

# Transport and Environment Committee

10.00am, Thursday, 19 August 2021

## Granton Waterfront – Investigation of Parking Controls

Executive/routine	Executive
Wards	4 - Forth
Council Commitments	<a href="#">1,2,4,6,10,13 and 15</a>

### 1. Recommendations

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- 1.1 It is recommended that the Transport and Environment Committee:
  - 1.1.1 Notes the potential benefits to traffic management, urban realm, sustainable travel, health, wellbeing and air quality that restricting car parking provision to a maximum of 25% for the residential development will provide;
  - 1.1.2 Approve investigations into potential parking controls and preparation of initial designs for the proposed area of investigation; and
  - 1.1.3 Approves commencing consultation on initial design proposals with Ward Councillors, Community Councils, local residents and local businesses, noting that the outcomes from this will be reported back to a future Committee.

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## Granton Waterfront – Investigation of Parking Controls

### 2. Executive Summary

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- 2.1 Granton Waterfront will set the standard for sustainable economic growth in Edinburgh with an ambitious approach to low carbon living in an environment that is climate resilient, inclusive, well connected and supports prosperity and wellbeing locally and across the city region.
- 2.2 The approved [Granton Waterfront Development Framework](#) sets out the vision and key principles to guide development, service delivery and inform decision making across the regeneration area.
- 2.3 The framework recommends a maximum car parking provision across the development area of 25% for residential units (one space for every four residential units) with a number of active travel, public transport and shared mobility interventions to support this level of parking provision and encourage new and existing residents to travel sustainably.
- 2.4 As part of the regeneration of Granton Waterfront, early action projects, including new homes at Western Villages, are currently being progressed with first occupation expected in early 2023.
- 2.5 It is anticipated that a form of car parking control and regular enforcement will be required at the first occupation of the initial development phase to support modal shift. This will support the proposed lower car parking provision and ensure that the impact of overspill car parking is minimised, particularly for existing residents in the surrounding streets.
- 2.6 This report seeks approval to investigate parking controls, prepare initial designs for the proposed area of investigation and carry out consultation. Outcomes from consultation will be reported back to a future committee.

### 3. Background

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#### Granton Waterfront

- 3.1 The Granton Waterfront [Development Framework](#) was approved by the Planning Committee as non-statutory guidance in February 2020 and sets out the vision, key principles and approach to creating a new vibrant, healthy and sustainable coastal

town on Edinburgh's Waterfront. The overall programme will develop around 3,500 net zero carbon homes, new commercial and retail space, school, medical centre, culture and visitor attractions and an ambitious new coastal park.

- 3.2 A [Programme Delivery Plan](#) (PDP) for the regeneration was approved in February 2020 by the Policy and Sustainability Committee and set out the route to delivery over the next 10-15 years with agreement that officers proceed to Outline Business Case (OBC). It is anticipated that the OBC will be presented to the Policy and Sustainability Committee in October 2021, seeking approval to proceed to stage 3 Final Business Case for elements of the programme.

### **Strategic Context**

- 3.3 In August 2018, the Transport and Environment Committee approved the commencement of a [Strategic Parking Review](#) for Edinburgh. The area within and surrounding the Granton Waterfront Development Framework boundary had results indicating a lower than average parking pressure and was therefore earmarked for no further action as result of the Strategic Parking Review.
- 3.4 In [September 2019](#), the Transport and Environment Committee approved four phases of implementation of new parking controls around the city. The review accepted that new developments would include lower car parking provision to create more liveable neighbourhoods with lower reliance on private car ownership and use. The proposed expansion of the Controlled Parking Zones (CPZ) as per Strategic Parking Review can be seen in Appendix 4; this includes the proposed implementation phasing.
- 3.5 The [Edinburgh Design Guidance](#) (including the Edinburgh Street Design Guidance) was approved by the Planning Committee in October 2017 and subsequently updated in January 2020. The Edinburgh Design Guidance sets out the Council's expectations for the design of new developments in Edinburgh including revised parking standards to respond to climate change and support active travel and public transport. The revised approach to parking provision moves from a "minimum" to a "maximum" car parking standard to restrict excessive provision and allows for significantly lower and potentially zero car parking within any new development. It also highlights that when development sites are located within accessible areas of the city, low and zero car parking will be encouraged.
- 3.6 The [City Mobility Plan](#) (CMP) was approved by the Transport and Environment Committee in February 2021. Granton Waterfront aligns and supports the CMP vision of being connected by a safer and more inclusive, net zero carbon transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents. The CMP policy measures look to mitigate issues related to car parking by limiting provision in order to deliver improved public places and further enable and promote sustainable travel options.
- 3.7 It is anticipated that the forthcoming City Plan 2030 will align closely with the CMP and support its aims to assist in the mitigation of key transport issues around the city, particularly reducing private vehicle ownership and lower car parking provision.

## 4. Main report

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### **Granton Waterfront Development Framework**

- 4.1 Over the next 15 years, the regeneration of Granton Waterfront will create a new community of around 8,000 people, redefining Edinburgh's waterfront through a nature-based approach to climate mitigation and adaptation. It will bring around 3,500 new net zero carbon homes of which at least 35% will be affordable as well as a school, medical centre, creative and commercial space, new cycling and walking routes and enhanced sustainable transport connections within the city. Granton will make a significant contribution to Edinburgh's target to become a net zero carbon city by 2030. Appendix 1 outlines the Granton Development Framework area.
- 4.2 Officers have been undertaking works to complete stage 2 of the delivery plan. This includes production of an OBC for the programme whilst progressing a series of early action projects aimed at accelerating the delivery of new homes alongside key amenities.
- 4.3 A key theme of the Framework is safe and pleasant streets which prioritise walking and cycling, which in part is supported by a proposed maximum car parking provision of 25% (one space for every four residential units).
- 4.4 The early action projects of the Granton Waterfront Development will see delivery of around 667 new net zero homes with first occupation of the development at Western Villages expected in early 2023.

### **Parking Controls**

- 4.5 Car parking controls are generally used as a reactive measure to an existing issue. A pro-active strategic approach to managing parking within Granton Waterfront in advance of future development is being proposed. This would be achieved through investigating appropriate controls to support a maximum level of 25% parking within the development area in conjunction with implementing enhanced sustainable transport and active travel measures.
- 4.6 The following proposals have been prepared to align with and support key Council policy and guidance including, the Strategic Parking Review, CMP, City Plan and Edinburgh Design Guidance.

### **Proposals and Process**

- 4.7 Appendix 2 outlines the proposed area of investigation and the initial phase of development (referred to as early action projects) and their associated delivery timeframes.
- 4.8 To minimise the impact of car parking generated from the development, particularly for existing residents, and to support the proposed lower car parking provision it is recommended that parking controls and regular enforcement are in place for first occupation of the early phases in 2023. To ensure these workstreams align, adequate timescales for reporting back to Committee and the statutory consultation

period for any required Traffic Regulation Order (TRO) process have been allowed. A detailed programme indicating key tasks and timescales is shown in Appendix 3.

- 4.9 Parking controls could be part of a suite of measures utilised in and around the area to encourage a modal shift towards sustainable modes of transport and ensure a high-quality development that is well connected and accessible to all. These measures will include:
- 4.9.1 Implementation of high-quality segregated cycle infrastructure;
  - 4.9.2 Improved walking/pedestrian connections throughout the Development Framework area;
  - 4.9.3 Extensive shared mobility services (car club and bike hire);
  - 4.9.4 Electric vehicle charging infrastructure incorporated throughout the development area;
  - 4.9.5 Two Transport Mobility Hubs positioned at key locations;
  - 4.9.6 Future proofing key streets and roads to allow for future expansion of new and existing bus routes in the development area; and
  - 4.9.7 Protect the existing safeguarded Mass Rapid Transit route to ensure this option is possible in future.
- 4.10 Initial discussions have taken place to align Granton with the Strategic Review of Parking, including the utilisation of the existing Consultants through an agreed contract extension. This will provide a more streamlined process for the investigation, design and consultation of parking controls for Granton which will follow a similar approach being undertaken elsewhere in the city.
- 4.11 Approval of the recommendations set out in this report will allow officers to investigate appropriate parking control measures for the area. These will include waiting and loading restrictions, Controlled Parking Zones and Priority Parking Areas.
- 4.12 Following these investigations initial design proposals will be prepared to allow for a consultation with Ward Councillors, Community Councils, local residents and potentially affected businesses. The consultation will follow a similar format to the consultation(s) currently being carried out for the implementation of the Strategic Parking Review.
- 4.13 A report on the consultation outcomes will be reported back to a future Committee and if required seek approval for any required traffic regulation order (TRO).
- 4.14 It is anticipated that any future car parking controls will be rolled out in line with the programme of development to deliver around 3,500 new homes within the area over the next 15 years.

#### **Potential Benefits**

- 4.15 The proposed low car parking provision will:
- 4.15.1 Assist in delivering a sustainable and net zero carbon development;

- 4.15.2 Ensure that the visual dominance of cars on the street scene will be minimised;
  - 4.15.3 Improve road safety;
  - 4.15.4 Encourage residents to make healthier transport options such as walking or cycling for shorter journeys;
  - 4.15.5 Reduce transport related carbon emissions; and
  - 4.15.6 Provide opportunities for a more efficient use of land such as: increased development density, dedicated active travel infrastructure, increased space for public transport, larger public and private green space, increased space for high quality public realm and further opportunities for sustainable urban drainage (SUDS).
- 4.16 By limiting car parking provision alongside offering a number of alternative sustainable travel options it is anticipated that new and existing residents will be less dependent on private cars which will bring about a number of benefits such as reduced congestion, greater disposable income, improved health, wellbeing and air quality.
- 4.17 The introduction of parking controls will ensure priority for residents' car parking and protect against vehicle dominance. Any parking controls will need to be delivered to mitigate strategic and local parking issues and contribute to current Council aims and objectives in relation to private car use and ownership.

## **5. Next Steps**

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- 5.1 In line with the programme outlined within Appendix 3:
- 5.1.1 Investigation of appropriate parking controls and the level of intervention required;
  - 5.1.2 Preparation of initial designs of proposed parking controls for the area of investigation;
  - 5.1.3 Consultation on initial design proposals with Ward Councillors, Community Councils, local residents and businesses; and
  - 5.1.4 Report the investigation findings and consultation results back to a future Committee seeking approval on recommendations in line with findings.

## **6. Financial impact**

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- 6.1 The costs of the investigation, initial designs and consultation on parking controls for the Granton Development are estimated at around £50,000. These costs will be contained within the Granton Waterfront Regeneration programme budget.
- 6.2 New parking controls will incur implementation and ongoing operational costs, whilst also resulting in potential new revenue streams for the Council. Future reports will detail the anticipated costs associated with implementation and enforcement, as well as providing indicative figures for potential future revenue.

## **7. Stakeholder/Community Impact**

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- 7.1 A significant amount of consultation with key stakeholders, ward councillors, community councils and local residents has been undertaken as part of the Granton Waterfront Development Framework and is ongoing through further detailed development consultations.
- 7.2 Should the Granton Development require the introduction of parking controls, the legal process required to introduce such controls involves two further stages of statutory consultation over and above the initial consultation proposed, during which the Council is legally required to invite comments and objections to the proposals. It is anticipated that the consultation strategy will ensure that engagement is in excess of that which is legally required, with extensive community engagement being undertaken using a range of different consultative methods to ensure that the Council gathers maximum feedback from affected stakeholders.
- 7.3 It is anticipated that parking management measures will have a positive impact on carbon levels, reducing unnecessary journeys made by private vehicle and encouraging users to utilise more sustainable methods of transport, such as public transport or active travel. The reduction in journeys will, in turn, make improvements to traffic movement and congestion.
- 7.4 The introduction of such measures will also provide improvements to road safety, introducing restrictions and enforcement that will help pedestrians, cyclists and drivers to travel safely within the areas affected. Parking controls also provide benefits in terms of creating equality of opportunity in terms of access to local facilities.
- 7.5 An Integrated Impact Assessment (IIA) was undertaken as part of the Granton Waterfront Development Framework. It is proposed that as part of the design process a further IIA will be undertaken looking at the potential impacts on residents in surrounding streets and other social inclusion aspects.
- 7.6 All consultations will be conducted in line with the Councils approved [Consultation Policy](#) that was agreed at The Policy and Sustainability Committee on the 20<sup>th</sup> of April 2021.

## **8. Background reading/external references**

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- 8.1 None.

## **9. Appendices**

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- 9.1 Appendix 1 – Granton Waterfront Framework Area
- 9.2 Appendix 2 – Proposed area of investigation including early action projects.
- 9.3 Appendix 3 - Estimated Programme for Implementation of Parking Controls for Granton
- 9.4 Appendix 4 – Proposed CPZ expansion as per Strategic Parking Review including phasing map.



# Appendix 1 – Granton Waterfront Framework Area





Appendix 2 – Proposed area of investigation including early action projects







# Appendix 4 – Proposed CPZ expansion as per Strategic Parking Review including phasing map

