

Transport and Environment Committee

10.00am, Thursday, 2 February 2023

Parking Action Plan – delivering the City Mobility Plan

Executive/routine	
Wards	All
Council Commitments	

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee approves the draft Parking Action Plan, to be presented for public consultation in early 2023.

Paul Lawrence

Executive Director of Place

Contact: Gavin Brown, Head of Network Management and Enforcement

E-mail: gavin.brown@edinburgh.gov.uk | Tel: 0131 469 3823

Parking Action Plan – delivering the City Mobility Plan

2. Executive Summary

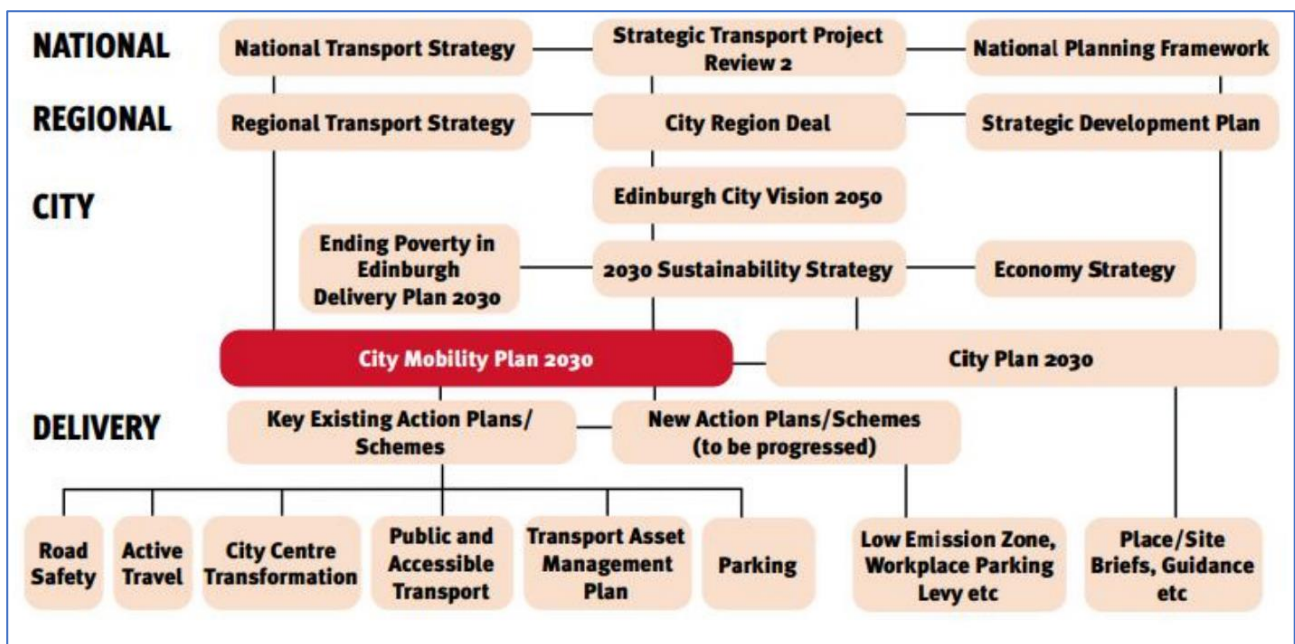
- 2.1 This report presents the draft Parking Action Plan and seeks approval to progress to public consultation in early 2023, alongside the other City Mobility Plan (CMP) Delivery Plans.

3. Background

- 3.1 Edinburgh's Strategic plan for mobility, the CMP 2021-2030 was approved by Committee on 19 February 2021. The CMP sets out the Council's approach to the sustainable, safe and effective movement of people and goods around Edinburgh.
- 3.2 The CMP sets out nine objectives and 49 policy measures under the three themes of People, Movement and Place which will, collectively, achieve the plan's Vision: *'Edinburgh will be 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'*
- 3.3 The CMP's objectives and associated policy measures, in addition to specific commitments in the CMP Implementation Plan, direct the creation of detailed Actions and Action Plans to help prioritise investment in mobility across the city.
- 3.4 This Plan primarily focusses on meeting the following CMP objectives and associated policy measures:
- **People 1 Supporting Behaviour Change.** Encourage changes in behaviour towards the use of sustainable modes of travel through information provision, initiatives and campaigns.
 - **Place 5 Streets for People.** Create more liveable places by reducing the level of on street parking in areas well served by public transport whilst enabling parking for local residents and people with mobility difficulties.
 - **Movement 4 Bus Priority Measures.** Expand and enforce public transport priority measures to improve journey time reliability and operational efficiency within the city and wider region.
 - **Movement 16 Shared Mobility.** Support the expansion of shared mobility options across the city and maximise their integration to support the broader public transport system.

- **Movement 17 Taxis and Car Share Partnerships.** Strengthen partnerships with the taxi trade and car sharing partners to support the shift to zero emission vehicles and the introduction of new technology to improve safety, standards and accessibility.
- **Movement 19 Mobility Hubs.** Identify opportunities for mobility hubs in existing communities and major new developments that provide a range of sustainable travel choices and amenities including public transport, shared mobility, click and collect and electric vehicle charging.
- **Movement 22 Tackling Inconsiderate Parking.** Work within legislation to tackle issues associated with parked vehicles obstructing footways, crossing points, roads and junctions.
- **Movement 29 Monitoring and Evaluation.** Ensure robust monitoring and evaluation of traffic and travel behaviour through regular and consistent data gathering.
- **Movement 32 Cleaner Vehicles.** Encourage the switch to cleaner vehicles by supporting the growth of EV infrastructure, including the development of a citywide charging network, and monitoring progress in other low and zero emission technologies.
- **Movement 34 Parking Controls.** Extend the coverage and operational period of parking controls in the city to manage parking availability for the benefit of local residents and people with mobility issues.
- **Movement 35 Residents Parking Permits.** Manage the way residents parking permits are issued based on demand, location and vehicle emissions.
- **Movement 36 Parking in New Developments.** Limit the level of parking in new developments based on current and planned levels of walking/wheeling, cycling and public transport access and the capacity of surrounding streets, and include requirements for electric vehicle charging, disabled persons parking places, car club and bike hire space.
- **Movement 37 Parking, Waiting and Loading Restrictions.** Review, apply and enforce parking, waiting and loading restrictions whilst balancing the needs of local businesses and residents and people with mobility difficulties.

3.5 The Plan is one of several Action Plans being developed to deliver the policies set out in the CMP, as shown in the image below:



4. Main report

- 4.1 The previous Parking Action Plan for Edinburgh to 2020 was approved by Committee in 2014. The Introduction of the CMP necessitates a new Plan be developed to reflect the Council's new policies and priorities to 2030.
- 4.2 The plan has been developed through consultation with Council teams and departments and key stakeholders. Stakeholder engagement was primarily conducted through formal Transport Forums, which were critical in developing the draft actions that are being proposed.
- 4.3 The plan to 2030 is appended to this report as Appendix 1 and approval is sought for this to be presented for public consultation.
- 4.4 As with the other Action Plans that are being developed, the plan will complement the CMP and will play its part in delivering a more sustainable, integrated, efficient, safe and inclusive transport system by 2030.

5. Next Steps

- 5.1 Subject to the approval of the recommendations in this report, it is intended that this Plan will be presented for public consultation in early 2023, alongside the other Action Plans which currently form part of the delivery of the CMP.
- 5.2 It is intended that the outcomes of the consultation will be reported to Committee in Autumn 2023.

6. Financial impact

- 6.1 The costs of developing the plan will be met from within existing budgets.
- 6.2 The actions proposed within the plan are expected to result in additional parking revenue being generated.

7. Stakeholder/Community Impact

- 7.1 Engagement has been undertaken with various stakeholders when developing this Plan and the draft actions have also been reviewed and further developed using input from formal Transport Forums.
- 7.2 Wider engagement will be carried out through the planned public consultation.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 – Draft Parking Action Plan



PARKING ACTION PLAN 2023 - 2030



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1. FOREWORD

Transport is the single biggest contributor to greenhouse gas emissions, including carbon, and central to the damage we are doing to our planet. If we are to meet the challenge of becoming net carbon zero by 2030, our transport policies and practises have to change.

- City Mobility Plan

On behalf of The City of Edinburgh Council, we are proud to present our Parking Action Plan (Plan) for Edinburgh for the period to 2030.

In Edinburgh there is cross-party support for reducing car usage and for us all using the bus more, or perhaps walking or cycling. Key to doing this is understanding that every car journey starts and ends with a parking space and accepting that managing that provision is key to cutting unnecessary vehicle use.

Indeed, this plan continues the work of the City Mobility Plan (CMP) in placing the climate emergency and cutting congestion at the centre of its actions. In this plan I recognise, however, that residents reasonably expect to be able to park near to their homes, and that most businesses have their own parking and loading needs. My aim is that this is respected whilst we take steps to cut congestion in our Capital whilst at the same time encouraging safe, healthy and sustainable travel.

At the same time as reducing non-essential car use, I am determined to work with businesses to use effective parking management as a tool to support the economy of the city centre, traditional town centres and local centres, while also protecting residents' ability to park close to their homes, especially residents with mobility impairments.

The Council's role in managing parking is to balance these different and sometimes competing demands. This Plan sets out the Council's strategic approach to parking and kerbside management up to 2030, with the aim of delivering best value for the Council and Edinburgh's residents. The proposed actions in this Plan will help the Council to target resources where they will have the greatest impact upon managing parking opportunities for the benefit of residents and businesses, whilst enabling more sustainable travel choices, cleaner air, and healthier citizens as aligned to the CMP.

The Plan will only retain its relevance and effectiveness if we learn from its implementation and regularly update its actions. With this in mind, Key Performance Indicators will be reviewed, in alignment with the review and update to the CMP, every two years. These open and transparent reviews will assess progress against the actions and objectives and ensure current Government and Council policies are reflected.



Councillor Scott Arthur
Transport & Environment Convener

2. INTRODUCTION AND CONTEXT

Across the world, progressive cities are embracing the global challenges of climate change and inequality with action and vision. Transport, the way we move people and goods around, and in and out of cities, is being revolutionised.

- City Mobility Plan

2.1 Purpose and Vision

The [City Mobility Plan \(CMP\)](#) provides a strategic framework for the effective movement of people and goods around Edinburgh and seeks to address the associated environmental and health impacts. It comprises a vision and a series of objectives and policy measures which serve to guide all mobility planning interventions in Edinburgh, including this Plan.

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

This Plan sets out the Council's strategic approach to parking and kerbside management, recognising its importance as the critical demand management component of Edinburgh's overall transport strategy, aiming to control traffic levels and informing travel choices through restrictions and associated enforcement.

Parking management is the process of controlling the volume, price and/or access to parking places. Even though parking management interventions (actions) mostly regulate stationary traffic, they also help to direct traffic flows, reduce the dominance of private cars in inner cities, and foster the use of sustainable urban mobility solutions as the attractiveness of the private car is reduced.

The benefits of managing parking are broad and include improvements to:

- **Traffic and congestion:** parking management is a demand management tool that helps reduce traffic, congestion and air pollution.
- **Road Safety:** inconsiderate parking that causes road safety problems can be managed and subject to enforcement action.
- **Accessibility of streets for people:** provision of dedicated parking places for people with disabilities, as well as having the capability to take enforcement action against inconsiderate parking on footways and at crossings improves mobility for disabled people.
- **Economic development:** public parking availability supports the economies of our city, town and local centres, whilst improved accessibility and better use of public space can boost a city's image and economic performance. Public space has a high social and cost value and should therefore be paid for if used for parking.
- **Inclusion:** dedicating revenues from parking charges and penalties towards sustainable and inclusive travel modes can help stimulate investment in, and use of, such modes of transport available to a broader range of users in the city.
- **Travel behaviour and mode choice:** parking management is a critical component of urban mobility planning aimed at shifting travel usage and trends from private vehicles to other modes of transport. Where modal shift leads to reduced private vehicle usage and distances travelled, this further reduces congestion and pollution and improves road safety.

2.2 Stakeholder Engagement

The CMP, which has directed the development of this Plan, was the result of over three years of discussion during which citizens and stakeholders were engaged via workshops, meetings, surveys, presentations, focus groups and drop-in events.

This is not the first parking Action Plan; the 2016 Plan served to guide and manage parking management in the city prior to this update. In addition to utilising parking-oriented outputs from the CMP's many engagement exercises, a review and assessment of the 2016 Plan and its actions in the context of the CMP's objectives and policies, helped to identify the actions included in this updated Plan.

Engagement on the proposed actions have since taken place with Edinburgh's Transport Forum, a stakeholder group made up of experts, citizens and interested parties and chaired by the Council's Convener for Transport and Environment, who act as an advisory and consultative body for citywide transport issues. This ensures that a greater voice is given to stakeholders and users of Edinburgh's transport network.

The proposed actions are therefore strategically aligned to the CMP and have been informed by a robust citywide engagement exercise and stakeholder engagement.

2.3 City Mobility Plan Objectives and Policies

The shared vision is supported by a series of objectives and policies. The CMP comprises 10 objectives and 49 policies, of which six objectives and 14 policies relate specifically to parking management/this Plan.

People focused objectives (➤) and policies (❖) related to parking to improve health, wellbeing, equality and inclusion:

- Encourage behaviour change to support the use of sustainable travel modes.
- Improve sustainable travel choices for all travelling into, out of and across the city
- ❖ **People 1 Supporting Behaviour Change.** Encourage changes in behaviour towards the use of sustainable modes of travel through information provision, initiatives and campaigns.

Place focused objectives (➤) and policies (❖) related to parking to protect and enhance our environment:

- Reduce vehicular dominance and improve the quality of our streets.
- ❖ **Place 5 Streets for People.** Create more liveable places by reducing the level of on street parking in areas well served by public transport whilst enabling parking for local residents and people with mobility difficulties.

Movement focused objectives (➤) and policies (❖) to support inclusive and sustainable economic growth and respond to climate change:

- Reduce harmful emissions from road transport.
- Improve the safety for all travelling within our city.
- Maximise the efficiency of our streets to better move people and goods.
- ❖ **Movement 4 Bus Priority Measures.** Expand and enforce public transport priority measures to improve journey time reliability and operational efficiency within the city and wider region.
- ❖ **Movement 16 Shared Mobility.** Support the expansion of shared mobility options across the city and maximise their integration to support the broader public transport system.
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- ❖ **Movement 37 Parking, Waiting and Loading Restrictions.** Review, apply and enforce parking, waiting and loading restrictions whilst balancing the needs of local businesses and residents and people with mobility difficulties.
- ❖ **Movement 38 Workplace Parking Levy.** Following consultation, a workplace parking levy will be designed and presented for consideration.

2.4 Links to Other Plans and Policies

This Plan complements and supports a series of other plans and guidance documents which are collectively focused on achieving the CMP’s vision and objectives. The following are all heavily influenced by and often dependent upon, effective parking management:

Supporting Council Plans/Guidance	Examples of Parking Management linkages
Active Travel Action Plan , led by the Active Travel team	Improving the safety of people cycling, walking and wheeling through effective parking enforcement. Protecting existing cycle routes, enable new routes along road corridors and free up kerbspace to facilitate cycle parking
Air Quality Action Plan , led by the Placemaking and Mobility team	Supporting the implementation and operation of the Low Emission Zone and influencing travel choices and vehicle emissions through parking pricing policies.
Edinburgh Design Guidance , led by the Placemaking and Mobility team	Limiting car parking levels in new developments and encouraging the introduction of car sharing initiatives and electric vehicle charging.
Public and Accessible Transport Action Plan , led by the Public Transport team	Enabling efficient public transport corridors, by keeping main traffic routes clear of parked vehicles at peak times and enforcing bus lane restrictions via a network of cameras.
Road Safety Action Plan , led by the Road Safety team	Enabling safe crossing points and reducing instances of dangerous parking.


Due to such strategic alignment, this Plan shares the CMP vision, which links directly with the Council’s three main priorities to address climate change, eradicate poverty and promote sustainable economic growth:

Edinburgh will be 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.

- City Mobility Plan

As well as a shared vision, the CMP sets out the strategic mobility challenges to be addressed by this Plan:

Climate Emergency - Transport, the way we move people, goods and services around places, is the biggest generator of carbon emissions in Edinburgh. In 2020, 31% of carbon emissions were accounted for by transport. Unlike most sources, where carbon emissions are reducing, those from transport, particularly road transport, have been increasing.



This Plan needs to help reduce private vehicle use whilst also supporting the transition to use of lower emission vehicles.

Sustainable Economic Growth - Edinburgh is the fastest growing city in Scotland and one of the fastest growing cities in the UK. By 2043 the city's population is forecast to grow by a further 12% to nearly 600,000¹. Such growth places increased demand on existing transport infrastructure including parking provision from an increasing number and range of users.



This Plan needs to help manage kerbside space for parking, waiting and loading

Safety - As the volume of cars on our streets grows, people are increasingly concerned about safety. Vulnerable road users, such as pedestrians and cyclists are more at risk of suffering from serious injury if involved in a collision with a motor vehicle.



This Plan needs to help manage how kerbside space is used to keep people safer, especially our more vulnerable road users.

Health and Wellbeing - Streets in many of our communities are too often dominated by traffic, mostly cars, which affects our quality of life and wellbeing. Transport also accounts for one third of the air pollution caused by nitrogen oxides and one sixth caused by fine particles. Most of these emissions are caused by road transport. Both pollutants harm human health.



This Plan will help to reduce vehicle dominance and tackle air pollution through managing the supply of parking spaces and permits and support cleaner, greener travel opportunities.

Congestion - Parts of the city's transport network is highly congested. The cost of congestion per driver is £764 per annum². The cost to the city is £177 million per annum. Congestion adds 41% travel time to each peak time journey. Goods and services stuck in traffic have a direct impact on the cost and productivity of businesses and public services. Congestion adversely affects the communities along these routes, making them more polluted, more dangerous and less pleasant places to be.



This Plan will tackle this by managing demand and enhancing the efficiency of our kerbside space.

Inclusion - We want to create a city where you don't need to own a car to move around. For many the city has an excellent, inclusive public transport system, though some areas are poorly served limiting opportunities for those who live there. We also recognise that public transport and taxi usage can be unsuitable for people with severe mobility problems, therefore private cars are essential for some in the city.



This Plan will help by providing dedicated parking places for people with disabilities and for shared mobility opportunities provided by car clubs, thus helping to increase travel choices available to reduce private car use. This plan will also help to promote active travel and public transport.

¹ National Records for Scotland, [Population Statistics](#), sourced from CMP 2021

² Inrix, Global traffic scorecard 2019, sourced from CMP 2021

3.ACTIONS

Our decisions on how to get from A to B are based on the choices available and how we feel about them. There are several factors which can influence how we choose to move, including availability and quality of infrastructure, cost, journey time, safety, personal ability and convenience.

- City Mobility Plan

3.1 Proposed Actions

The package of parking actions aims to improve and contribute to a future transport system that is safe, healthy and sustainable, whilst enabling parking and loading opportunities for residents and businesses.

Communications

The provision of travel information ensures that people are aware of and have details about the mobility options that are available to them, allowing people to make informed travel choices.

The Parking Communication Plan will help provide better information for those who choose to drive on where to park in the city, including Park and Ride sites and off-street car parks. It will also ensure that residents and businesses are provided with suitable information regarding the parking permit schemes which are available to them.

The Parking Communication Plan will utilise existing channels to gather and disseminate information, such as the Edinburgh Operations Centre and the Edintravel brand. The Parking Communication Plan will also be aligned to the CMP's Communication Plan to ensure consistency and encourage changes in behaviour towards using more sustainable travel modes.

Action 1 - Communication Plan

Develop a Communication Plan for the parking service to increase awareness of parking operations, proposals and consultations whilst improving data gathering and customer insight.

This action also helps to manage interactions with the public and ensure that people receive relevant and timely information. This can vary from informing motorists in real time about parking availability, to keeping customers informed about consultations on future proposals and amendments to Traffic Regulation Orders.

Across the Parking Operations service there are numerous projects and processes that involve communication with customers. These include projects which require changes to the management of kerbside space and processes for how to apply for permits or challenge Penalty Charge Notices. This action will also strengthen data gathering and customer insight to better inform the development of projects and processes to deliver the actions in this Plan.

The Council consults with stakeholders when developing proposals to alter how parking is governed or managed. The TRO process, required to enact any legal changes to the use of roads and footways, also entails a statutory consultation process whereby citizens and stakeholders are able to make formal representations in support or otherwise to any proposed change.

The Council’s [protocols](#), covering for example Controlled Parking and Priority Parking, and Parking Enforcement, dictate how parking is managed and enforced across the city. Additional documents outline the terms and conditions of relevant permit schemes and the process for parking ticket challenges.

As the service remit expands, so too does the requirement for data and insight to better inform proposals. The expanding remit of the service calls upon a formalised and structured approach to communicating the service offerings and proposals with a wide and varied range of customers who are using the city’s streets to park, charge or load and unload.

City Mobility Plan - Policy Measures Supported	City Mobility Plan – Objectives Supported
<p>PEOPLE 1 Supporting Behaviour Change</p> <p>PLACE 5 Streets for People</p> <p>MOVEMENT 4 Bus Priority Measures</p> <p>MOVEMENT 16 Shared Mobility</p> <p>MOVEMENT 17 Taxis and Car Share Partnerships</p> <p>MOVEMENT 19 Mobility Hubs</p> <p>MOVEMENT 22 Tackling Inconsiderate Parking</p> <p>MOVEMENT 28 Monitoring and Evaluation</p> <p>MOVEMENT 31 Cleaner Vehicles</p> <p>MOVEMENT 34 Parking Controls</p> <p>MOVEMENT 35 Residents Parking Permits</p> <p>MOVEMENT 37 Parking, Waiting and Loading Restrictions</p>	<ul style="list-style-type: none"> • Behaviour change • Reduce emission • Improve safety • Improve sustainable travel choices • Reduce vehicle dominance • Maximise efficiency of streets

Anticipated benefits
<ul style="list-style-type: none"> • Customers are better informed regarding the parking services available in Edinburgh, have better access to travel information to help them make more sustainable travel choices and are more informed about consultations and proposals. • The Parking team has greater data and customer insight into what our customers want in order to inform the development of future proposals, projects and processes.

Parking Controls

In the 1970s the Council introduced the original Controlled Parking Zone (CPZ) to manage commuter parking pressures in the city centre and protect parking opportunities for

residents, visitors, trades people and disabled people. The CPZ was extended with further zones to the north and south from 2006 onwards.

CPZs have clear boundaries and parking pressures can increase beyond the boundary edge where there are no parking controls. In Edinburgh, Priority Parking Areas have been implemented to address commuter parking pressures on the boundaries of the CPZ, where only short sections of the kerbspace is controlled and for a short period each day, to soften this boundary effect.

The operational hours of the central CPZs have also been extended to cover every day of the week, and shared-use parking places have been introduced to offer increased flexibility for permit holders and Pay-and-Display customers. Visitor parking permit availability has also been extended.

In addition to formal parking zones or areas, the Council provides a range of site-specific parking controls across the city through yellow line restrictions and designated parking places.

For many Disabled Persons' Blue Badge holders, finding a suitable parking place outside their home can be a challenge. To help improve the mobility of those who need their car the most, the Council continues to comply with the terms of the Disabled Persons' Parking Places Act, by assessing all requests for new Disabled Persons' Parking Places in residential areas and providing such parking places.

Where there is evidence of parking pressure and high levels of commuter parking the introduction of parking controls allows residents to be able to park near their homes. There are currently 19 CPZs and 10 Priority Parking Areas in Edinburgh.

The expansion of such zones or areas will be strategically delivered to manage impacts from external commuting and intra-city commuting and to support major transport and development projects and objectives.

Parking controls not only affect motorists looking for a parking space, but also play an important part in many people's everyday lives. They determine where deliveries are made, local residents including people with mobility difficulties can park, and where people can cross the road, cycle and access public transport safely and with ease.

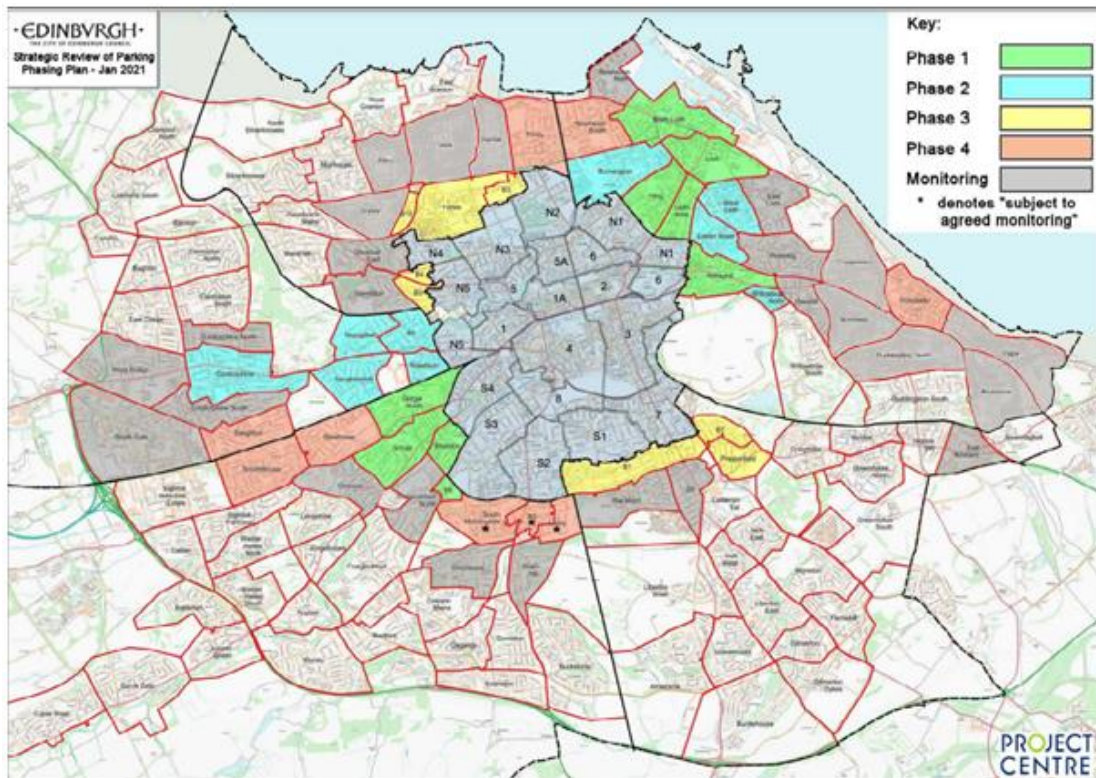
Action 2 – Parking Controls

Proactively provide parking controls to support CMP and City Plan objectives and major projects, and continue to monitor, review and implement parking controls strategically across the city to tackle area-wide parking pressures.

The Council's Strategic Review of Parking (www.edinburgh.gov.uk/parkingreview) began in 2018 and reviewed parking pressures on a street-by-street basis across the whole city. By taking a holistic approach, the Council could compare results for every area and make recommendations based on where the evidence suggested there was the greatest pressure on parking. This review has so far resulted in new CPZs being proposed for introduction into the Leith and Gorgie areas of the city in 2023.

Further proposals are being considered for other areas of Edinburgh with comprehensive parking surveys also in place to continue to monitor parking pressures and help track whether new controls result in a migration of parking demand.

The map below provides details of the phases that have been proposed for the Strategic Review of Parking and the areas that have been identified for further monitoring of parking pressures. The subsequent table provides a brief update on the next steps that are proposed for each of the approved phases.



Phase	Next Steps
Phase 1	New CPZs will be introduced in the Leith and Gorgie areas of the city in the summer of 2023.
Phase 2	A further report will be provided to the Transport and Environment Committee once the full impacts of the new Phase 1 CPZs have been established.
Phase 3	A Traffic Order will be promoted for the approved areas of Phase 3 in the spring/summer of 2023, involving a full statutory public consultation.
Phase 4	A Traffic Order will be promoted for the approved areas of Phase 4 in the spring/summer of 2023, involving a full statutory public consultation.

The review will also consider the suitability of existing parking controls within the current CPZs. Sunday parking controls and parking charges were successfully introduced in the city centre in April 2021 and the review will investigate the potential benefits that weekend or evening parking controls might bring to our current parking zones. Consideration will also be given to parking controls on a more local level, ensuring that controls, charges and maximum stay periods are appropriately tailored to the areas they serve.

City Mobility Plan - Policy Measures Supported	City Mobility Plan – Objectives Supported
<p>PEOPLE 1 Supporting Behaviour Change</p> <p>PLACE 5 Streets for People</p> <p>MOVEMENT 22 Tackling Inconsiderate Parking</p> <p>MOVEMENT 28 Monitoring and Evaluation</p> <p>MOVEMENT 34 Parking Controls</p> <p>MOVEMENT 35 Residents Parking Permits</p> <p>MOVEMENT 37 Parking, Waiting and Loading Restrictions</p>	<ul style="list-style-type: none"> • Behaviour change • Reduce emissions • Improve safety • Improve sustainable travel choices • Reduce vehicle dominance • Maximise efficiency of streets

Anticipated benefits

- CPZs manage demand by restricting on street commuter and long-term non-residential parking whilst providing improved parking opportunities for residents, businesses and their customers.
- CPZs help to reduce congestion by managing parking and reducing circulating traffic looking for parking spaces which improves air quality and the safety and efficiency of our streets.
- Parking controls encourage drivers to consider their travel choices and enhance conditions for public transport users and people cycling and walking by preventing inappropriate and unsafe parking.

Along many main traffic routes and Greenways, free limited waiting parking places currently exist which are difficult to enforce and do not effectively manage parking demands. This can lead to all-day parking and potential commuting in many areas with fewer opportunities being available for short-term customer parking.

In some locations it can result in double and footway parking which obstructs public transport, makes it more hazardous for cycling and creates difficulties and safety issues for wheeling and walking particularly when crossing the road.

Furthermore, some of these parking places lie within the CPZs and it is inconsistent that one parking place is charged while another is not. There have been numerous complaints received concerning poor parking in such places and about the lack of parking opportunities.

Lack of delivery spaces can also shift delivery operations into traffic lanes or onto pavements which leads to congestion and potentially hazardous situations for other road users.

Action 3 - Waiting and Loading Controls

Review and amend waiting and loading restrictions on main traffic routes to align with neighbouring CPZs and improve sustainable mobility along such routes.

We will continue to review, apply and enforce parking, waiting and loading restrictions to ensure that vehicles loading and unloading do not dominate Edinburgh’s streets, whilst

balancing the needs of businesses, customers, residents and people with mobility difficulties.

We will focus on providing safe travel routes for people walking, wheeling, cycling and help promote the use of public transport and other sustainable travel methods. We will also support local businesses by managing parking and loading opportunities on main traffic routes and surrounding streets, providing necessary space for customer parking and deliveries only where it is suitable to do so.

City Mobility Plan - Policy Measures Supported	City Mobility Plan – Objectives Supported
<p>PEOPLE 1 Supporting Behaviour Change MOVEMENT 4 Bus Priority Measures MOVEMENT 22 Tackling Inconsiderate Parking MOVEMENT 34 Parking Controls MOVEMENT 35 Residents Parking Permits MOVEMENT 37 Parking, Waiting and Loading Restrictions</p>	<ul style="list-style-type: none"> • Behaviour change • Reduce emissions • Improve safety • Reduce vehicle dominance • Maximise efficiency of streets

Anticipated benefits
<ul style="list-style-type: none"> • Ensuring appropriate provision for loading helps businesses to manage deliveries and servicing effectively. • Improved parking opportunities for residents, businesses and their customers. • Help to eliminate footway parking, which will significantly improve accessibility for pedestrians, particularly those with wheelchairs or buggies and those who have mobility difficulties and for the delivery of goods. • Addressing badly parked vehicles on main streets reduces congestion and improves safety, air quality and efficiency of such streets by better supporting public transport and cycling on such streets.

According to the proposed City Plan 2030, there are nine town centres including the city centre and over 60 local shopping centres. The city, town and local centres are the focal points of their communities, they support jobs and provide places for public life to flourish. Such centres can also reduce car dependency by providing local shops and services within walking distance of people’s homes and supporting older people or those with mobility difficulties living in our communities.

Movement of freight and goods is vital to the economy of these centres across Edinburgh. Uncontrolled all-day parking at such locations can discourage passing trade and make it more difficult for goods to be delivered. Long-term parking also increases the chances of double parking which obstructs traffic and is a hazard for vulnerable road users like cyclists and vulnerable pedestrians crossing the road.

<p>Action 4 – Short Stay Parking</p> <p><i>Manage available space for short stay parking and delivery and servicing arrangements near to local businesses, to ensure a turnover of vehicles using such parking places.</i></p>

Commuter or long-term parking outside local businesses and shops can block customer and client parking and impact on business activity, which may also cause issues for servicing and loading. A lack of loading bays, or incorrect parking in loading bays often encourages poor parking choices, such as double parking or footway parking.

Our aim is to balance parking, waiting and loading provision to benefit local businesses across the city and their customers by supporting short-term parking opportunities, rather than long-term parking.

City Mobility Plan - Policy Measures Supported	City Mobility Plan – Objectives Supported
<p>PEOPLE 1 Supporting Behaviour Change PLACE 5 Streets for People MOVEMENT 22 Tackling Inconsiderate Parking MOVEMENT 29 Monitoring and Evaluation MOVEMENT 32 Cleaner Vehicles MOVEMENT 34 Parking Controls MOVEMENT 35 Residents Parking Permits MOVEMENT 37 Parking, Waiting and Loading Restrictions</p>	<ul style="list-style-type: none"> • Behaviour change • Reduce emissions • Improve safety • Improve sustainable travel choices • Reduce vehicle dominance • Maximise efficiency of streets

Anticipated benefits
<ul style="list-style-type: none"> • Parking charges and maximum stay lengths are set at levels which accommodate only essential vehicular journeys. • Parking charges ensure turnover of spaces throughout the day but discourage and prevent all-day commuter parking.

Parking Management

The Council has a duty to manage and maintain the public road network within its area and parking management is an important part in achieving this aim.

Effective parking controls help to ensure that parking opportunities are available for residents, visitors and businesses, making Edinburgh a great place to live and work. Parking controls also help to discourage unnecessary car ownership, prevent excessive commuter parking occupying spaces all day and ensure vehicles park safely in designated locations to keep the city moving and the economy turning. There are often many competing demands on the same short lengths of kerbside space and the Council aims to balance all these differing needs in as fair a manner as possible.

The Council has distinct public parking charges in different areas of the city to help manage demand. In the city centre, there are currently three public parking charge bands across the central CPZ and two bands across the peripheral CPZ. Higher charges are applied in areas with higher demand and lower prices are available in areas with fewer demands and where there is likely to be greater parking capacity.

These different public parking charges help to balance parking pressures over a larger area and improve traffic flows by diverting motorists away from areas with high demands to places where there is parking capacity and where spaces can more easily be found. This improves traffic flows and reduces congestion by helping to remove circling traffic looking for parking.

Public parking charges and maximum stay periods can also be tailored to specific local circumstances, such as short-term parking at local shopping areas and longer-term parking in non-residential streets with sufficient capacity.

Action 5 – Pricing Strategies

Review pricing strategies to manage demand for parking spaces, reduce vehicle emissions and support moves towards sustainable mobility.

Pricing is an effective demand management tool when applied to public parking and parking permits. The aim of this action is to build upon the policies and procedures that are already in place to better manage demand and encourage an overall reduction in private vehicle usage across the city.

A review of the current structure for public parking charges will be used to establish how the demand for parking can be better managed within the existing parking zones in the city. This may include proposals to increase charges in locations of high demand which will help to support moves towards sustainable mobility in these areas.

Consideration will also be given to initiatives such as emissions-based charging, to further contribute to reduced vehicle emissions and further incentivise the transition to sustainable mobility.

City Mobility Plan - Policy Measures Supported	City Mobility Plan – Objectives Supported
<p>PEOPLE 1 Supporting Behaviour Change</p> <p>PLACE 5 Streets for People</p> <p>MOVEMENT 28 Monitoring and Evaluation</p> <p>MOVEMENT 32 Cleaner Vehicles</p> <p>MOVEMENT 34 Parking Controls</p> <p>MOVEMENT 35 Residents Parking Permits</p> <p>MOVEMENT 37 Parking, Waiting and Loading Restrictions</p>	<ul style="list-style-type: none"> • Behaviour change • Reduce emissions • Improve safety • Reduce vehicle dominance • Maximise efficiency of streets

Anticipated benefits

- Parking charges are used to manage demand and ensure the general availability of spaces.

- Changes to parking charges will have a positive impact on localised pollution and air quality, and the creation of safer more pleasant streets for people.
- Pricing strategies provide a structured approach to pricing across all parking-related charges.

The Council's parking permit schemes are also designed to help manage demand both for parking places and vehicle ownership, with a significant surcharge in place for second permits to try and disincentivise multi car households and businesses.

In Edinburgh, residential permit pricing policy is based on permit zone, vehicle emissions and the number of vehicles in each property. Permit levels are currently restricted to two permits per household and one per person, with further constraints on new developments.

It is not possible to guarantee residents a parking place within their own street, so residential parking permits are issued on a zone wide basis in order to better balance parking demand over an appropriate area.

In some areas of the city, the residential permit scheme has been oversubscribed, with more parking permits being purchased than there are spaces available to accommodate them. The previous Plan therefore took steps to introduce approximately 3,000 additional shared use parking places in areas where they were needed to try and help residents and address the shortfall in parking availability.

Pricing based on vehicle emissions has recently changed from five to seven bands to enable greater differential costs for higher polluting vehicles. A surcharge will also be applied to all diesel vehicles which require a permit.

These changes have helped to encourage the use of more environmentally friendly vehicles and support local air quality improvements. The actions within this Plan aspire to further these achievements and deliver better outcomes for people living and working in Edinburgh.

Action 6 – Residents' Parking Permits

Continue to apply parking permit surcharges to households that own more than one vehicle and more polluting vehicles and investigate the potential to reduce the number of residential parking permits issued.

The main aim of residential parking permit schemes is to give residents priority in their own streets and to help them park closer to their homes. Parking permit charges are required to support the operating costs of the parking zones and can also be used as an effective demand management tool.

While permit prices increase annually in line with inflation, the structure of the permit charges has been set to try and encourage the uptake of more environmentally friendly vehicles. The price differential between the lower and higher emission permit bands is set to grow as permit prices increase whilst the second permit surcharge could be adjusted to further help disincentivise households from owning a second vehicle. This may be easier to

develop for one-family households, but may be more problematic in situations where individuals live in shared accommodation, i.e. flat sharing.

This action will review the impacts of the above residential pricing policies over recent years, investigate how they have helped to influence behavioural change and determine whether further steps can be taken to further influence the choices being made by the residents of Edinburgh who choose to own a vehicle.

City Mobility Plan - Policy Measures Supported	City Mobility Plan – Objectives Supported
<p>PEOPLE 1 Supporting Behaviour Change PLACE 5 Streets for People MOVEMENT 29 Monitoring and Evaluation MOVEMENT 32 Cleaner Vehicles MOVEMENT 34 Parking Controls MOVEMENT 35 Residents Parking Permits MOVEMENT 37 Parking, Waiting and Loading Restrictions</p>	<ul style="list-style-type: none"> ● Behaviour change ● Reduce emissions ● Improve safety ● Reduce vehicle dominance ● Maximise efficiency of streets

Anticipated benefits
<ul style="list-style-type: none"> ● Permit pricing can help to manage demand and encourage permit holders to consider switching to a less polluting vehicle or consider alternatives modes of transport. ● Linking permit prices to vehicle emissions helps to improve air quality. ● Permits can help to give priority to residents, local businesses and trades people over other road users.

Parking Enforcement

Decriminalised Parking Enforcement (DPE) has been in place in Edinburgh since 1998, with Greenway restrictions being added to the Council’s responsibilities in 2007 and Bus Lane Camera Enforcement being added in 2012. This gives the Council significant scope to shape and influence Edinburgh’s future travel choices for the better.

Enforcement is vital for parking management to function effectively. On-street parking regulations and enforcement are applied to establish an orderly use of the available urban space. Parking enforcement not only benefits people parking, waiting or loading, but also plays an important part in many people’s everyday lives by determining where deliveries are made, local residents including people with mobility difficulties can park, and where people can cross the road, cycle and access public transport safely and with ease.

The Council has always outsourced the majority of DPE services and currently has a contract in place to guide the enforcement service and operations. The current contract, which runs until 2024, is enacted on behalf of the Council by NSL, who are one of the UK industry leaders and provide parking management services to manage, install, maintain and enforce all parking controls on adopted roads across the city to help keep Edinburgh moving.

First and foremost, the contract provides for the employment of Parking Attendants to monitor the on-street parking restrictions around the city. They help to ensure drivers park correctly, offer advice where parking could be improved and as a last resort issue penalty

charge notices to incorrectly parked vehicles. In addition, removal services are also provided so that vehicles parked in hazardous places or those persistently incurring parking tickets can be impounded.

The contract provides a range of secondary services to support on-street enforcement, this includes lines and signs maintenance, cashless pay and display payment options, parking suspensions/dispensations and management of parking ticket machines, such as collecting cash and restocking pay and display vouchers. Finally, the contract also provides the Council with a variety of IT services and systems to manage, parking permits, parking tickets and bus lane cameras.

The Council’s contract is based on the British Parking Association’s model contract approach, endorsed by the Department for Transport. The Council’s approach to enforcement is often used as an example of best practice by many other Scottish and UK Councils and Edinburgh currently works in collaboration with East Lothian, Midlothian and Highland Councils, granting them access to our framework contract and providing back-office parking services and support for all.

Action 7 – Parking Enforcement Contract

Review and renew the DPE contract to enhance parking enforcement and service delivery methods, protocols and specifications.

The Council’s contract for parking services is due for renewal in 2024 and work is already underway to benchmark current services with similar sized local authorities in Scotland and across the rest of the UK. This process will inform the procurement journey to ensure that best value is achieved whilst delivering exceptional, innovative and efficient services for the capital.

This work will consider whether any services can be managed in-house more effectively by the Council and also look to identify further savings opportunities, such as the promotion of cashless parking initiatives, potentially removing the need to manage cash within our pay and display operations.

Furthermore, we will continue to work with our collaborative partners to ensure future services also meet their needs and help deliver good public services across other parts of the country.

City Mobility Plan - Policy Measures Supported	City Mobility Plan – Objectives Supported
<p>PEOPLE 1 Supporting Behaviour Change PLACE 5 Streets for People MOVEMENT 22 Tackling Inconsiderate Parking MOVEMENT 29 Monitoring and Evaluation MOVEMENT 34 Parking Controls MOVEMENT 35 Residents Parking Permits MOVEMENT 37 Parking, Waiting and Loading Restrictions</p>	<ul style="list-style-type: none"> ● Behaviour change ● Improve safety ● Reduce vehicle dominance ● Maximise efficiency of streets

Anticipated benefits

- Enforcement provides improved parking opportunities for residents, businesses and their customers by helping to tackle all day commuter parking.
- Enforcement helps manage demand, improve traffic management, street efficiency, safety and air quality.
- Parking controls which are effectively enforced help influence people's behaviour and their travel choices.
- Any surplus revenue from parking charges is reinvested in network management improvements identified through the CMP.

The Council does not currently have powers to enforce footway parking where kerbside restrictions are not already in place. However, the Transport (Scotland) Act 2019 grants Scottish Councils additional powers to enforce double parking, parking at dropped kerbs and footway parking. The Regulations to support these new powers are being finalised before Councils can commence with enforcement of the new restrictions. It is anticipated that effective enforcement will commence in 2024.

Action 8 – New Enforcement Powers

Implement the powers granted to the Council under the Transport (Scotland) Act 2019 to enable enforcement of parking prohibitions, the Low Emission Zone and the Workplace Parking Levy.

The Council has always supported proposals to introduce a footway parking prohibition in Scotland and prohibitions on footway parking, double parking and parking at dropped kerb were finally included within the Transport (Scotland) Act 2019, bringing them into law. However, the required Regulations that support the introduction, enforcement, exemptions and appeals processes for the parking prohibitions are still being finalised by Transport Scotland.

The Council has therefore approved additional measures which can be implemented in the meantime, such as removing observation periods for any vehicles parking incorrectly on the footway where there is a kerbside restriction present. Additional enforcement measures also include reducing thresholds for Persistent Evaders; drivers who continuously park obstructively and receive parking tickets without adjusting their behaviour meaning that such vehicles will be impounded sooner.

The Council is well-prepared for the introduction of the new parking prohibitions and the start of enforcement, having already assessed all of our roads. We are currently considering the results of that assessment, any possible impacts that may arise from the introduction of the new legislation and any mitigation measures that may be required.

Furthermore, the Council approved a motion at its meeting on 25 August 2022, confirming that only the exceptions mandated by the Scottish Government would be considered, committing to improving the city's streets and putting pedestrians at the top of the transport hierarchy.

The parking team will also continue to work closely with other teams in the Council to help deliver both the Low Emission Zone (LEZ) and Workplace Parking Levy (WPL).

City Mobility Plan - Policy Measures Supported	City Mobility Plan – Objectives Supported
<p>PEOPLE 1 Supporting Behaviour Change PLACE 5 Streets for People MOVEMENT 22 Tackling Inconsiderate Parking MOVEMENT 29 Monitoring and Evaluation MOVEMENT 32 Cleaner vehicles MOVEMENT 34 Parking Controls MOVEMENT 35 Residents Parking Permits MOVEMENT 37 Parking, Waiting and Loading Restrictions</p>	<ul style="list-style-type: none"> • Behaviour change • Improve safety • Reduce vehicle dominance • Maximise efficiency of streets

Anticipated benefits
<ul style="list-style-type: none"> • Enforcement of footway parking, double parking and parking at dropped kerbs improves safety and accessibility for vulnerable pedestrians particularly those using wheelchairs or buggies, reduces damage caused to footways by vehicles and improves efficiency of streets if vehicle obstructions are reduced. • Revenue generated from additional enforcement powers is reinvested on mobility and transport improvements as identified through the City Mobility Plan.

Reducing Vehicle Emissions

In the UK per year, the health impacts of poor air quality have been estimated at £15 billion, while the total economic cost of air pollution may be as much as £54 billion. One of the key ways to tackle these impacts is to create a transport network that encourages sustainable mobility including incentivising people to utilise Electric Vehicles (EV).

As our transport strategies become embedded and EV ownership increases the number of publicly accessible EV charge points will have to increase rapidly. Capital investment requirements will increase accordingly, as will the demands placed on the Council for provision of adequately planned, maintained and operated public charging capacity. This has to be considered in the context of the rapidly evolving market for EVs and provision of the associated infrastructure, with private charge point network operators investing capital, skills and resource in the sector, alongside public investment.

The Council are therefore one Pathfinder authority working with Transport Scotland and Scottish Futures Trust to develop a business case for a new EV charging infrastructure delivery model. The business case assesses what EV Infrastructure is required in Edinburgh up to 2026, what proportion will be provided by EV operators (the market will become more attractive commercially as the customer base grows), what proportion of that total should be provided by the Council, and how the two can work together to try to meet demand.

Action 9 – Electric Vehicle Charging

Develop, in partnership with EV operators, a commercially sustainable model for delivering publicly available EV charging hubs at strategic locations in the city.

The Scottish Government has pursued a policy of supporting local authorities to install and operate EV infrastructure by providing grants that meet 100% of the capital costs for installation and establishing ChargePlace Scotland to manage the back-office functions.

The 2021 Transport Scotland ‘Report on Public EV infrastructure in Scotland - Opportunities for Growth’ makes it clear that the current funding model has achieved its aims and needs to be replaced with one which includes different funding sources.

We will work with EV operators to identify a strategic approach to providing charging infrastructure in the city that supports the forecast growth in EV numbers, whilst managing the level of private vehicle use. This will also ensure that we do not subsidise the charging of EVs using public funds, and that pricing is agile enough to reflect market price fluctuations for electricity.

A new delivery model will be developed based on assessment of areas of the city for charger provision to be provided directly by EV operators or the Council. The key target groups will be EV drivers, but also car clubs with electric fleet vehicles.

City Mobility Plan - Policy Measures Supported	City Mobility Plan – Objectives Supported
<p>PEOPLE 1 Supporting Behaviour Change PLACE 5 Streets for People MOVEMENT 29 Monitoring and Evaluation MOVEMENT 32 Cleaner Vehicles MOVEMENT 34 Parking Controls</p>	<ul style="list-style-type: none"> • Behaviour change • Reduce emissions • Improve sustainable travel choices

Anticipated benefits
<ul style="list-style-type: none"> • Investments in on or off-street EV charging infrastructure incentivises the purchase and use of cleaner vehicles. • The switch to using cleaner vehicles is positive from an air quality and health perspective.

Edinburgh was an early adopter of car clubs, becoming the first UK city to introduce a pay as you drive car club vehicle in 1999, and will continue to encourage the developments of car clubs and car sharing in the city.

Whilst the car club operating model in the city has remained relatively unchanged since it’s inception (car club vehicles are placed in set marked bays which they must be returned to at the end of each hire), the number of car club vehicles has grown significantly to become the second largest car club in the UK outside of London.

There is one contracted car club operator in the city currently, with Enterprise Car Club offering short term vehicle hire on a pay-as-you-go-basis across more than 170 vehicles across the city, ranging from small city cars to vans to electric vehicles.

The Council supports car club operations by providing set marked bays dedicated for car club vehicles. In addition, all Enterprise Car Club vehicles get two hours free parking in pay and display parking places, shared use parking places, and in permit holders parking places across all controlled parking zones. EV charging points are also being implemented in 2023 for specific use by car club vehicles.

The Council also continues to encourage developers to include shared transport provision in new developments, which will in turn help to reduce the need for car parking and strengthen partnerships with car club partners to support the shift to zero emission vehicles, further championing car club initiatives.

Action 10 – Car Club

Undertake a strategic review of car club operations in the city to enhance the delivery model, areas served by car club vehicles, partnerships and contractual arrangements with car club providers.

Car clubs offer the convenience of car use without the need to own and maintain a car, and therefore make a substantial contribution to Edinburgh’s shared transport offering as a means of significantly reducing the number of vehicles on our streets. According to [CoMoUK](#) (2022), 20 private cars are taken off the road by each car club car introduced in the UK.

This action is aimed at maximising the strategic potential of car club operations in the city to support rather than compete with other sustainable modes of travel.

Specific focus will be given to areas of the city where demand outweighs supply for parking spaces, including new residential developments, and also areas of the city where there are lots of people (housing and jobs) but who often have lower levels of car ownership and are not well served by public transport services.

City Mobility Plan - Policy Measures Supported	City Mobility Plan – Objectives Supported
PEOPLE 1 Supporting Behaviour Change PLACE 5 Streets for People MOVEMENT 17 Taxis and Car Share Partnerships MOVEMENT 29 Monitoring and Evaluation MOVEMENT 32 Cleaner Vehicles MOVEMENT 34 Parking Controls MOVEMENT 36 Parking in New Developments	<ul style="list-style-type: none"> • Behaviour change • Reduce emissions • Improve sustainable travel choices • Reduce vehicle dominance • Maximise efficiency of streets

Anticipated benefits

- Car club vehicles can dramatically cut the cost of motoring for residents and customers when compared to the cost and worry of owning or operating a private car or van e.g. repairs, vandalism, loss of value.
- Car clubs help to reduce congestion, air pollution and emissions and make better use of public spaces.
- Car clubs have a positive social aspect, for example, car club providers can also provide accessible mobility options for those with limited physical ability.

3.2 Summary of Parking Actions

Communications
<p>Action 1 - Communication Plan</p> <p>Develop a Communication Plan for the parking service to increase awareness of parking operations, proposals and consultations whilst improving data gathering and customer insight.</p>
Parking Controls
<p>Action 2 - Parking Controls</p> <p>Proactively provide parking controls to support CMP and City Plan objectives and major projects, and continue to monitor, review and implement parking controls strategically across the city to tackle area-wide parking pressures.</p>
<p>Action 3 - Waiting and Loading Controls</p> <p>Review and amend waiting and loading restrictions on main traffic routes to align with neighbouring CPZs and improve sustainable mobility along such routes.</p>
<p>Action 4 - Short Stay Parking</p> <p>Manage available space for short stay parking and delivery and servicing arrangements near to local businesses, to ensure a turnover of vehicles using such parking places.</p>
Parking Management
<p>Action 5 - Pricing Strategies</p> <p>Review pricing strategies to manage demand for parking spaces, reduce vehicle emissions and support moves towards sustainable mobility.</p>
<p>Action 6 - Residents' Parking Permits</p> <p>Continue to apply parking permit surcharges to households that own more than one vehicle and more polluting vehicles and investigate the potential to reduce the number of residential parking permits issued.</p>
Parking Enforcement
<p>Action 7 - Parking Enforcement Contract</p> <p>Review and renew the DPE contract to enhance parking enforcement and service delivery methods, protocols and specifications.</p>
<p>Action 8 - New Enforcement Powers</p> <p>Implement the powers granted to the Council under the Transport (Scotland) Act 2019 to enable enforcement of parking prohibitions, the Low Emission Zone and the Workplace Parking Levy.</p>

Reducing Vehicle Emissions

Action 9 – Electric Vehicle Charging

Develop, in partnership with EV operators, a commercially sustainable model for delivering publicly available EV charging hubs at strategic locations in the city.

Action 10 – Car Clubs

Undertake a strategic review of car club operations in the city to enhance the delivery model, areas served by car club vehicles, partnerships and contractual arrangements with car club providers.

4. MEASURING SUCCESS

In order to evaluate the progress of the Plan, we will proactively monitor and evaluate traffic and travel behavior through regular and consistent data gathering. To enable monitoring and evaluation of the Plan, the following Key Performance Indicators will be measured to evidence progress towards achieving the specific Plan objectives:

Objective	Indicator	Baseline and Target
People		
Encourage behaviour change to support the use of sustainable travel modes	Increased number of car club trips made in Edinburgh.	Bi-annual increases from the 2022 car club trip figures of 51,535 associated with the Council's car club contract, of which 2,752 trips (5.3%) were undertaken in electric car club vehicles. <i>Note: car club trips include personal and corporate member trips across the entire year.</i>
Improve sustainable travel choices for all travelling into, out of and across the city	Increased number of EV car club trips made in Edinburgh.	
Place		
Reduce vehicular dominance and improve the quality of our streets	Reduced number of residents' parking permits issued within the existing Controlled Parking Zones.	Bi-annual decreases from the 24,498 active residents' parking permits in December 2022.
Movement		
Reduce harmful emissions from road transport.	Increased number of publicly available EV chargers in the city.	Bi-annual increases from the 257 EV chargers in the City of Edinburgh Council area in 2022.
	Reduced number of residents' parking permits issued to higher polluting vehicles within the existing Controlled Parking Zones.	Bi-annual decreases in permit sales from the following residents' parking permit bands. <ul style="list-style-type: none"> • 539 band 7 permits • 1208 band 6 permits • 1730 band 5 permits <i>Note: current active permit figures taken from December 2022.</i>
Improve the safety for all travelling within our city	Increase the percentage of the population living in streets served by a CPZ or Priority Parking Area.	Bi-annual increases to the 27% of Edinburgh residents living in a Controlled Parking Zone or Priority Parking Area.
Maximise the efficiency of our streets to better move people and goods		<i>Note: population estimates are based upon the National Records of Scotland small area population estimates – the latest being 2021, and the streets included within a Controlled Parking Zone or Priority Parking Area at the end of 2022. As there will always be a one-year lag with population estimates, then previous year population estimates will need to be used for assessment purposes.</i>

5. DELIVERY PLAN

Actions	Short ~2024	Med. ~2027	Long ~2030	Ongoing
Communications				
Develop a Communication Plan for the parking service to increase awareness of parking operations, proposals and consultations whilst improving data gathering and customer insight.				*
Parking Controls				
Proactively provide parking controls to support CMP and City Plan objectives and major projects, and continue to monitor, review and implement parking controls strategically across the city to tackle area-wide parking pressures.				*
Review and amend waiting and loading restrictions on main traffic routes to align with neighbouring CPZs and improve sustainable mobility along such routes.		*		
Manage available space for short stay parking and delivery and servicing arrangements near to local businesses, to ensure a turnover of vehicles using such parking places.				*
Parking Management				
Review pricing strategies to manage demand for parking spaces, reduce vehicle emissions and support moves towards sustainable mobility.				*
Continue to apply parking permit surcharges to households that own more than one vehicle and more polluting vehicles and investigate the potential to reduce the number of residential parking permits issued.				*
Parking Enforcement				
Review and renew the DPE contract to enhance parking enforcement and service delivery methods, protocols and specifications.	*			
Implement the powers granted to the Council under the Transport (Scotland) Act 2019 to enable enforcement of parking prohibitions, the Low Emission Zone and the Workplace Parking Levy.	* <i>LEZ & footway parking</i>	* <i>WPL</i>		
Reducing Vehicle Emissions				
Develop, in partnership with EV operators, a commercially sustainable model for delivering publicly available EV charging hubs at strategic locations in the city.		*		
Undertake a strategic review of car club operations in the city to enhance the delivery model, areas served by car club vehicles, partnerships and contractual arrangements with car club providers.	*			

Through delivery of these actions and ongoing monitoring and evaluation of the Key Performance Indicators, alongside timely review and updates of the Plan aligned to the City Mobility Plan, this will ensure the effectiveness, relevance and strategic alignment of the Plan up until 2030.