-display provision and ensuring that it is available for its intended use at all times of the controlled hours, and in recognition of the additional space that will be available to permit holders, it is proposed to remove the existing allowance and to require that permit holders use permit holder or shared-use parking places at all times.

4. Proposal – Remove zone 7/8/S1 Dispensation

In recognition of the parking pressures in the area lying directly south of those parts of Zones 7 and 8 that are adjacent to The Meadows, an allowance was written into the traffic order that allowed the residents of certain streets within those two zones to park in specified streets in Zone S1.

Recent changes to zones 7 and 8 have seen an increase in the availability of shared-use parking in these areas. The proposals detailed in Appendix 2 will see the allocation of parking spaces available to permit holders in these areas increase to a point where the available allocation is greater than the numbers of permit holders.

It is therefore proposed to remove the existing dispensation on the basis that permit holders in the affected parts of zones 7 and 8 are being provided with sufficient space to accommodate all permit holders in these areas.

5. Proposal – Introduce double yellow lines

As part of the rollout of shared-use parking it is proposed to introduce double yellow lines at all junctions and crossing points throughout Zones 1 to 8.

The locations of all junctions and crossing points without double yellow line restrictions have been identified as part of the shared-use review. This information, in conjunction with a previous review of pedestrian crossing points, is being used to identify which locations should have double yellow lines as a way of assisting pedestrians and ensuring that crossing points are kept clear of parked vehicles.

Recommendations

Recommendations arising from this Appendix:

1. To commence the legal process to:
 - a. Remove the facility to purchase daily residents' parking permits
 - b. Amend the boundary between zone 1 and zone 5 in Belford Road
 - c. Remove the dispensation for resident permit holders to park in pay-and-display parking places between 08:30 and 09:00am
 - d. Remove the allowance for certain zone 7 and 8 permit holders to park in parts of zone S1
 - e. Introduce double yellow lines at all junctions and/or crossing points within zones 1 to 8.

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Appendix 5 – Proposed timelines and budgetary requirements

This Appendix explains the steps required to take forward the proposals for the following elements of the Parking Action Plan:

- Shared-Use Parking
- Roll-out of Visitor Permits to Zones 1 to 8
- Extension of parking controls in Zones 1 to 4 and on main traffic routes to operate on Sunday afternoons
- Introduction of a revised approach to pricing for:
 - Resident permits
 - Visitor Permits
 - Trade Permits
 - Business Permits
 - Retailer Permits

An indication will also be provided for the anticipated costs involved in making any necessary changes to on-street restrictions.

Timeline

It is proposed to take forward a single traffic order that will encompass those changes listed at the beginning of this Appendix.

It is anticipated that the required legal process will commence in June 2018, with a target implementation of the proposed changes of spring 2019. The following table explains when each of the different elements of the process are expected to take place:

	Element	Target Date
1.	Initial Legal Consultation	Jun 2018
2.	Draft Traffic Order	Jul/Aug 2018
3.	Advertise Traffic Order	Aug/Sep 2018
4.	Consultation Period Ends	Sep 2018
5.	Analyse Responses	Oct 2018
6.	Prepare Committee Report	Oct/Nov 2018
7.	Report Findings to Transport and Environment Committee	Jan 2019
8.	Make Traffic Order	Feb 2019
9.	Implement	Spring 2019

It should be noted that it is difficult to predict what feedback the Council will receive in response to the separate consultations involved in the legal process, or how many representations will be received. The above timescales indicate a best-case scenario, which assumes that representations will be received and that some element of time and resources will need to be allocated to considering and responding to those representations within the preparations for reporting to Committee in January 2019.

However, should the advertisement of the traffic order elicit a high number of responses, there is potential for slippage within the given timescale in order to ensure that every representation is fully considered, as required by the governing legislation, and addressed within the resulting Committee report.

It is also possible that the Council could elect to hold a public hearing to consider objections to the traffic order. While a hearing would not be mandatory, with none of the proposed elements of the advertised orders legally triggering a hearing, the Council could determine that a hearing was a preferred means of ensuring that any objections to the proposals were fully and openly considered.

A public hearing could, however, delay the completion of the legal process by up to 18 months, taking implementation to autumn of 2020.

Budgetary Requirements

The primary cost of implementing the proposals referred to within this report are linked to the changes required to existing traffic signs and road markings. Those costs are split between the roll-out of shared-use parking and the introduction of Sunday parking controls.

Examples of the types of changes that are required are as follows:

Shared-Use Parking	
1	Changes to extent of existing parking places
2	Add new parking places
3	Remove yellow lines where new parking places are to be provided
4	Changes to existing parking places – remove “permit holders only” legend
5	Changes to existing parking places – add “permit holders only” legend
6	Remove unnecessary signs
7	Add new signs where required
8	Replace sign poles as required for new signs
9	Provide new sign poles where required
10	Wall or fence mounting of signs where permission has been granted
Sunday Parking	
1	Changes to existing parking place signs to reflect the additional day of control
2	Changes to Zone boundary signs to reflect the additional day of control
3	Changes to yellow line signing on main traffic routes to reflect additional day of control

The roll-out of shared-use parking and the introduction of Sunday parking controls would separately require changes to many of the same traffic signs. By amalgamating these two proposals into one project, the overall cost of delivering these changes has been significantly reduced.

The estimated cost of rolling out shared use parking, as well as modifying all existing signing within the affected zones, has been estimated at approximately £300K. The additional costs associated with the introduction of Sunday parking restrictions on main traffic routes has been estimated at approximately £50K.

These costs are expected to be contained within existing parking budgets in the financial years 2018/19 and 2019/20.