



The Parking Action Plan

Contents

Contents.....	2	Controlled Parking Zones and Priority Parking Area.....	15
Foreword.....	3	Parking Permits	17
Introduction	4	Off Street Parking.....	18
Objectives	5	Legislation and Traffic Orders	19
Travel Statistics	6	Public Transport and Accessibility	20
Main Issues and Key Priorities	8	Collaborative Working and Monitoring	22
Information and Communications.....	9	Parking Action Plan - Actions List.....	23
On Street Parking.....	10		
Sundays and Weekends	10		
Evening and Shared use Parking	11		
Parking Pricing Strategy	12		
Car Sharing.....	13		
Parking at Local Shops	14		

Foreword

This draft Parking Action Plan sets out to support our wider transport strategy, achieve greater flexibility in parking controls, provide better information for our customers and to deliver best value for the Council and our customers. The plan prioritises the key actions for parking in our city which aim to make Edinburgh a better place to live.

Parking plays an important part in Edinburgh's overall transport strategy. Parking policy has a part to play in tackling congestion, improving safety, helping reduce car commuting, encouraging walking, cycling and public transport and reducing air pollution. Public parking has a role in supporting the city centre economy, while on-street residents' parking is important for many city centre dwellers. The Council's role in parking is to balance these different and sometimes competing objectives and demands.

The Council has been responsible for the enforcement of decriminalised parking regulations in the city since 1998. Since then we have also taken responsibility, from the Police, for the enforcement of Greenway restrictions, in 2007, and bus lane restrictions, in 2012.. This gives the Council significant scope to shape and influence Edinburgh's future travel habits for the better.

This draft Parking Action Plan includes a balanced range of actions. We aim to improve our service to city centre residents by introducing visitors' permits. We will roll out shared use parking much more widely, increasing the overall parking supply and its flexibility for residents and shoppers alike. We will review our business and retailer permits with a view to simplifying the system. We will put in place a new protocol to improve our communications about parking changes.

The plan includes pricing and marketing actions aimed at helping to balance parking supply and demand and also supporting the Council's strategy to reduce emissions.

The Council's parking strategy should take account of trends and changes in the city. This plan proposes some significant changes to the days and times of the operation of parking controls, including extending controls to Sundays and into the evenings. We want to hear your views on these proposals and on the plan as a whole.

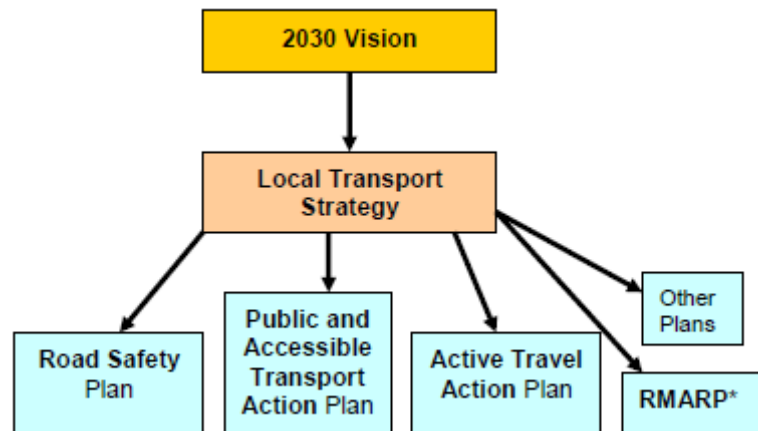
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Introduction

Edinburgh is a great place to live, work, study and visit. The city is home to over 480,000 people, innovative businesses, world renowned universities, two world heritage sites and hosts several cultural festivals. A thriving modern city built around an outstanding architectural heritage brings many benefits but is not without its challenges. Edinburgh has mixed old with new successfully over the years and the aim of the Parking Action Plan is to help develop a modern, more sustainable transport system around the heart of its historic city centre.

To steer this development and ensure our transport strategy supports wider Council policies, the Transport 2030 Vision guides the long-term development of transport services in Edinburgh over the next 20 years.



**Road Maintenance and Renewals Action Plan*

‘By 2030, Edinburgh’s transport system will be one of the greenest, healthiest and most accessible in northern Europe.’

Transport 2030 Vision

The Vision is an ambitious plan for the future of transport in Edinburgh. It challenges us to think creatively and be innovative to deliver its nine outcomes.

To be:

- Environmentally friendly
- Healthy
- Accessible and connected
- Smart and efficient
- Well planned, physically accessible and sustainable
- Safe, secure and comfortable
- Inclusive and integrated
- Customer focused and innovative
- Responsibly and effectively managed.

The Vision sits above the Local Transport Strategy 2014-19 (LTS) which contains more detailed policies and actions to achieve the stated outcomes up to and beyond 2030.

‘Parking control is essential to keep Edinburgh moving safely and efficiently and to manage the overall amount of traffic in the city.’

Local Transport Strategy 2014-19

The LTS sets out the Council’s parking strategy which aims to balance the needs of residents, businesses, pedestrians, cyclists and public transport users whilst discouraging commuter parking.

Objectives

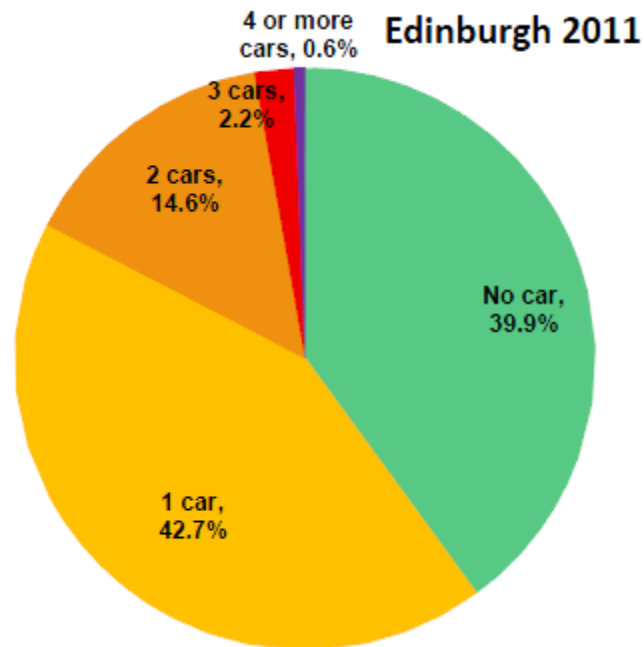
The Local Transport Strategy includes 8 objectives for parking. These are set out in the table below, which also briefly summarises how parking and loading can help address each objective. An additional objective relating specifically to customer service is also listed. This plan sets out a package of measures aimed at working towards these objectives

	Parking Objectives	Summary of how parking and loading actions can contribute to objective
Local Transport Strategy Parking Objectives	To maintain and improve the economic vitality of the City Centre and traditional district and local shopping centres.	<ul style="list-style-type: none"> • <i>Ensuring sufficient parking and loading opportunities are available to support businesses</i> • <i>Restrictions to support pedestrian activity and sustainable transport access</i>
	To ensure that parking provision does not encourage commuter car travel, especially to the City Centre and relates to the ease of access by public transport, cycling and walking.	<ul style="list-style-type: none"> • <i>Using Controlled and Priority parking Zones to manage on-street parking to favour residents, shoppers and essential business users</i> • <i>Controlling parking supply in new developments through the planning process</i>
	To minimise the negative impacts of parking on streetscape and on public and private space in new developments.	<ul style="list-style-type: none"> • <i>Parking restrictions to enhance public space, protect surfaces from vehicle damage and support pedestrian activity</i> • <i>Controlling parking supply in new developments through the planning process</i>
	To improve road safety and reduce congestion and pollution.	<ul style="list-style-type: none"> • <i>Managing parking helps people cross the road safely, keeps pavements clear and encourages more people to cycle. Parking restrictions can be especially helpful to vulnerable road users such as wheelchair users and children who cannot be seen from behind parked cars</i> • <i>Parking restrictions on main roads help keep all forms of traffic moving</i>
	To facilitate access and movement by mobility impaired people, pedestrians, cyclists, public transport and its users, and motorcyclists.	<ul style="list-style-type: none"> • <i>Using parking and loading restrictions to protect crossing points, bus stops, bus lanes, other bus routes and cycle lanes</i>
	To protect and, where possible, enhance residents' ability to park and load close to their homes.	<ul style="list-style-type: none"> • <i>Using Controlled and Priority parking Zones to manage on-street parking to favour residents, shoppers and essential business users..</i>
	To protect and, where possible, enhance the parking and loading needs of businesses, trades people, carers and visitors.	<ul style="list-style-type: none"> • <i>Use of restrictions to manage parking and loading</i> • <i>Parking permits for businesses and trades people.</i> • <i>Extra visitor permit allowances for carers</i>
	To facilitate the operation and expansion of Car Clubs.	<ul style="list-style-type: none"> • <i>Allocating specific parking bays and allowing access to permit holder bays in order to help car clubs expand so reducing overall car ownership and therefore parking pressure</i>
New	To improve the performance of and public perception of parking management in Edinburgh	<ul style="list-style-type: none"> • <i>Continuing to update the parking service, using new information and adopting new payment channels</i> • <i>Better communication, allowing all road users to better understand parking controls and their value</i>

Travel Statistics

Car Ownership

The 2011 Census found that the percentage of households in Edinburgh without a car was 39.9% which is well above the Scottish average of 34% of households without a car.



CEC, Transport and Travel, 2011 Census Data

Travel to Work

Edinburgh was the only Scottish local authority to see a fall, of more than 3%, since the 2001 Census, in the proportion of people driving to work.

Other results demonstrating the evolving nature of travel in Edinburgh between 2001 and 2011 include:

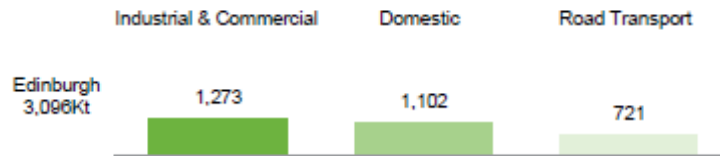
- Increased bus travel - to the highest percentage in Scotland
- Train travel continued to rise
- Cycling accounted for nearly 5% of all journeys to work, well above the national average of 1.6%
- 18% of people walked to work, the joint highest proportion in Scotland
- More than 22,000 people work from home reducing their need to travel.

Travel to Work in Edinburgh 2011	
Mode	Percentage (%)
Car driver	41
Bus/Coach	28.6
On foot	18.2
Bicycle	4.8
Car passenger	3.5
Train	2.1
Motorcycle	0.5
Taxi	0.4
Other	0.8

These figures, which continue to develop positively, suggest that the importance of car ownership is decreasing and that there is a shift to more sustainable forms of transport, particularly for journeys to work. The Council supports the continued growth of these trends and will use parking management as a tool to sustain and foster these changes.

Environment

Road transport is an important part of our daily lives but it has negative impacts not always borne by the user, such as accounting for 23% of all the carbon dioxide (CO₂) produced in Edinburgh (*Department of Energy & Climate Change*).



The sector also produces other harmful emissions which hampers our efforts to tackle climate change, contributes to poor air quality and can cause severe health problems.

Edinburgh has five Air Quality Management Areas each of which contains a major traffic corridor reflecting the strong link between road transport and poor air quality and the need to protect the travelling public from harmful pollutants. Parking controls play a key part in encouraging changes in travel behaviour which support the environment.

Road Safety

Since the mid 1970s the numbers of fatal and serious accidents on Scotland's roads have fallen considerably with the numbers of slight accidents remaining relatively constant. The Scottish Government regard road safety as a top priority and has set challenging targets for further road safety improvements by 2020.

The latest information available indicates that during 2013 there were 1,368 casualties as a result of road traffic collisions on Edinburgh's roads. Of these, eight people died, 130 were seriously injured and 1,230 were injured slightly.

The data also shows that vulnerable road users including pedestrians, cyclists and motorcyclists, make up 45% of all casualties and 75% of fatalities.

We strive to constantly improve road safety and the continued enforcement of parking controls helps to protect vulnerable road users and reduce the number of people injured or killed on Edinburgh's roads. Parking management prevents inconsiderate parking around junctions which improves sight-lines for pedestrians and motorists and protects children who cannot be seen behind parked vehicles.

To improve road safety we should; prevent parking at junctions, crossing points and school keep clear areas to improve sightlines, take appropriate action against footway and double parking, keep cycle lanes clear to protect cyclists and encourage more people to cycle.

Parking Enforcement

The number of parking tickets issued in Edinburgh has fallen over past five years while the income received from parking charges has increased. This suggests that there is greater compliance with the parking regulations which helps to achieve our road safety goals.

LTS Outcomes

The LTS identified a number of indicators which the Council should work toward to achieve the 2030 Vision. The key outcomes the Parking Action Plan aims to accomplish are to;

- Reduce greenhouse gas emissions for road transport in Edinburgh
- Reduce the levels of motor traffic within the city
- Improve customer satisfaction with streets, buildings and public spaces
- Improve satisfaction with access to public transport
- Reduce the number of killed or seriously injured casualties on Edinburgh's roads
- Improve accessibility for those with no access to a car.
- Level of satisfaction with Transport Service.

Main Issues

The Parking Action Plan is strongly linked with overarching transport policy, parking objectives and travel statistics. They have informed the development of a package of proposals to improve parking management and contribute to a future transport system that is safe, healthy and sustainable.

The plan considers the main transport issues and parking problems facing the city today and outlines the intended approach to resolve these issues.

Many residents find it difficult to park near their homes so making the parking restrictions more flexible with the introduction of shared use parking places will improve conditions for permit holders.

Shopping on Sundays in the city centre has become the norm which makes the day busier than it was before the CPZ was introduced. Similarly, evenings offer entertainment activities attracting significant numbers of visitors.

The lack of parking restrictions on Sundays and in the evenings results in congestion, delays to public transport and poor conditions for cyclists and pedestrians. To ensure Edinburgh remains a safe and pleasant place at all times, the operating hours of the parking restrictions will be reviewed.

The proposals aim to achieve a balance between improving accessibility for essential car journeys while making sustainable travel more appealing. This will necessitate developing a comprehensive parking pricing strategy to better manage demands. The following information will set out the necessary actions to achieve our objectives and the reasons for them.

Key Priorities

The core objective of the Parking Action Plan is to:

Improve parking management in the city while continuing to support the development of walking, cycling and public transport links as everyday travel options in Edinburgh

The plan will seek to work towards its core objective by:

- introducing shared use parking places which can be used by permit holders and pay-and-display users, to increase accessibility to parking places and the flexibility of the parking controls;
- extending the operating hours of parking restrictions in the evenings and at weekends to tackle demand; and
- developing a parking pricing strategy to manage demand and encourage people to consider their travel options and reduce private car dependency.

The plan sets out actions over three timescales:

- Short term (2015 -2017)
- Medium term (2018 – 2020)
- Long term (2021 – 2025)

Information and Communications

Finding a parking space and purchasing the right amount of time in Edinburgh is often perceived as a difficult task. Many people first attempt to park on major shopping streets such as George Street when they visit the city centre. When all the spaces are occupied this can give the impression that parking is difficult even though there can be spaces available a few streets away.

Action 1: [Develop a marketing plan to increase awareness of the parking options available for people visiting the city centre including; P&R, on street and off street parking places.](#)

Parking can be a quick and easy task and there are a range of options available for visitors to use when coming to the city, whether this is parking on street, using an off street car park or parking out of town at a Park and Ride site.

Not everyone shopping or doing business in the city centre arrives by car but, to protect the economic vitality of the city and ensure people know that Edinburgh is open for business, better information on where they can park quickly will be publicised.

Action 2: [Develop a publicly available parking regulation enforcement protocol to demonstrate that the process is fair, consistent and transparent for all motorists.](#)

To further strengthen a positive perception of parking in Edinburgh an enforcement protocol will be produced to explain why parking tickets are issued for each contravention of the regulations. This will help demonstrate that enforcement of the parking regulations is fair, consistent and transparent.

Action 3: [Establish a communications protocol to better inform people about changes to parking.](#)

These are important commitments and they need to be communicated to the public coherently. A communications protocol will be established to manage our interactions with the public and ensure that people receive the information they need, when they need it.

This will include consultations on future improvements to parking controls through amendments to traffic regulation orders and ensure that they are done in Plain English where possible

Action 4: [Conduct a parking satisfaction survey every two years covering all road users' experience of parking-related issues to track satisfaction levels and monitor improvements.](#)

In 2013, a parking satisfaction survey was conducted to evaluate our customers' perception of the service and to collect suggestions on what we could do better. This was a worthwhile action and we will continue this conversation with customers in the coming years.

Action 5: [Publish financial and statistical information online annually demonstrating openness and commitment to customer service](#)

There is a high level of interest in parking in Edinburgh and to remain open and transparent we will continue to publish frequently requested financial and statistical data on the Council's website. This avoids customers having to submit written requests and demonstrates our commitment to provide excellent customer service.

On Street Parking

Car travel is an important part of many people's everyday lives and there are many competing demands on the limited parking space available in the city centre. Building on the objectives of the LTS, the Parking Action Plan aims to make parking easier for essential car journeys as well as promote alternative, more sustainable travel options where possible and to deter commuter parking.

The following section discusses the available options and actions that will be considered to improve on street parking in Edinburgh.

Sundays and Weekends

Parking controls in the city centre have remained largely unchanged since their introduction in the early 1970s, a time before Sunday trading, on street events and entertainment activities became widespread which has made Sundays much busier than they were before parking restrictions were introduced.

Today, Sundays experience a similar level of activity to Saturdays but with far fewer parking controls. This results in a range of problems which are, in essence, the reason why parking controls are in place on weekdays:

- congestion on main roads caused by kerbspace being heavily occupied by parked cars, with consequent delays to public transport and general traffic
- increased difficulty for pedestrians crossing roads
- significantly increased difficulty for people with mobility impairments, both those who rely on public transport (access to bus stops is often impeded) and car users (a blue badge confers no meaningful advantage when parking is unrestricted and available spaces are far fewer)
- significantly worse conditions for cycling, with almost all on-road cycle facilities rendered useless by parked cars

- free parking on a first come first served basis means that people commuting by car, for example to work in city centre shops, can occupy street space that could be more effectively used by visitors/customers
- No reserved space for residents

To investigate these issues, an on-street parking survey collected data on the numbers of vehicles parked in key locations and their duration of stay to indicate where demand is greatest and whether parked vehicles are likely to belong to residents, visitors or commuters.

A questionnaire also collected qualitative data from motorists parking on Sundays and asked them to give their reasons for visiting the city centre by car and the extent to which free parking played a role in their decision. The results from these investigations suggest that:

- Nearly four thousand vehicles park on main traffic routes on Sundays
- Vehicles tend to park for longer periods on Sundays than allowed by the maximum stay periods during the week
- There is less turnover of spaces and many streets have higher occupancy rates
- Demand is greatest in areas near to major shops
- Residents find it difficult to park in their streets
- The majority of drivers visited the city centre for shopping. However for example on Sunday afternoon just under half of all parking spaces on George St were occupied by cars that surveys suggested belonged to residents or employees rather than shoppers or other visitors.

Controlled parking zones 5 and 6, and part of 7, which are close to the core of the centre to its north and SE, currently do not have parking controls on a Saturday. This is an anomaly compared with very similar areas to the South of the centre.

Action 6: Introduce Sunday parking controls, including yellow lines on main public transport corridors, and public parking charges, as well as extending the restricted hours of residents' parking places.

Consultation carried out for the Local Transport Strategy raised equity and equalities issues should parking controls be introduced on Sunday mornings. Concerns have been raised that Sunday parking restrictions may have an adverse impact on people attending Church services. However, these concerns need to be balanced against the potential benefits of controls and the fact that religious services held on other days do not attract any dispensation from parking regulations.

It is proposed to introduce 7 day controls in zones 1 to 6 and the part of zone 7 N of Bernard street operating over consistent hours. In addition Sunday controls would be introduced on main roads over a wider area. In summary, this proposal is intended to address the problems for all road users outlined above, by extending controls on parking similar to those operating on weekdays to 7 days a week. The key reason for proposing the same times and parking charges is simplicity and ease of understanding, reducing potential for confusion as to when restrictions apply. This simplicity will also allow for signing no more intrusive than used at present (different Sunday hours would require larger signs).

Sunday bus services are mainly at a lower level than on other days. If parking controls were introduced, it would be desirable that this situation be changed. The introduction of parking controls is likely to help bus operations and potentially enable service improvements. This potential will be actively encouraged by the Council in the run up to introduction of any controls.

Evening Controls

It is not only on Sundays when the lack of parking controls can reduce the ability of residents to park near their homes, prevent pedestrians from crossing the road safely or where inconsiderate parking affects cyclists and public transport users.

The parking satisfaction survey revealed that many residents had problems parking outside their homes in the evenings and the Parking Action Plan aims to re-dress this imbalance by extending the hours of the parking controls further into the evening, protecting residents' parking places for residents and allowing better accessibility to shared use parking places.

Action 7: Extend evening parking restrictions in the city centre, at the same time as Sunday restrictions, to improve accessibility for residents while encouraging walking, cycling and public transport use in the evenings.

Extending parking controls later into the evenings, enhances the opportunity for permit holders to park closer to their homes by protecting places from other motorists. As a result, more residents may choose to buy a permit. This will help tackle congestion and pollution, as residents are encouraged to use more environmentally friendly vehicles to benefit from a cheaper permit price. Since our permit pricing policy is based on a vehicle's engine size or CO₂ emissions.

Evening parking controls may also encourage visitors to travel to the city on foot, by bike or by public transport. Reducing the number of cars driving and parking in the city centre will protect crossing points, improve sight-lines at junctions and ease traffic flow on main routes.

Shared use Parking Places

In many areas of the city centre the residential permit scheme is currently oversubscribed with the number of parking permits issued outstripping the available parking places. One of the main actions within this plan is to introduce shared use parking places to improve the flexibility of the controls and provide motorists with greater parking choices.

Action 8: Introduce shared use parking places to increase the flexibility of the parking controls for residents and other road users.

Shared use parking places can be used by residents' permit holders, disabled persons' blue badge holders and visitors after paying for their parking time. This offers a more efficient use of limited kerbside space and should improve parking opportunities and accessibility for all road users.

It will also help to improve the perception of parking and reduce uncertainty for visitors. It is expected this will result in a reduction of circulating traffic looking for a parking space which adds to congestion and pollution.

There are other benefits too, creating longer shared use parking places, as opposed to separate permit and public places, will improve the streetscape

by reducing street furniture such as the number of signs and poles required. Furthermore, we will not use on road text for shared use places, which are currently used for permit holders only places, so there will be less of a visual impact on our streets, important in the World Heritage Site.

Shared use parking places have proven to be very successful in the extended zones, as residents enjoy the flexibility the controls offer. Many permit holders in the central and peripheral zones have requested similar conditions in their streets and such places will be introduced alongside the changes to evening and weekend controls to reduce inconvenience to residents.

Parking Pricing Strategy

In order to effectively manage parking throughout the CPZ, it is important that the Council's approach encourages users to consider their means of travel and the primary demand management tool involved is the price of parking. Therefore, it is proposed to develop a parking pricing strategy to consider the impact of all parking related charges.

Action 9: Develop and publish a parking pricing strategy to steer the approach to charges for parking permits and pay and display parking. This will include but not limited to:

- Nine hour parking places
- Residents' permits and pricing structure
- Visitors' permits and operation
- Charges for credit card payments
- Heavy vehicle charge

As part of this process, introduce graduated hourly charges in 9 hour parking places and consider increasing their number where this will help reduce parking pressures outside the CPZ.

Parking charges, along with maximum stay lengths, are set at levels which can accommodate essential short to medium length trips and allow for turnover of spaces throughout the day but discourage and prevent all-day commuter parking on street in the city centre.

We are introducing new IT systems to more effectively monitor parking patterns, utilisation and demands which will enable prices to be set more effectively in smaller areas, rather than across broad zones as is currently the case.

There is presently an oversubscription of residents' parking permits compared to spaces available in many city centre zones and steps need to be taken to address this, such as introducing shared use parking places. However, permit prices must also be considered as a means of managing demand.

Furthermore, since the introduction of Park Green in 2010 residents permits have been linked to the CO₂ emissions (or engine size) of a vehicle to encourage residents to purchase more environmentally-friendly vehicles and improve air quality in the city. Monitoring has revealed that Park Green has supported changes to the permit holder fleet ensuring Edinburgh remains in line with national trends where motorists are making ever more environmentally friendly vehicle choices.

The link between vehicle emissions, permit prices and vehicle use is considered to be a key element in managing demand. The pricing strategy will review our approach to ensure that we encourage people to choose more environmentally friendly vehicles and achieve the best results possible for the city.

While pay and display charges and residents permit prices have increased, the same increases have not been applied to visitors', trades', retailers', business or health care workers' parking permits. It is equally important to manage demand for these permits using price as a tool.

Another important part of pricing policy regards the opportunity for motorists to park for up to nine hours in some areas of the extended zones. Nine hour parking places were initially introduced as a means of mitigating the impact on businesses of the introduction of the extended zones.

However, as permits for businesses, retailers' and trades' have been introduced the role of nine hour parking places has changed to cater for

other users, including key shift workers who do not always have access to the same level of public transport services as others.

They also provide a means to help balance parking pressures close to the boundary between full Controlled Parking Zone restrictions and those in Priority Parking Areas and in uncontrolled streets outwith the CPZ where commuters are free to park without restriction.

The current pricing of these bays involves a flat rate for stays of 3 hours or more, and could be seen to be encouraging commuting by car. Currently many of these bays have very high occupation rates and it is considered that a review of the charging regime is justified. Alongside this it may be appropriate to review the location and number of the bays.

Car Sharing

For many residents, research suggests that their cars will spend around 90% of their time parked by the side of the road. This is a poor use of public spaces and for most residents is a considerable expense for the limited amount of time that they will use their vehicle.

A good approach to reduce the number of vehicles on our roads and save people money is the promotion and use of car sharing through car clubs. It has been estimated that one car club vehicle could remove twenty-five vehicles from our roads. This helps to reduce congestion, makes better use of public spaces and can dramatically cut the cost of motoring for individual residents.

The Council supports the introduction of car club vehicles at new housing developments around the city to demonstrate to residents that they can have access to a car when they need it without having to own one.

Action 10: Remove parking charges for car clubs within the CPZ and include the requirement to purchase a parking permit for each vehicle as part of the tender process.

We are committed to further reduce perceived barriers to using car clubs. Users already pay for the hire of the vehicle and additional parking charges within the CPZ may discourage some people from joining the scheme.

Removing this potential financial barrier may help to make car sharing more attractive and allow others to give up their vehicles.

As part of the tender process for the car club operator we will address this issue and we will also introduce a Car Club parking permit to ensure that only car club vehicles can park in designated car sharing parking places.



Parking at Local Shops

Local shopping precincts and village centres are the focal point for communities. They support local jobs and provide places for people to congregate, enjoy and interact with others. In addition, they can reduce car dependency and the need to travel if people can buy essential goods on their doorstep. Good access to shops and amenities can support older people or those with mobility impairments to live in their own homes for longer.

All-day parking at such locations can deter motorists from stopping and supporting local businesses. Long-term parking also increases the chances of double parking which obstructs traffic and is a hazard for vulnerable road users like cyclists and children crossing the road.

Action 11: [Establish a protocol for considering requests for parking provision/ restrictions outside local shopping areas to help protect short-stay parking opportunities for passing trade.](#)

Should local communities request restrictions to help tackle such problems we will have a process in place to ensure that relevant parties are consulted, agreement is reached and restrictions are prioritised appropriately.

Action 12: [Introduce methods for better managing parking in limited waiting parking places that lie within the CPZ to enable effective enforcement, ensure the turnover of spaces and to address problems with commuting.](#)

Along many main traffic routes and Greenway lanes, limited waiting parking places are provided which are problematic to enforce and do not offer an effective parking management solution. This leads to all-day parking and potential commuting in many areas with fewer opportunities for short-term parking.

Furthermore, some of these parking places lie within the CPZ and it is inconsistent that one parking place is charged while another one is free.

The introduction of methods to allow for better management of parking in such locations will be considered further as part of the parking price strategy review.



Action 13: [Trial the introduction of parking charges in Greenways parking places with a cashless only service and roll out elsewhere if successful.](#)

Should charges be implemented there is the potential to introduce payment only by our cashless service provider. More than one third of all pay and display transactions are now cashless and this has additional benefits of reducing street clutter, maintenance problems and cash collection costs. Some London boroughs have already moved to cashless only payments for on street parking while other cities in the UK have introduced cashless options.

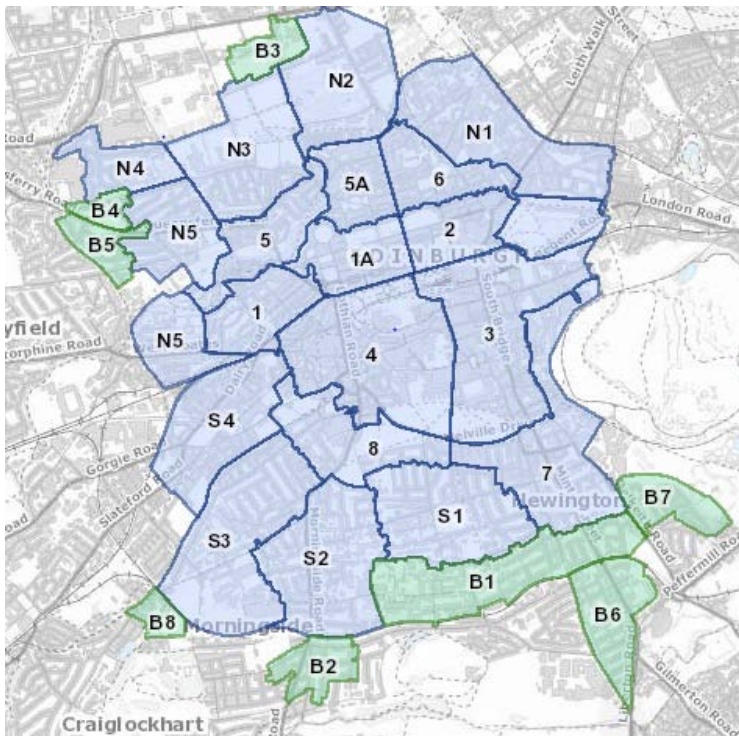
However, a major consideration of this approach is to minimise the extent to which this may impact on equalities groups. Therefore, a pilot will be undertaken to identify and resolve any issues that may arise before any proposals to roll out this approach across the city are considered.

There are streets where use of ticket machines may continue, such as in the city centre or outside schools and hospitals. We will seek to keep these machines to ensure ease of access and remove the ones that are only used infrequently taking up space on the footway.

Controlled Parking Zones and Priority Parking Areas

The Council introduced the original Controlled Parking Zones (CPZ) in the 1970s to manage commuter parking pressures in the city centre and to protect parking opportunities for residents and visitors.

The CPZ was extended with further zones to the north and south from 2006 onwards and more recently Priority Parking Areas have been implemented to address commuter parking pressures on the boundaries of the CPZ.



The above map indicates the locations of the CPZ and Priority Parking Areas in Edinburgh. Many of the proposed actions regard this area, however, parking controls apply across the city and the consistent enforcement of these regulations is equally important to successfully achieving the objectives of the plan.

To ensure the effective running of parking controls, road markings and signs need to be maintained to a high standard. This allows motorists to have a clear understanding of the regulations and for restrictions to be correctly enforced.

Action 14: Ensure that the lines and signs review within the CPZ and Priority Parking Areas is completed correctly and that these high standards are maintained in the future.

A condition of the new parking enforcement contract is for our contractor to complete a full review of all parking related lines and signs throughout the city to identify any faults, ensure that they are repaired and then appropriately maintained to a high standard. Maintenance of parking related lines and signs will be measured through a closely monitored key performance indicator.

To ensure that this aim is achieved and that the Council receives best value from the contract, a significant role for the contract management team is to monitor the key performance indicators and maintain good working relationships with the contractor.

Action 15: Establish a protocol for considering requests for new/extensions to Priority Parking Areas or CPZ. This will consider the available evidence on current and future parking pressures, the degree of local support, the wider parking strategy and implementation costs.

The current CPZ and Priority Parking Areas help residents to park closer to their homes and are very successful at improving accessibility for visitors, trades persons and disabled people. Therefore, in streets with evident parking problems there are frequent requests for new parking controls to be introduced.

Where such controls are being considered, Priority Parking should be the preferred approach as it is a low-cost option, makes good use of limited kerbside space and reduces the likelihood of parking problems moving to other areas.

However, CPZ could remain an option where there is a need to accommodate numerous demands or a large amount of short-term parking is required, such as around significant local shopping neighbourhoods, and the costs of implementation can be funded by projected future income.

To help consider such requests in a more formal manner, a protocol will be established to ensure that all relevant factors are taken into account. This will allow areas to be compared on a number of standard measures, will inform decisions on the most appropriate solution and prioritise areas for consideration.

Action 16: Consult with residents around Tram stops to ascertain whether they support the introduction of parking controls as a result of increased parking pressures associated with the Tram.

We will ask residents around existing Tram stops whether they are experiencing any parking problems as a result of commuters using the Tram service and if they would like the Council to take action to tackle these problems.

That may include the introduction of restrictions, such as yellow lines, to address traffic management and road safety issues, or potentially the introduction of parking controls should commuter parking problems be more prevalent. However, should residents consider that there are no parking problems to address then it is not our intention to introduce controls in these areas.

Action 17: Continue to update traffic orders to prevent residents of car free developments within the CPZ from obtaining parking permits when they are not entitled to them.

To support inward investment and sustainable development within Edinburgh, new housing projects in the city centre can be approved on a car free basis. This is where homes are provided without car parking facilities and it is anticipated that residents will not need a car as they are close to the city centre with good public transport links nearby.

The aim of car free development is to secure new homes and facilities where they are needed whilst reducing the environmental impact of the trips that they produce. Residents of such homes are not entitled to apply for residents' parking permits and traffic orders need to be updated to include these new properties.

In addition, many properties which have been refurbished, sub-divided or been granted a change of use for residential housing have planning permission approved on the understanding that parking permits, for on street parking places enforced by the Council, will not be issued to all residents.

Action 18: Establish a protocol for the issue of parking permits to residents living on private roads within the CPZ.

Similar to residents of car free developments, there are some privately controlled roads within the CPZ and it is not considered that such residents should be permitted to apply for permits to park in residents' parking places. Many residents have their own parking areas on these roads or there are restrictions on others from using them.

On street parking places are available to resident permit holders on the basis that everyone has an equal chance of finding a parking place in their street. Those with parking facilities on private roads should not restrict parking opportunities for other residents who do not have the same benefits.

Action 19: Establish a process for members of the public to request Electric Vehicle charging point parking places.

With the growth in use of electric vehicles on our roads, the Council will consider requests for private electric vehicle charging points on public roads. A set of criteria will be developed to evaluate such requests and ensure they can be properly enforced.

Parking Permits

With the introduction of shared use parking places within the central and peripheral CPZs greatly improving the flexibility of controls, there will be the potential to introduce visitors' permits in these areas. Without the enhanced flexibility, offered by shared user parking places, it was not previously considered appropriate to introduce a further demand on the limited space when permits were oversubscribed.

Action 20: [Introduce visitors' parking permits in Zones 1-8 of the CPZ with an additional allocation for those with special care needs.](#)

The introduction of visitors' parking permits is frequently requested by city centre residents. They allow visitors to park at a lower cost than the adjacent pay and display charges and can offer longer stay periods than permitted by public parking places. This can be very useful for trades people working in properties or for residents who may only need to use a vehicle occasionally, but need to park it nearby.

Similar to the terms in the extended zones, disabled persons' blue badge holders will be able to apply for more than the normal allowance of visitors' permits and at half the standard price for one.



Action 21: [Review on-street motorcycle parking and consider charging in motorcycle parking places and for residents' permits.](#)

Dedicated motorcycle only parking places in the city centre and residents' parking permits are currently free of charge for motorcycles. Motorcycles can also park free of charge in all shared use and public parking places in the extended zones. This charging policy resulted from concerns about the possible loss of pay and display vouchers and permits.

With the success of virtual parking permits, which has potential to be rolled out to all vehicles in the future, and the popularity of our cashless parking service, the grounds for retaining free parking for motorcycles are diminished.

When compared to cars there are environmental benefits in using powered two wheelers, however there is less of a case when compared to public transport, cycling and walking.

The parking pricing strategy review provides the opportunity to investigate this matter further and open discussion with interested groups to examine all the issues in greater detail.



Action 22: [Review the eligibility criteria for all parking permits to ensure that they are only issued to those who are eligible and who need them.](#)

With changes being made to the eligibility criteria for residents permits in new housing developments, there is also an opportunity to review the conditions for all parking permits within the traffic order. This will allow potential changes to be made as part of the same process and ensure that only those residents who are entitled to a parking permit receive one.

Off Street Parking

Off street car parks are an integral part of the parking opportunities available in Edinburgh. They improve perceptions of accessibility, remove parked vehicles from the road and enhance our streets for pedestrians, cyclists and public transport users.

Action 23: Discuss with off street car park operators the possibility of allowing residents' permit holders the use of such facilities in areas where there are significant parking pressures.

The Council does not operate any off street car parks in the city, but they could be used to improve parking opportunities for residents where there are considerable parking pressures. The introduction of shared use places will address many demand issues but there are locations where only a small number of additional places can be created.

It is our intention to work with car park operators with the aim to allow permit holders to park in off street spaces over night or when there are higher demands on residents' parking places. This will help improve conditions for residents and may remove vehicles from our streets.

Action 24: Encourage all existing off street car parks to comply with Park Mark standards and introduce a condition into the planning process for new facilities to meet best practice.

While the Council does not operate city centre car parks, we will work with providers to improve conditions and encourage the introduction and maintenance of Park Mark standards in all Edinburgh car parks. This will improve the appeal of off street car parks and allow for a better use of kerbside space if more vehicles park off street.

Furthermore, the Council will use its planning powers to seek these conditions in any new car parks.

Action 25: Support the development of new car parks where they are consistent with wider Council policies.

Working in partnership with the private sector, the Council will support proposals for new off street car parks in areas where they are needed, provided they do not encourage commuting by car. The north and northwest corner of the city is one area where the potential benefits of additional off street car parking would be significant.

Action 26: Ensure that all existing and new off street car parks have a pricing structure that discourages commuter parking.

Through the planning process, the Council will continue to apply conditions to new facilities to influence charging and length of stay regimes, aiming to facilitate shopping trips and other short to medium term activities, while discouraging all-day commuters. This ensures turnover and availability of spaces throughout the day.

Legislation

In the rest of the UK, outside Scotland, local authorities can vary the charge level of the parking tickets they issue based on the seriousness of the contravention. For instance, those that compromise road safety by parking on double yellow lines at junctions can be issued with a parking ticket with a higher penalty than one issued for over staying in a public parking place.

Action 27: Discuss graduated parking ticket charges with other Scottish local authorities and the Scottish Government and introduce such charges if/when enabling legislation is passed.

Current legislation does not allow Scottish councils to vary parking ticket charges and it is our intention to discuss this matter with other authorities that operate decriminalised parking enforcement. Thereafter we will enter into dialogue with the Scottish Government on the benefits that graduated penalties may add to compliance with the parking regulations and on improving road safety.

Action 28: Continue to support the introduction of the Double Parking and Footway Parking Bill and introduce a ban if/when enabling legislation is passed.

The Council has always supported requests to tackle irresponsible footway and double parking in our streets. However, there are very limited options available to us to address such problems and we will continue to support a change in legislation that would allow us to take action against vehicles parked over dropped crossings, on pavements or double parked in the middle of the road.

Should enabling legislation be passed we will promote a traffic order to ban irresponsible parking improving access for pedestrians, improving road safety and protecting our public spaces from being damaged by vehicles parking on the footway.

Traffic Orders

Every change to a parking place, the introduction of new yellow lines or a change to the speed limit requires a traffic regulation order to be amended or a new one made. There is a legal procedure which the Council must follow when making such changes which ensures appropriate advertising and full public consultation on the proposals, often making it a lengthy process.

Action 29: Develop a new approach for advertising on-street and press notices to make them easier for people to understand.

When making changes to traffic orders everyone who may be interested in the amendments should be made aware of the proposals, have an opportunity to find out more about them and be able to object or submit any comments to be considered by Committee.

Public notices or adverts are one method to inform the public of proposed changes and can be advertised in local newspapers and through street bills. They tend to be written in a legalise style due to the nature of the legislation

and for many do not clearly explain the changes in plain English. To avoid confusion and any problems when restrictions are changed on street the way they are advertised will be reviewed.

Action 30: Respond to requests for new parking restrictions within 3 months and, where agreed, to be advertised within one year of receipt.

Making changes to the parking regulations as quickly as possible is important to ensure restrictions meet the needs of users and reduce delays to new developments that require changes to kerbside space. To achieve these aims we will commit to improving the service standards customer can expect.

Action 31: Ensure that traffic orders are processed on time and that high standards are maintained in the future.

This will involve streamlining existing working practises and developing a new approach to file management.

Public Transport and Accessibility

The CPZ provides a number of benefits for public transport such as; providing safe stopping points, reducing the volume of traffic on Edinburgh's roads and removing inconsiderate parking which can delay buses, thus improving the reliability of bus journey times.

When the CPZ does not operate on Sundays, public transport operators lose many of the associated benefits. As a result, services do not operate as frequently, journeys are longer and public transport becomes less attractive for the travelling public.

Introducing parking controls on Sundays is expected to improve conditions for public transport and provide an opportunity for operators to improve their services.

To ensure that parking policy continues to support sustainable travel alternatives; the operation of bus lanes will continue to be monitored and amended where required, restrictions in cycle lanes will be reviewed and conditions for pedestrians at crossing points will be improved.

Action 32: As part of the roll out of shared use parking places, identify locations where 24 hour restrictions need to be introduced to; protect pedestrian crossing points, improve facilities for cyclists and give priority to public transport within the Controlled Parking Zone by 2017.

Improving the accessibility of Edinburgh not only relates to enhancing bus services, making shorter journeys easier is just as important to getting people more active and making Edinburgh a more liveable city.

This includes making it easier for pedestrians to cross the road safely by introducing waiting restrictions around junctions and protecting dropped crossing points. These access points are essential for people with mobility impairments, those in wheelchairs or people pushing buggies or prams.

Action 33: Review and upgrade where necessary provision for cyclists on main roads and in cycle lanes. This will include parking restrictions in cycle lanes and improving parking/loading restrictions at junctions.

Cycling forms a major part of the city's active travel future and is ideal for many short to medium distance journeys. With more people cycling at all times of the day, upgrading conditions for cycling, such as extending the operating hours of cycle lanes and improving sight-lines at junctions will help encourage more people to travel this way.



Action 34: Continue to comply with terms of Disabled Persons' Parking Places Act and review disabled parking places throughout Edinburgh.

Many people choose to travel by car, but for some it is an essential method of transport, due to severe mobility problems which can make using public transport or taxis impossible.

To ensure that disabled people can continue to access public buildings and the services they need easily, disabled persons' parking places will be located where there is high demand. However, for many blue badge holders finding a suitable parking place once they get home can be equally as challenging. Therefore, disabled persons' parking places will continue to be introduced outside the homes of people who need them the most.



Action 35: Take action to minimise parking-related fraud, including the misuse of disabled persons' blue badges and parking permits.

To ensure that disabled persons' parking places remain accessible for those who need them and to maintain the respect of the blue badge scheme, anyone misusing a blue badge to obtain free parking in Edinburgh will be investigated and prosecuted where possible.

Action 36: Promote trip sharing as a better alternative to private car ownership while increasing modal shift and improving accessibility.

Another way to improve accessibility and help to reduce the environmental impact of car travel is through trip sharing. This involves people sharing their journeys with others to reduce; travel costs, the number of cars on the road and congestion on their journeys. It can benefit those in areas where there are poor public transport links or improve accessibility in urban areas where there are high parking demands.

The Council works with seven other neighbouring local authorities through the South East Scotland Transport Partnership (SEStrans) to provide a comprehensive regional trip sharing service and more will be done to raise awareness of the potential opportunities available.

Collaborative Working

Parking Operations continue to strive to improve the service provided in Edinburgh and to learn from the other authorities to ensure best practice is being followed.

Action 37: Continue working with Parking Scotland to share knowledge and ensure best practice.

Through participation in and leadership of industry bodies, such as Parking Scotland, better outcomes have been delivered for residents and customers. This is considered to be a vital part of service development and continuous improvement.

Action 38: Promote opportunities for collaborative working with other local authorities through the new parking enforcement contract and hence increase income to the Council.

The procurement of the new parking enforcement model contract provides the Council with the opportunity to help other local authorities with their decriminalised parking enforcement operations. This allows other councils to buy in to the existing enforcement contract and benefit from lower costs and gaining from the knowledge and expertise of the Parking Team.

This involves a commitment to promoting these services to potential partners with the possibility of increasing income for the Council.

Action 39: Ensure that new vehicles used in the operation and enforcement of parking restrictions in Edinburgh have high safety standards and good fuel efficiency ratings.

The parking enforcement contract requires our enforcement contractor to operate in accordance with the Council's environmental policies and to reduce the impact of our services on the city and make them greener and safer for all roads users.

To achieve these goals, the procurement of new vehicles to be used in the enforcement of the parking regulations are expected to be as environmentally friendly as possible with the highest safety standards available.

Action 40: Consult with operators on the movement and parking of freight vehicles.

The efficient movement of goods and services is fundamental to Edinburgh's economic success and for the quality of life of its residents. However, road transport produces 23% of the city's carbon dioxide and such emissions can have a negative impact on air quality and public health.

With the final delivery of the vast majority of goods in Edinburgh coming by road this requires good loading and unloading opportunities to reduce congestion, noise and pollution. Many areas are on main routes or adjacent to residential properties and we will work with the industry to minimise the impact of freight movements in the city.

Monitoring

Action 41: Set up a monitoring group to meet regularly to review and report on progress to the LTS Steering Group.

Progress monitoring of the Parking Action Plan is an important job to ensure that work remains on track and that the actions are achieved on time and to budget. With many financial challenges facing the Council and growing demands on our services, ensuring good project management principles will be key to the success of this action plan.

Parking Action Plan: Actions

- Short term (2015 -2016)
 - Medium term (2017 – 2018)
 - Long term (2019 – 2020)
- Priority 1 = High
2 = Medium
3 = Low
- Costs L = Low
M = Medium
H = High

No.	Action	Timescale	Cost	Priority
Information and Communications				
1	Develop a marketing plan to increase awareness of the parking options available for people visiting the city centre including; P&R, on street and off street parking places.	2016	L	2
2	Develop a publicly available parking regulation enforcement protocol to demonstrate that the process is fair, consistent and transparent for all motorists.	2016	L	2
3	Establish a Communications protocol to ensure that customers are aware of any changes to the parking regulations before they happen to improve public perceptions of the parking service.	2017	L	2
4	Conduct a parking satisfaction survey every two years covering all road users' experience of parking-related issues to track satisfaction levels and monitor improvements.	2016 plus every two years	L	2
5	Publish frequently requested financial and statistical information each financial year to ensure transparency and to avoid customers from having to submit regular requests.	Annual	L	3
On-Street Parking				
6	Introduce Sunday parking controls including yellow line restrictions on main public transport corridors, charges for public parking and the extension of controls in residents' parking places.	2017/18	H	1
7	Extend evening parking restrictions in the city centre, at the same time as Sunday restrictions, to improve accessibility for residents while encouraging walking, cycling and public transport use in the evenings.	2017/18	H	1
8	Introduce shared use parking places to help redress the balance between permit holders and available places in the CPZ and to increase the flexibility of the parking controls.	2017/18	H	1
9	Develop and publish a parking pricing strategy to steer the approach to charges for parking permits and pay and display parking. This will include but is not limited to: <ul style="list-style-type: none"> • Nine hour parking places • Residents' permits and pricing structure • Visitors' permits and operation • Charges for credit card payments • Heavy vehicle charge As part of this process, introduce graduated hourly charges in 9 hour parking places and consider increasing their number where this will help reduce parking pressures outside the CPZ.	2016	L	1

10	Remove parking charges for car clubs within the CPZ and include the requirement to purchase a parking permit for each vehicle as part of the tender process.	2016	M	1
11	Establish a protocol for considering requests for parking provision/ restrictions outside local shopping areas to help protect short-stay parking opportunities for passing trade.	2017	L	2
12	Introduce parking charges in limited waiting parking places that lie within the CPZ to enable better enforcement, ensure the turnover of spaces and to address problems with commuting.	2018	M	3
13	Trial the introduction of parking charges in Greenways parking places with a cashless only service and roll out elsewhere if successful.	2018	M	2
Controlled Parking Zone and Priority Parking Areas				
14	Ensure that the lines and signs review within the CPZ and Priority Parking Areas is completed correctly and that these high standards are maintained in the future.	2016	L	1
15	Establish a protocol for considering requests for new/extensions to Priority Parking Areas or CPZ. This will consider the available evidence on current and future parking pressures, the degree of local support, the wider parking strategy and implementation costs.	2016	M	2
16	Consult with residents around Tram stops to ascertain whether they support the introduction of parking controls as a result of increased parking pressures associated with the Tram.	2016	M	1
17	Continue to update traffic orders to prevent residents of car free developments within the CPZ from obtaining parking permits when they are not entitled to them.	2017/18	L	2
18	Establish a protocol for the issue of parking permits to residents living on private roads within the CPZ.	2017/18	L	3
19	Establish a process for members of the public to request Electric Vehicle charging point parking places.	2016	L	2
Parking Permits				
20	Introduce visitors' parking permits in Zones 1-8 of the CPZ with an additional allocation for those with special care needs.	2017/18	H	1
21	Review the approach to on-street motorcycle parking and consider charging in motorcycle parking places and for residents' permits.	2019	L	3
22	Review the eligibility criteria for all parking permits to ensure that they are only issued to those who are eligible and who need them.	2016	L	3
Off-Street Parking				
23	Discuss with off street car park operators the possibility of allowing residents permit holders to use such facilities in areas where there are significant parking pressures.	2016	L	3
24	Encourage all existing off street car parks to comply with Park Mark standards and introduce a condition into the planning process for new facilities to meet best practice.	2020	L	3

25	Support the development of new car parks where they are consistent with wider Council policies.	Ongoing	L	3
26	Ensure that all existing and new off street car parks have a pricing structure that discourages commuter parking.	2019	L	3
Legislation				
27	Discuss the potential introduction of graduated parking ticket charges with the Scottish Government and other Scottish LAS according to the severity of the offence. Introduce such charges if/when enabling legislation is passed.	Ongoing	L	3
28	Continue discussions with the Scottish Government on supporting the Double Parking and Footway Parking Bill. Introduce a ban if/when enabling legislation is passed.	Ongoing	L	1
Traffic Orders				
29	Develop a new approach for advertising on-street and press notices to make them easier for people to understand.	2017	M	2
30	Respond to requests for new parking restrictions within 3 months and, where agreed, to be advertised within one year of receipt.	Ongoing	L	2
31	Ensure that traffic orders are processed on time and high standards are maintained in the future.	2015	L	2
Public Transport and Accessibility				
32	As part of the roll out of shared use parking places, identify locations where 24 hour restrictions need to be introduced to; protect pedestrian crossing points, improve facilities for cyclists and give priority to public transport within the Controlled Parking Zone by 2017.	2017	M	1
33	Review and upgrade where necessary provision for cyclists on main roads and in cycle lanes. This will include parking restrictions in cycle lanes and improving parking/loading restrictions at junctions.	2017	M	1
34	Continue to comply with terms of Disabled Persons' Parking Places Act and review disabled parking places throughout Edinburgh.	Ongoing	M	2
35	Take action to minimise parking-related fraud, including the misuse of disabled persons' blue badges and parking permits.	Ongoing	L	2
36	Promote trip sharing as a better alternative to private car ownership while increasing modal shift and improving accessibility.	Ongoing	M	3
Collaborative Working				
37	Continue to work with Parking Scotland to share knowledge and ensure best practice.	Ongoing	L	2
38	Promote opportunities for collaborative working with other local authorities through the new parking enforcement contract and hence increase income to the Council.	2016	M	2
39	Ensure that new vehicles used in the operation and enforcement of parking restrictions in	Ongoing	L	2

	Edinburgh have high safety standards and good fuel efficiency ratings.			
40	Consult with operators on the movement and parking of freight vehicles.	2017	L	3
	Monitoring			
41	Set up a monitoring group to meet regularly to review and report on progress to the LTS Steering Group.	2016	L	1