



Draft Parking Action Plan – Frequently Asked Questions

What are the main parking problems facing Edinburgh today?

Parking restrictions in the city centre have remained relatively unchanged since they were introduced in the 1970s, but the city centre is a very different place to what it was like at that time. Increased car ownership, longer shopping hours and Sunday trading have all played their part in increasing parking pressures.

Many residents find it difficult to park near to their homes and there is limited parking available for shopping and leisure activities. Survey data shows that, on Sundays, many people park for extended periods and for longer than is permitted during the controlled hours. In the evenings, when residents return home they have to compete for space with other users and as a result the city centre is seen as a difficult place to park.

When parking isn't managed it can make crossing streets more difficult, slow traffic including bus services and have an environmental impact. It also makes it harder to park for people with 'blue badges' and makes cycling more difficult.

Has any previous consultation been carried out?

There have been two separate consultations carried out which have helped to shape the draft parking action plan. The first was part of the Local Transport Strategy and the other during the Parking Satisfaction Survey. The Council consulted on options for Sunday parking controls and residents revealed that they found it most difficult to park during the evenings and weekends.

Has any other research been carried out?

Extensive analysis was carried out across the Controlled Parking Zone (CPZ) specifically for the draft action plan. A range of parking surveys were conducted in the evenings and on Sundays to determine who was using the parking places and for how long they were parking.

Interviews were also conducted with pedestrians and motorists, to better understand people's travel choices and their reasons for visiting the city centre.

What does the Parking Action Plan hope to achieve?

The aim of the draft parking action plan is to improve parking management in the CPZ; support accessibility, enhance road safety and public transport use whilst controlling the availability and flexibility of parking opportunities.

Why is the Council undertaking this consultation?

We want to know what you think about the proposals in the Parking Action Plan to ensure that the Council makes the right decisions about parking in Edinburgh.

Is the Council prepared to modify its proposals?

Yes. None of the proposals outlined in the draft parking action plan are final. If it becomes evident that there is no support for a particular aspect of the action plan, or if there is a better alternative that could be implemented, then the proposals can be modified. The consultation process allows us to make sure that the right decisions are taken.

What are the proposals for evening controls and why are these being considered?

When we asked residents when they found it most difficult to park (as part of the Parking Satisfaction Survey), 74% of respondents said that they found it most difficult to park in the evenings. When residents return home they currently compete with users parking for shopping and leisure purposes. Extending controls into the evenings would help to manage the demand for space and protect more parking for permit holders, whilst also encouraging a turnover of space and improving accessibility.

The proposal for evening controls is to potentially extend the hours beyond their current finishing times of 6:30pm in the Central Zones and 5:30pm in the Peripheral Zones. Consideration will be given to extending the hours of operation to end between 7:00pm and 8:30pm. The potential length of the extended hours will form a significant aspect of the consultative process.

Would all parts of Edinburgh be affected?

No. The draft parking action plan deals mainly with those streets already within the Controlled Parking Zones, but it does include an action to consider how we manage requests for new Controlled Parking Zones or Priority Parking areas. A map of the CPZ and the areas concerned is attached as appendix 1.

Why are you considering introducing Saturday and Sunday controls in zones 5, 5A and 6 and in part of Zone 7?

Restrictions currently operate Monday to Saturday in zones 1 to 4, and Monday to Friday in Zones 5 to 8.

The areas of highest demand for parking are those directly to the north of Princes Street, such as zones 5, 5A, 6 and the northern part of zone 7. These include some of the busiest parking streets in Edinburgh, whereas the remainder of zone 7 and 8 are geographically remote from Princes Street.

If it is proposed to extend parking controls in zones 1 to 4 on Sundays, we consider it necessary to protect zones 5, 5A, 6 and part of zone 7 from becoming overspill parking for the city centre.

Will the proposals bring any benefits for residents?

The proposals aim to improve parking for all users, including residents. The rollout of shared use increases space for permit holders and the introduction of visitors' permits will make it easier for residents to receive visitors and trades persons. Extending controls in the evenings and at weekends would further protect permit holders places from other users.

What is shared use parking?

Shared use parking places can be used by permit holders and by people using pay and display parking.

The aim of shared use places is to make the best use of the available parking space. Permit holders tend to need spaces more at the beginning and end of the controlled hours, while many permit spaces lie unused through the middle of the day. Similarly, permit holders currently can't use vacant pay and display places in their street during the controlled hours without paying for parking. Shared use spaces would allow greater flexibility and make it easier for residents to find somewhere to park.

Shared use is already successful in meeting different parking demands in the extended zones of the CPZ, where up to 50% of the available parking is already shared use.

Have the needs of faith groups been taken into account?

We will actively consult with faith groups as part of this process. There are many faiths in Edinburgh, who worship on different days of the week and we will engage with many groups in order to gain as clear a picture as possible of their needs and the potential impacts associated with the proposals.

Are the proposals likely to affect businesses and tourism?

A high proportion of journeys within Edinburgh are made by public transport, by bicycle or on foot. Car journeys make up only a small percentage of journeys by non residents into the city centre. The draft parking action plan is intended to make it easier for people to access the city centre, which should be beneficial to both businesses and tourism.

The introduction of controls in the evenings and at weekends will help public transport and may encourage some users who currently travel by car to change their mode of travel. We are looking into ways that bus services could be improved as part of the proposals. Together, these measures should help maintain our city centre as a place that people want to visit, with a quick and efficient public transport system and a safe road network.

Is this a cash raising venture for the Council?

It is likely that the Council will collect more money from pay-and-display charges, but additional revenue will be used to pay for work related to the draft parking action plan, for the additional enforcement required and possibly to fund improvements to transport services.

Will parking fines and parking permits increase if the parking action plan is approved?

The Council is considering different charge levels for different parking offences, which could mean that charges for more serious offences might rise. However, the charges are set by the Scottish Government, not the Council. One of the actions is for the Council to discuss these options further with the Scottish Government and other local authorities.

The draft parking action plan also proposes that the Council prepare a pricing strategy for all prices related to parking. Part of that strategy will be to consider pricing structures for all permit types, however it is too early to say what impact there will be on permit prices.

Will the proposals have an effect on the environment?

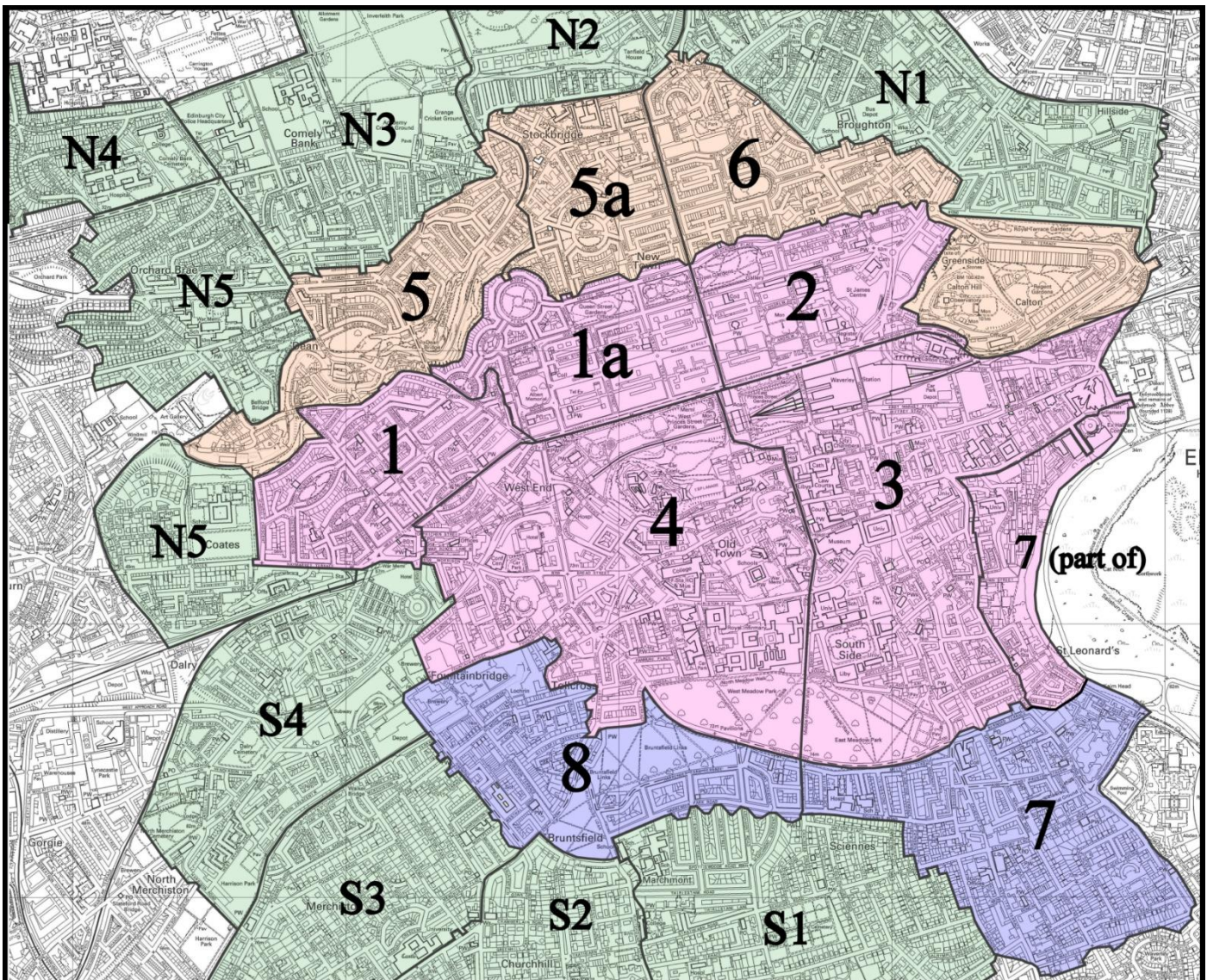
One of the aims of the draft parking action plan is to have a positive impact on the environment. Depending on the outcome of the consultation, the plan could deliver changes to parking in the city centre that not only make it easier to find a parking place, improve traffic flow, reduce journey times but also encourage more walking, cycling and public transport use as greener alternatives to cars. All of these improvements are expected to provide environmental benefits to our city.

Does the draft parking action plan take account of the needs of disabled people and their carers?

Improving parking management in the city centre will enhance accessibility for all users. Specifically people with mobility impairments or those who need care in their own homes, will benefit from an enhanced ability to park near their homes or for friends, families and carers being able to do so.

What happens next?

Your comments and suggestions will be considered in detail and findings will be reported to the Council's Transport and Environment Committee on 12 January 2016. Please note that any changes to onstreet parking regulations need to go through a legal process that gives further opportunity to comment and object. This consultation is asking about principles rather than details.



Weekend and Evening Parking - Possible hours of control

Existing

Proposed

	Monday to Saturday 08:30 to 18:30	Monday to Sunday 08:30 to (18:30 - 21:30)*
	Monday to Friday 08:30 to 17:30	Monday to Sunday 08:30 to (18:30 - 21:30)*
	Monday to Friday 08:30 to 17:30	No change
	Monday to Friday 08:30 to 17:30	No change

Notes – 1) * The extent of any potential evening controls has not yet been determined - it is possible that controls could finish between the times shown. The consultation responses will help inform the final decision.

2) Weekend controls on Main Traffic Routes may extend beyond the boundaries of zones 1 to 6.