## **Transport and Environment Committee**

## 10.00am, Thursday, 16 November 2023

## Implementing of new parking prohibitions

Executive/routine	Routine
Wards	All

### **1.** Recommendations

- 1.1 Transport and Environment Committee is asked to note:
  - 1.1.1 The regulations governing enforcement of the new parking prohibitions are expected to come into force on 11 December 2023;
  - 1.1.2 The outcome of the footway parking assessment project; and
  - 1.1.3 The anticipated timescales and enforcement approach that will be taken by the Council when applying the new parking prohibitions.

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**Executive Director of Place** 

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Report

## Implementation of new parking prohibitions

### 2. Executive Summary

2.1 This report updates Committee on the introduction of new parking prohibitions, which will come into force on 11 December 2023, with enforcement commencing in Edinburgh in January 2024.

### 3. Background

- 3.1 Ensuring that Edinburgh's roads and pavements are accessible for all is a key factor in delivering the Council's transport policies and supporting the travel hierarchy. Inconsiderate and obstructive parking on footways and at dropped kerbs as well as double parking causes inconvenience and accessibility issues for all. It particularly affects those with mobility problems, parents with pushchairs and older people.
- 3.2 The Council worked with Living Streets and Guide Dogs Scotland to lobby for legislative change and has always supported proposals to introduce a footway parking prohibition in Scotland to ensure a better and safer travelling experience for all. Prohibitions on footway parking, double parking and parking at dropped kerbs were finally included within the Transport (Scotland) Act 2019, bringing them into law.
- 3.3 However, the required regulations that support the enforcement and appeals processes for parking prohibitions have only now been finalised by Transport Scotland. The final regulations are expected to be published and to come into force on 11 December 2023. Final details of the regulations, including details of the fines will be available on 11 December 2023.
- 3.4 On 22 August 2022, the Council approved an <u>adjusted motion</u> by Councillor Lang on parking on pavements and at dropped kerbs. This committed the Council to introduce a pavement parking and double-parking ban, with only the exceptions mandated by the Scottish Government.
- 3.5 In preparation for the introduction of these new regulations, the Council has assessed 5,217 roads as part of the footway parking assessment project.

## 4. Main report

4.1 The final regulations will govern the enforcement and appeals processes for the new parking prohibitions and will confirm details such as the contravention codes that can be applied.

#### Preparing for introduction

- 4.2 Whilst work has been undertaken by the Council and contractors to prepare for the introduction of the new regulations, it is not possible to conclude this work until the regulations come into force.
- 4.3 This is further complicated by the fact that these contraventions will be issued under different legislation (Transport (Scotland) Act 2019) from the existing Decriminalised Parking Enforcement (DPE) contraventions (Road Traffic Act 1991). This requires significant changes to back-office system configurations and all associated enforcement stationery.
- 4.4 The work to finalise the necessary changes will commence as soon as it is confirmed that the new regulations have come into effect.
- 4.5 Transport Scotland are aware of the issues facing Local Authorities in preparing for these changes, including the timescales for introducing enforcement and the associated costs. A national awareness campaign is currently being designed by Transport Scotland to primarily focus on raising awareness of the difficulties pavement parking causes.
- 4.6 Once the regulations come into effect and the Transport Scotland campaign launches, the Council will run a complimentary communications campaign aligned with the national approach.

#### **Awareness Campaign**

- 4.7 The awareness campaign will be rolled out citywide with particular focus on streets where there is significant footway parking. It is hoped that this awareness campaign will start to change driver behaviour over the festive season, in advance of commencing enforcement in the new year. This will enable the necessary systems to be updated and will avoid introducing enforcement over the festive period.
- 4.8 A further, targeted, awareness campaign will also be launched during the transition period where behavioural change will be the focus and compliance with the prohibitions will be encouraged.

#### Footway Parking Assessment Project

- 4.9 From January 2024, it is proposed to commence enforcement of all dropped kerb and double-parking contraventions across the city.
- 4.10 Enforcing a footway parking prohibition will deliver significant benefits for all users of the footway, providing an unobstructed and safe route for travel. However, it is acknowledged that enforcement, particularly in areas where levels of footway

parking are significant, could inadvertently have a negative impact on the wider road network.

- 4.11 Displaced parking could potentially result in the inefficient operation of the road network, associated delays to public transport and emergency services, parking pressures in nearby streets and road safety issues.
- 4.12 The Red, Amber, Green (RAG) classification of all 5,217 streets included within the footway parking assessment project highlights that, while 88% of the city's streets have no footway parking taking place (RAG assessment green) and 0.7% have moderate levels (RAG assessment amber), 11.3% (RAG assessment Red) experience significant footway parking and therefore mitigation measures may be required to minimise negative impacts on the wider road network when the new regulations are introduced.

#### **Enforcement and Resolution of Localised Issues**

- 4.13 It is proposed to commence full enforcement of footway parking contraventions across the city at the same time as the dropped kerb and double-parking contraventions. However, it is acknowledged that further consideration should be given to those streets which have been classified as Red where displacement of parking, a potential result of enforcement action, is most likely to impact on the wider road network.
- 4.14 Whilst it is anticipated that most Red-classified streets will progress to full enforcement at the same time as all other streets, it is accepted that targeted interventions may be required in some specific cases should the displacement of vehicles begin to affect the road network or cause road safety issues.
- 4.15 It is considered that a targeted awareness campaign, focussing on trying to change driver behaviour whilst acknowledging the difficulties faced by residents and businesses, will help to promote driver change in advance of enforcement commencing and during a transition period when enforcement action is taken.
- 4.16 This will allow time for any behavioural changes to take effect and for the Council to properly assess how the footway parking prohibition is impacting on the wider network (and therefore whether any mitigation measures, such as waiting restrictions/prohibitions) may be necessary.
- 4.17 In circumstances where enforcement of the footway parking prohibition is having a negative impact on the wider network, on parking pressures in surrounding unrestricted streets or on how a street can be safely serviced, by emergency vehicles or waste collection, for example, officers will seek to intervene rapidly utilising available powers to restrict inconsiderate parking.
- 4.18 Only where impacts on the wider network, road safety or servicing cannot be resolved using parking restrictions and prohibitions would an Exemption Order be considered. In these exceptional circumstances any proposed Exemption Order would be considered fully by Committee before being progressed.

4.19 If an Exemption Order was approved and progressed, it would require the marking of formal parking places and the installation of associated signage.

## 5. Next Steps

- 5.1 Once the final regulations come into force, the Council will finalise the changes required to its enforcement software and stationery.
- 5.2 It is anticipated that enforcement of the new parking prohibition contraventions will commence in January 2024.
- 5.3 The Council will assess how the footway parking prohibition is impacting on the wider network and consider all necessary mitigation measures, such as waiting restrictions/prohibitions. Only in very exceptional circumstances would an Exemption Order be considered which would have to receive Committee approval before being progressed.

## 6. Financial impact

- 6.1 The cost of upgrading the systems and stationery to support the introduction of these regulations will be met by the Council's parking budget.
- 6.2 Officers are awaiting confirmation of whether additional funding will be made available to Councils to meet the cost of processing and making Traffic Regulation Orders or other mitigation measures that may be required as a result of the introduction of the footway parking prohibitions.

## 7. Equality and Poverty Impact

- 7.1 The changes proposed in this report are not considered to have any negative Equality or Poverty Impacts.
- 7.2 Implementing these parking prohibitions should be beneficial to all pedestrians, but particularly to wheelchair users or those with prams etc. who may benefit most from enforcement of the dropped kerb and footway parking prohibitions.

## 8. Climate and Nature Emergency Implications

8.1 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council

"must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets"

(Climate Change (Emissions Reductions Targets) (Scotland) Act 2019), and

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# *"in exercising any functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions"*

(Nature Conservation (Scotland) Act 2004)

8.2 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero emissions by 2030 for both city and corporate emissions and embedded this as a core priority of the Council Business Plan 2023-27. The Council also declared a Nature Emergency in 2023.

#### **Environmental Impacts**

- 8.3 This section should identify any positive or negative environmental impacts, as well as the steps taken (or planned) to mitigate any adverse impacts. This includes impacts on greenhouse gas emissions, air quality, biodiversity, and adaptation to climate change.
- 8.4 More detailed information on the different types of impacts and how to assess them can be found in the supporting guidance document.

## 9. Risk, policy, compliance, governance and community impact

- 9.1 It is anticipated that implementing the prohibitions on footway parking, double parking and parking at dropped kerbs across Edinburgh will have a positive impact on communities, helping to ensure that footways are kept clear for pedestrians and vulnerable road users.
- 9.2 Transport Scotland have been working with stakeholders on this matter for several years and have also undertaken extensive consultation exercises which were open to the public.
- 9.3 Transport Scotland are also planning a national communications campaign on this matter, which will be supported by specific communications for Edinburgh.
- 9.4 In developing plans to introduce these new regulations, the Council has considered the potential impact of enforcement particularly in areas which were categorised red in the footway assessment project. Monitoring of compliance with the regulations in these areas will begin, considering any impacts on the wider road network. Where necessary, the Council may put in place traffic regulation measures to minimise the impact. An Exemption Order may be considered in exceptional circumstances which would have to receive Committee approval before being progressed

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

10.1 Review of parking policy – <u>report</u> for Transport and Environment Committee, 8 December 2022.

## 11. Appendices

Appendix 1 – Summary of footway parking assessment project outcome report



## **CEC Footway Parking Prohibition**

Extract of report on the survey, analysis and recommendations for footway parking in relation to the Transport (Scotland) Act 2019 City of Edinburgh Council

Document 1000008034 – CEC Footway Parking - Report Date: September 2022



#### Document control

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#### **EXECUTIVE SUMMARY**

This report describes the process followed by Project Centre Limited (PCL) for the survey and review of footway parking on Edinburgh's roads.

A desktop study identified locations where footway parking is taking place around the city. The results of this assessment were used to classify Edinburgh's roads (into Red, Amber and Green categories) and ascertain those that required a site visit. Red roads being areas that had significant levels of footway parking, amber moderate levels and green no footway parking or had footway parking but where the prohibition would have little impact, for example where carriageways were wide enough to accommodate parking and unobstructed traffic flow. A flowchart with the checks carried out for the classification of each road is included in Appendix A. In addition, a list of roads in each ward where footway parking was identified, regardless of the classification of the road, is included in Appendix D.

PCL assessed the parking displacement envisaged as a result of the introduction of the legislation at each road where significant footway parking was identified (i.e. RED roads). Furthermore, PCL identified potential interventions that could help to mitigate the impact of the new legislation coming into effect at these locations. PCL then proposed a final recommendation for each location. Physical mitigations such as footway widening will be more expensive than "soft" measures such as the considered introduction of road markings. Therefore, where multiple mitigation options were identified, interventions were prioritised based on current policy and those which could achieve best value. The included indicative prices for mitigation measures are based on 2021-22 prices and these may change should measures need to be introduced in future years. These costs are based on potential Traffic Regulation Order (TRO) or Exemption Order prices which may include various elements such as signage, road markings, traffic management and enforcement services where required. Economies of scale could be achieved by batching potential orders together, but this has not been included and for the purposes of this report single streets or clusters are reported individually."

PCL completed site visits to those roads that were categorised as Unclassified during the desktop study. These roads were not classified for various reasons (e.g. the road

was under construction at the time of the assessment). A site visit was undertaken for all the Unclassified roads to assess footway parking on-site and classify them. As shown in Table 1, several roads remain Unclassified as it is still not possible to classify them. Further details about these roads are included in Section 3 of this report.

PCL visited those areas identified during the desktop study as clusters. A cluster, for the purposes of this study, is formed by a group of roads, or sections of road, classified as RED and in close proximity to one another where significant parking displacement is envisaged as a result of the introduction of the legislation. Additionally, in some instances, there is less than ample capacity in adjacent roads to accommodate displaced vehicles. It is expected that areas identified as clusters will face increased parking problems, for example residents not being able to park as close to their homes as they've become accustomed to and may require mitigation measures, such as community engagement and increased enforcement.

A breakdown of the RAG category and number of clusters in each ward is shown in Table 1. The records from each site visit are included in Appendix B. The results of the pavement parking assessment, possible parking displacement and proposed mitigations for each RED road are included in Appendix C.

Council Ward	Total	RED	AMBER	GREEN	UNCLASSIFIED	Clusters
01 - Almond	470	57	1	412	0	0
02 - Pentland Hills	331	27	0	304	0	0
03 - Drum Brae / Gyle	234	19	0	215	0	1
04 - Forth	297	55	0	242	0	2
05 - Inverleith	345	18	0	327	0	0
06 - Corstorphine / Murrayfield	265	31	0	234	0	2
07 - Sighthill / Gorgie	259	24	1	233	1	1
08 - Colinton / Fairmilehead	265	41	2	222	0	1
09 - Fountainbridge / Craiglockhart	220	19	0	201	0	1
10 - Morningside	242	9	0	233	0	0
11 - City Centre	456	5	3	447	1	0
12 - Leith Walk	207	24	1	182	0	0

	Table	1:	Executive	Summary -	- RAG	Breakdown	per	Council	Ward
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13 - Leith	240	48	11	181	0	3
14 - Craigentinny /	252	41	4	207	0	1
Duddingston						
15 - Southside / Newington	327	9	0	318	0	0
16 - Liberton / Gilmerton	368	70	10	288	0	0
17 - Portobello / Craigmillar	407	59	2	343	3	3
TOTAL	5185	556	35	4589	5	15
%	100%	10.7%	0.7%	88.5%	0.1%	

### 1. Introduction

#### Background

- 1.1.1 The Scottish Government intends to introduce national prohibitions on footway and double parking and parking at dropped crossings under the Transport (Scotland) Act 2019.
- 1.1.2 The main aim of the legislation is to improve walking conditions for pedestrians and to grant local authorities additional enforcement powers to help keep footways clear of parked vehicles.
- 1.1.3 The City of Edinburgh Council (CEC) appointed Project Centre Limited (PCL) on 12<sup>th</sup> January 2022 to carry out a study of the streets within its boundary, including all roads already enforced within controlled parking zones (CPZ).
- 1.1.4 The Strategic Review of Parking (SRoP) is in the early stages of its implementation phase. The interventions proposed in this report, while aware of the SRoP proposals, are independent of the introduction of any additional parking controls that may be implemented within the city.
- 1.1.5 The intention of the study is to provide an improved understanding of the city's streets and in particular, areas where the legislation referenced above will apply and may require additional enforcement and/or interventions, such as exemptions or mitigation measures.

## 2. **Methodology**

### 2.1 Study Phases

- 2.1.1 This study was completed in two different phases:
  - Phase 1: provided an initial overview and a single 'classification' for each street within Edinburgh.
  - Phase 2: focussed on the worst-affected streets, assessing footway parking, potential parking displacement as a result of the legislation coming into effect and providing recommendations for specific streets at a segmented level.
- 2.1.2 The methodology for each phase is detailed in the following sections.

#### 2.2 Phase 1

2.2.1 Only publicly adopted streets in the City of Edinburgh Council area were assessed to determine whether footway parking is currently taking place. The study area comprised all adopted roads within the red bounded areas shown in Figure 1. Major trunk roads (i.e. the M8) and unclassified roads without footways, such as many in rural West Edinburgh were omitted from the project, as they are likely to be outwith the scope of the legislation.



Figure 1: Study Extents

- 2.2.2 The Council provided PCL with a Graphic Information System (GIS) database containing all road and carriageway boundaries within Edinburgh, categorised by adoption status, e.g. 'adopted' 'prospectively adopted', 'private', etc. PCL processed the database to exclude 'private' roads and those streets outside the study boundary.
- 2.2.3 PCL setup a spreadsheet with tabs for each of the Council's 17 Wards.Within each of these tabs, all public roads in the Ward were listed. The following attributes were then assigned to each road:
  - Ward code
  - Street Name
  - Road Identification Unique Code
  - Current Road Adoption Status
  - Road Length
  - Number of carriageway lanes
  - Minimum carriageway width along the road
  - Footway 1 (if present) minimum width along the road
  - Footway 2 (if present) minimum width along the road
  - Level of Footway Parking on Footway 1 (if present) expressed as a percentage of the approximate length of footway occupied by parked vehicles
  - Level of Footway Parking on Footway 2 (if present) expressed as a percentage of the approximate length of footway occupied by parked vehicles
- 2.2.4 Some carriageways and footways had assigned widths in the database provided by the Council. However, there were considerable gaps in this information. PCL manually input this information during the Phase 1 desktop study to complete the data.
- 2.2.5 For those roads that lack this information in the database, PCL took 3 measurements for the carriageway, Footway 1 and Footway 2 (if present) and input the average values in the spreadsheet. PCL used CEC's ArcGIS online tool<sup>1</sup> to obtain any length or width that was not included in the database provided by the Council.

<sup>&</sup>lt;sup>1</sup> <u>https://www.edinburgh.gov.uk/statutorypublicroads</u>

- 2.2.6 Once this information was gathered and the spreadsheet was set up, PCL completed a desktop assessment of the streets. Streets were categorised using Red/Amber/Green (RAG) status, with red being areas that had significant levels of footway parking, amber moderate levels and green no footway parking. This is explained in further detail below:
  - **RED** Significant levels of footway parking currently taking place and may need consideration of mitigation measures.
    - These are typically streets with narrow footways and carriageways, where endemic footway parking takes place. Where parking fully on the carriageway may present problems for the free flow of traffic, block it entirely, or force motorists to drive on the footway to pass. There may also be a significant loss of parking for local residents and displacement into other areas where there may not be surplus capacity to accommodate further parking demands.
    - Moderate levels of footway parking taking place but the resulting unobstructed footway width where footway parking is taking place is less than 1.5m.
  - **AMBER** Moderate levels of footway parking currently taking place; however, footway parking could be prohibited with minimal impact.
    - These streets typically have wider footways and ample carriageway widths to safely accommodate parking on at least one side and allow the free passage of vehicles on the other. There is enough parking capacity for all demand, but vehicles would need to be parked further from residents' homes.
  - **GREEN** No footway parking taking place and footway parking can easily be prohibited with no discernible impact.
    - These roads typically have wide footways and wide carriageways; enough to allow parking on both sides of the road and enable the free passage of traffic (even on a one-way basis). The majority of streets in the city fall into this category.
  - Unclassified Unable to assess and classify the road into the categories described above.
    - These roads were not classified during the desktop study. The most common reasons were that road was under construction at the time of the assessment, or there was insufficient information about the

road on GIS mapping systems or Google Street View resources. A site visit was undertaken for all the 'Unclassified' roads in order to assess those on-site and classify them. The outcome of the site visit is described in the following sections of this report (Section 3).

- 2.2.7 PCL performed a series of checks to assign a RAG classification to each street. A flowchart diagram illustrating the classification using this process is included in Appendix A.
- 2.2.8 This methodology was developed to minimise subjectivity in the assessment of footway parking and provide a structured framework for the consistent and objective application of the RAG classification.

#### 2.3 Phase 2

- 2.3.1 The desktop assessment carried out during Phase 1 resulted in some roads remaining as 'Unclassified'. The assessor classified these roads as 'Unclassified' in the following scenarios:
  - The road/footways are under construction and footway parking cannot be assessed via desktop study
  - There is an issue with the road record extracted from the CEC database (e.g. wrong/blank road name).
  - The record does not correspond to a road (e.g. cycle track, path, etc.)
  - The road is not found in the CEC ArcGIS database or Google Maps.
  - Footway parking cannot be assessed via desktop study.
- 2.3.2 A sense-check of these 'Unclassified' roads was undertaken by a second assessor. This assessor broke down these roads into:
  - Code the section in RAG: the second assessor was able to classify the road performing the checks included in Appendix A.
  - 'Site Visit Required': where the assessor believed the road could be coded via site visit (e.g. area under construction in Google Maps).
- 2.3.3 Following the completion of the preliminary RAG classification, PCL carried out a detailed analysis of those streets categorised as RED. The roads contained in the Council's GIS database were split into different segments, an extract of which is shown in Figure 2.

- 2.3.4 A specific identifier (Section ID) was assigned to each individual road segment. For example, Addiston Crescent is split in the database into four different segments. Therefore, the Section IDs for the road are:
  - 02-Pentland Hills-Addiston Crescent-CW-1
  - 02-Pentland Hills-Addiston Crescent-CW-2
  - 02-Pentland Hills-Addiston Crescent-CW-3
  - 02-Pentland Hills-Addiston Crescent-CW-4



#### Figure 2: Street Segments in the GIS Database – Addiston Crescent

- 2.3.5 This enabled PCL to complete a granular assessment of the streets categorised as RED. Rather than studying roads classified as RED as single entities, PCL assessed footway parking on each segment, providing more robust data to support more detailed conclusions on impacts and interventions.
- 2.3.6 PCL gathered factual information for each segment where footway parking was taking place (i.e. segment length, carriageway width, number of lanes, footways width, number of cars parked on each footway, etc.) and carried out the granular assessment.
- 2.3.7 In the completion of the granular assessment, PCL assessed if the introduction of the legislation will lead to a reduction in parking capacity,

or if the legislation will not lead to a considerable loss of parking. Examples of the latter case include:

- Parking displacement from footway to carriageway will not create a problem for emergency vehicles.
- There are available parking spaces nearby that the cars currently parked on the footway could be using.
- Cars currently parked on the footway are possibly second household cars and there is space available in properties (garages or driveways) next to the road.
- Cars parked temporarily on the footway (deliveries, trades people, etc.)
- Considerable parking available in the adjacent streets.
- 2.3.8 Following the above, PCL assessed the segment's geometry to identify suitability of the following potential mitigation measures to alleviate footway parking:
  - Introduction of parking bays
  - Footway widening
  - Introduction of staggered parking bays in combination with passing places
  - Introduction of road markings
  - Exemption
- 2.3.9 PCL then proposed a final recommendation for each location. Physical mitigations such as footway widening will be more expensive than "soft" measures such as the introduction of road markings. Therefore, where multiple mitigation options were feasible, recommendations were prioritised by the most cost-effective option.
- 2.3.10 As mentioned in Section 1 in this report, the Strategic Review of Parking (SRoP) is currently under way and the final decision on its outcomes have yet to be made. However, any interventions proposed in this report, while recognising the SRoP work are independent of it.
- 2.3.11 PCL developed a project spreadsheet to incorporate the results of the granular assessment and the recommended mitigations and map-based digital information files (i.e. GIS Shapefiles) for each Council Ward. These GIS Shapefiles included a visual representation of all the street segments

included within each Ward. These segments were assigned a red, amber, green or purple colour to reflect the assessed level of footway parking. The project spreadsheet and the GIS Shapefiles were shared with CEC as part of the study package.

2.3.12 The proposed mitigation measures identified for each road and the potential impact on nearby locations caused by the envisaged parking displacement was then assessed. Table 2 shows how parking displacement was assessed.

Impact Parking Displacement	Assessment				
No impact	<b>0%</b> of identified footway parking will be likely to be displaced to nearby roads. Sufficient on-carriageway space on the same road				
Minor	<25% of identified footway parking will be likely to be displaced to nearby roads AND 100% of parking displacement can be accommodated on surrounding roads without introducing additional parking pressures (i.e. available parking spaces on nearby roads will likely be reduced by <25%)				
Moderate A	<25% of identified footway parking will be likely to be displaced to nearby roads AND 100% of parking displacement can be accommodated but leading to 'Moderate' parking pressures on surrounding roads (i.e. available parking spaces on nearby roads will likely be reduced by 25%-50%)				
Moderate B	25-50% of identified footway parking will be likely to be displaced to nearby roads AND				
	<b>Up to 50%</b> of parking displacement could be accommodated on surrounding roads without introducing additional parking pressures (i.e. available parking spaces on nearby roads will likely be reduced by <25%)				
Significant A	<25% of identified footway parking will be likely to be displaced to nearby roads AND 100% of parking displacement can be accommodated but leading to 'Significant' parking pressures on surrounding roads ((i.e. available parking spaces on nearby roads will likely be reduced by >50%)				
Significant B	25-50% of identified footway parking will likely be displaced to nearby roads AND Up to 50% of parking displacement could be accommodated but 'Moderate' parking pressures will be introduced on surrounding roads (i.e. available parking spaces on nearby roads will likely be reduced by 25%-50%)				
Significant C	<ul> <li>&gt;50% of identified footway parking will be likely displaced to nearby roads</li> <li>AND</li> <li>100% of parking displacement can be accommodated on surrounding roads without introducing additional parking pressures (i.e. available parking spaces on nearby roads will likely be reduced by &lt;25%)</li> </ul>				
Significant D	<ul> <li>&gt;50% of identified footway parking will be likely displaced to nearby roads</li> <li>AND</li> <li>100% of parking displacement can be accommodated but leading to 'Significant' parking pressures on surrounding roads ((i.e. available parking spaces on nearby roads will likely be reduced by &gt;50%)</li> </ul>				

#### Table 2: Methodology – Impact of Parking Displacement

- 2.3.13 PCL completed a geospatial analysis to identify clusters of segments with endemic footway parking. A cluster is formed by a group of roads or segments where significant footway parking is taking place (RED segments) which are near one another. In order for a group of RED segments to be defined as a cluster, parking displacement to nearby roads as a result of the introduction of the legislation must be envisaged. A group of RED segments is not defined as a cluster if the footway parking identified can be accommodated fully on the carriageway or in other segments of the same road or those adjacent to it, without introducing parking pressures on nearby roads. It is expected that, once the legislation comes into being, residents living in areas identified as clusters will face increased parking problems as incorrect parking is addressed. Therefore, footway parking has holistically been assessed at these clusters and different mitigation measures have been identified for each of them.
- 2.3.14 After the completion of the granular assessment and cluster analysis, PCL arranged two workshops (07/06/2022 & 14/07/2022) with CEC to present the outcome of the cluster analysis and present the potential mitigation measures identified.

#### 3. **Results**

#### 3.1 Overall Results

- 3.1.1 Following completion of the Phase 1 and Phase 2 assessments above, this Section summarises the results.
- 3.1.2 The overall results are presented below, and this is followed by separate sections providing a detailed analysis for each Council Ward.

#### 3.2 Overall Results – RAG Classification

3.2.1 A breakdown of the roads assessed in each Council Ward, by RAG category, is shown in Table 3.

Council Ward	Total	RED	AMBER	GREEN	UNCLASSIFIED
01 - Almond	470	57	1	412	0
02 - Pentland Hills	331	27	0	304	0
03 - Drum Brae / Gyle	234	19	0	215	0
04 - Forth	297	55	0	242	0
05 - Inverleith	345	18	0	327	0
06 - Corstorphine / Murrayfield	265	31	0	234	0
07 - Sighthill / Gorgie	259	24	1	233	1
08 - Colinton / Fairmilehead	265	41	2	222	0
09 - Fountainbridge / Craiglockhart	220	19	0	201	0
10 - Morningside	242	9	0	233	0
11 - City Centre	456	5	3	447	1
12 - Leith Walk	207	24	1	182	0
13 - Leith	240	48	11	181	0
14 - Craigentinny / Duddingston	252	41	4	207	0
15 - Southside / Newington	327	9	0	318	0
16 - Liberton / Gilmerton	368	70	10	288	0
17 - Portobello / Craigmillar	407	59	2	343	3
TOTAL	5185	556	35	4589	5
%	100%	10.7%	0.7%	88.5%	0.1%

#### Table 3: RAG Breakdown per Council Ward

<sup>3.2.2</sup> The overall RAG breakdown of the roads within the study network is shown in Figure 3.



#### Figure 3: Overall RAG Classification

#### 3.3 **Overall Results - Cluster analysis**

- 3.3.1 A cluster is formed by a group of roads, or segments, near each other that are all classified as RED where significant parking displacement is envisaged as a result of the introduction of the new legislation. As mentioned before in this report, it is expected that residents of and visitors to such areas identified as clusters will face increased parking problems and may possibly require additional mitigation measures as incorrect parking is addressed.
- 3.3.2 A total of 15 clusters have been identified during the study and a further breakdown by ward is included below. Wards 13 and 17 had the most clusters; each with three being identified. However, eight Wards had zero clusters identified with the rest having one or two. Table 4 includes a breakdown of the clusters identified in this study.

#### Table 4: Overall cluster breakdown

Council Ward	Clusters
01 - Almond	0
02 - Pentland Hills	0
03 - Drum Brae / Gyle	1
04 - Forth	2
05 - Inverleith	0
06 - Corstorphine / Murrayfield	2
07 - Sighthill / Gorgie	1
08 - Colinton / Fairmilehead	1
09 - Fountainbridge / Craiglockhart	1
10 - Morningside	0
11 - City Centre	0
12 - Leith Walk	0
13 - Leith	3
14 - Craigentinny / Duddingston	1
15 - Southside / Newington	0
16 - Liberton / Gilmerton	0
17 - Portobello / Craigmillar	3
TOTAL	15