

Transport and Environment Committee

10.00am, Thursday, 15 June 2023

Response to motion by Councillor Mowat – West Edinburgh Parking Dispensation

Executive/routine Wards Council Commitments	Executive All
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1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
 - 1.1.1 Notes this update on the arrangements for parking dispensations;
 - 1.1.2 Agrees to proceed with the withdrawal of parking dispensations as proposed; and
 - 1.1.3 Notes that, if recommendation 1.1.2 is approved, full enforcement of the relevant parking places will commence on 7 August 2023.

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Report

Response to motion by Councillor Mowat – West Edinburgh Parking Dispensation

2. Executive Summary

- 2.1 This report responds to the adjusted motion, agreed by the Council on [4 May 2023](#), in respect of West Edinburgh Parking Dispensation.

3. Background

- 3.1 As part of the Council's previously approved Parking Action Plan (PAP), the introduction of shared use parking places, to try to redress the imbalance between on-street space available to residents' permit holders and the number of vehicles with permits, and the resulting proposal to remove long-term parking dispensations were approved by the Transport and Environment Committee on [17 May 2018](#).
- 3.2 Parking dispensations are generally used to provide residents' permit holders with additional flexibility by allowing them to park in Pay and Display (P&D) parking places or in adjacent streets or zones in response to temporary reductions in parking availability.
- 3.3 Longer term parking dispensations (as detailed in Appendix 1) in place around some Controlled Parking Zone (CPZ) boundaries were introduced when the Extended CPZ was first established in 2006. They were interim measures intended to improve parking opportunities near zone boundaries in response to two main circumstances:
- 3.3.1 The introduction of the Extended CPZ meant that residents from the Peripheral CPZ who used to park in these unrestricted streets chose to purchase a parking permit for their own zone and demand increased; and
 - 3.3.2 Some high demand close to CPZ boundaries reduced the ability of permit holders to find parking places close to their homes in their own zone.

- 3.4 In addition, the Council introduced a city-wide dispensation in early 2020 in response to the Covid-19 pandemic which allowed valid residents' permit holders in Central, Peripheral and Extended CPZs to park in any P&D parking places within their own zones.
- 3.5 Although it is not possible to provide every resident with a parking place outside of their home or on their street, the current PAP introduced considerable numbers of new shared use parking places across the Central and Peripheral CPZs to provide more parking opportunities for residents.
- 3.6 These parking places were provided by converting yellow line restrictions and P&D parking places to shared use parking, which has also significantly reduced the availability of dedicated P&D parking places for visitors within these zones.
- 3.7 It was originally intended to remove the long-term permit dispensations after the shared use parking places had been introduced and parking availability for residents had increased (in 2021). However, with the Council having introduced a new dispensation relating to the Covid-19 pandemic, allowing all permit holders to park in P&D parking places, and with working from home still in place at that point, it was not considered the right time to withdraw the long-term parking dispensations.

Motion on West Edinburgh Parking Dispensation

- 3.8 On 4 May 2023, the Council approved the following adjusted motion by Councillor Mowat:
 - 3.8.1 To note that the Transport and Environment Committee agreed to remove parking dispensations in 2018, as part of the Parking Action Plan, but did not follow through on this action;
 - 3.8.2 To note that residents were informed in week beginning 17th April 2023 that parking dispensations allowing residents with a valid parking permit to park in spaces other than residents or shared parking spaces in their zone would be rescinded on 1st May 2023;
 - 3.8.3 To note that this is less than 2 weeks' notice and that includes rescinding parking dispensations in Zone 1 which is currently experiencing a significant traffic diversion through residential streets removing residents parking spaces; that due to works for CCWEL there has been a significant loss of parking to both accommodate the works and as part of the design and that the plans for CCWEL and the associated reduction in parking were drawn up prior to the Pandemic and not altered when the TRO was approved;
 - 3.8.4 To note that there has been significant change from office to residential accommodation in the West End during the design and implementation of CCWEL; and

3.8.5 To therefore agree there should be no rescinding of the dispensation and agree to pause lifting all the dispensations city-wide noted in the communication to residents which allows permit holders to park in other streets or zones in response to local circumstances until work has been undertaken to ensure that there is adequate parking provision for resident permit holders and a report made to the Transport and Environment Committee in two cycles containing:

3.8.5.1 The need for changes;

3.8.5.2 The current number of parking spaces by category; resident, shared and pay and display in each parking zone; the number of residents permits issued for each zone; and the number of any other permits that can use that zone that are issued (for permits that can use zone the total number to be provided; and

3.8.5.3 An assessment of current and future residential and business parking demand versus supply.

4. Main report

Need for change

- 4.1 Although the remaining P&D parking, that has not been converted to shared use parking places, has been retained at specific locations where it best serves local shops and businesses (maintaining accessibility for those that require a vehicle to make essential journeys) parking demand is also returning and facing a significantly reduced supply of P&D parking.
- 4.2 Based on the residents' parking permit uptake prior to the Covid-19 pandemic, the availability of parking within the Central and Peripheral CPZs improved significantly for residents due to the additional parking places provided in 2021. These changes provided a surplus of parking availability for residents in the majority of parking zones.
- 4.3 However, changing working patterns post-pandemic have led to an increase in resident permit sales in all Central and Peripheral CPZs.

Parking Data

- 4.4 A table detailing the number of parking places and permits on a zone-by-zone basis can be found in Appendix 2. This table sets out the data in three distinct circumstances: the situation before the PAP was implemented; the gains that were projected by the PAP changes (had permit uptake remained at pre-pandemic levels); and details of the current situation.
- 4.5 As the table in Appendix 2 shows, the new shared use parking places have significantly improved the permit to space ratios in the Central and Peripheral

CPZs at the expense of dedicated P&D parking places for visitors, which are now in even higher demand in the remaining locations.

- 4.6 Unfortunately, and primarily due to the limitations on available kerbside space, it is not possible to provide enough permit parking places in some parking zones to meet the demand from residents. This would have been the case for some zones even if permit uptake levels had not increased.
- 4.7 However, it is important to note that parking permit controls are only intended to give residents' permit holders priority over other road users during the operating hours of the CPZ and do not apply at all times of the day.
- 4.8 The Council is unable to guarantee all permit holders a parking place. Achieving a permit to spaces ratio of 1:1 is not always achievable given kerbside constraints, nor necessarily desirable if the Council is to achieve the aims of the City Mobility Plan (to manage parking demands; reduce vehicle dominance; encourage residents to switch to more environmentally-friendly vehicles; and consider whether they need a second car in a household or even if they need a first one at all).
- 4.9 It is not possible to provide the information requested in the approved motion (paragraph 3.8.5.3) in respect of assessment of current and future residential and business parking demand versus supply.
- 4.10 However, as parking provision and associated demand continue to develop in parallel with delivery of agreed Council policies, an ongoing review of parking permit types, eligibility and availability will continue to ensure that businesses and residents are prioritised when permitting parking in controlled areas.

City Centre West East Link (CCWEL)

- 4.11 There are currently an estimated 50-68 parking places suspended to accommodate diversions and associated works for the CCWEL project.
- 4.12 The parking suspension relating to this work in the Melville Street area will be in place until the end of July 2023, and in the Crescents area until November 2023. This is to accommodate the eastbound diversion via Eglinton Crescent while works are ongoing on Haymarket Terrace.
- 4.13 Should a sufficient number of residents' parking places be affected by the works, a short term localised dispensation for permit holders can be introduced.
- 4.14 Once CCWEL has been delivered, there will be an overall reduction in parking places along the route in the West End. However, there will be an increase in the number of Permit Bays from 226 to 244 alongside the introduction of 109 shared bays. This means that there will be no need for a parking dispensation for residents' permit holders in the area once the project is completed.

Draft Parking Action Plan (PAP)

- 4.15 The draft 2023 PAP, approved by Committee in [February 2023](#), specifically includes an aim to reduce vehicle dominance on the city's streets and reduce the number of parking permits in circulation over the lifespan of the Plan from 2022 levels. An extract of the relevant objective is provided below:

Objective	Indicator	Baseline and Target
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.

- 4.16 The removal of parking dispensations is one non-financial parking policy lever that the Council can use to help manage demand and discourage unnecessary car ownership in the city centre.

5. Next Steps

- 5.1 Committee is asked to approve the withdrawal of the long-term parking dispensations, as envisaged when the current PAP was introduced. The dispensations were retained and enhanced in response to the Covid-19 pandemic but it is now considered appropriate for them to be withdrawn as additional on-street permit and shared use parking places have been in place for some time and the Covid-19 restrictions have all now been lifted.
- 5.2 If agreed, following Committee, communications with residents will include:
- 5.2.1 Contacting residents' permit holders to make them aware of the grace period and timescale for implementation of the changes; and
- 5.2.2 Using the Council's normal communication channels to communicate more widely with residents.
- 5.3 It is proposed that warning notices will be issued until 6 August 2023, with full enforcement of the relevant parking places commencing 7 August 2023.
- 5.4 It is intended to continue to consider dispensations in the future where local parking availability is reduced significantly.

6. Financial impact

- 6.1 Given the significant reduction in dedicated P&D parking as a result of the PAP changes, removing the dispensation may have a positive impact on the city centre economy by helping to provide business and visitor parking opportunities.

7. Stakeholder/Community Impact

- 7.1 The withdrawal of the long-term dispensations was subject to public consultation through the statutory TRO process which introduced the PAP changes, as approved by Committee on [17 May 2018](#).

- 7.2 Communication of the proposed changes were issued to all residents' permit holders in April 2023 however the action to implement the changes was then paused.
- 7.3 It is not anticipated that the changes proposed in this report will have an impact on those with protected characteristics.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 – Summary of Parking Dispensations
- 9.2 Appendix 2 – Parking Places and Permits by Zone

Appendix 1: Summary of Parking Dispensations

Zones/Streets	Additional Parking	Reason
Learmonth Ter	Resident and Shared Use bays on Learmonth View and South Learmonth Avenue.	Boundary Issues Zone 5 & N3
St Bernard's Row & Malta Ter	Resident and Shared Use bays on Bridge Place, Glenogle Road & Arboretum Avenue.	Boundary Issues Zone 5 & N2
Argyle Pl, Gladstone Ter, Livingstone Pl, Findhorn Pl, Grange Ln & Sylvan Pl	Resident and Shared Use bays in S1, with exception of Arden St, Lauderdale St, Marchmont Cres, Marchmont Rd & Spottiswoode St.	Boundary Issues Zone 7 & S1
Admiral Ter, Leamington Ter, Viewforth, Viewforth Gdns, Viewforth Sq & Westhall Gdns	Leamington Ter, Viewforth, Westhall Gdns.	Boundary Issues Zone 8 & Zone S3
Admiral Ter, Bruntsfield Pl, Gillespie St, Gilmore Pl, Leamington Pl, Leamington Rd, Leamington Ter, Lower Gilmore Pl, St Peter's Buildings, St Peter's Pl, Upper Gilmore Pl, Upper Gilmore Ter, Viewforth, Viewforth Gdns, Viewforth Sq & Westhall Gdns	Resident and Shared Use bays in Merchiston Av, Merchiston Pk, East Castle Rd & Polwarth Ter.	Boundary Issues Zone 8 & Zone S3
Argyle Pl, Marchmont Cres, Marchmont Rd, Marchmont St, Spottiswoode St, Meadow Pl, Roseneath Pl, Roseneath St, Roseneath Ter, Warrender Park Cres, Warrender Park Rd & Warrender Park Ter	Resident and Shared Use bays in S1 with exception of Arden St, Lauderdale St, Marchmont Cres, Marchmont Rd & Spottiswoode St.	Boundary Issues Zone 8 & Zone S1

Appendix 2 – Parking Places and Permits by Zone

Zone	Pre PAP data				Projected PAP Changes			Current Data			
	Permit Holders	P&D Bays	Permit & SU Bays	Spaces per permit	P&D Bays	Permit & SU Bays	Spaces per permit	Permit holders	P&D Bays	Permit & SU Bays	Spaces per permit
1	1137	490	804	70.71%	322	1085	95.43%	1262	379	1387	109.90%
1A	626	468	628	100.32%	328	825	131.79%	687	249	811	118.05%
2	283	259	315	111.31%	259	315	111.31%	306	106	300	98.04%
3	574	688	503	87.63%	340	951	165.68%	735	363	798	108.57%
4	1070	357	864	80.75%	117	1265	118.22%	1259	151	1188	94.36%
5	1078	122	778	72.17%	0	1084	100.56%	1155	46	1046	90.56%
5A	1191	169	793	66.58%	25	1080	90.68%	1331	54	1061	79.71%
6	1625	542	1254	77.17%	184	1703	104.80%	1784	285	1654	92.71%
7	1157	385	796	68.80%	139	1205	104.15%	1676	145	1257	75.00%
8	1257	194	851	67.70%	14	1111	88.39%	1433	64	1179	82.27%
TOTAL	9998	3674	7586	75.88%	1728	10624	106.26%	11628	1842	10681	91.86%