



CITY MOBILITY PLAN 2021-2030

Implementation Plan

Delivering Actions for Parking
Supporting Information

February 2024

◆ EDINBURGH ◆
THE CITY OF EDINBURGH COUNCIL

Delivering Actions for Parking – Supporting Information

1. Introduction

This paper augments and supports the delivery of the Council's [City Mobility Plan](#) (CMP). It provides further details on the actions required to manage parking demand to help meet committed Council targets, including becoming a net zero carbon city by 2030, reducing car kilometers by 30% by 2030 and Vision Zero - where there are zero fatalities or serious injuries on Scotland's roads - by 2050.

Specifically, the actions set out should be read in conjunction with the CMP Implementation Plan (updated in 2024). The Implementation Plan includes key delivery information across the full suite of mobility actions including those set out in this paper, and presents expected delivery milestones, funding/cost information (where known at this stage) and delivery responsibilities.

This paper should also be read in conjunction with the Our Future Streets (Circulation Plan) which gives strategic direction to delivering roadspace reallocation across the city with particular focus on key corridors, the city centre and neighbourhoods. Our Future Streets will support the delivery of key CMP objectives by enhancing sustainable, safe, efficient, and inclusive travel across the city. Managing parking demand effectively is critical to this.

This paper is informed by extensive consultation with key stakeholders including members of the public. The most [recent consultation in 2023](#) sought further understanding of the city's biggest priorities in order to meet CMP objectives and key Council targets.

2. ACTIONS

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

- City Mobility Plan

The package of parking actions set out in this paper aim to improve and contribute to a future transport system that is safe, healthy and sustainable, whilst enabling parking and loading opportunities for residents and businesses.

The actions support the following CMP objectives and policy measures:

Supported Objectives	Supported Policy Measures
Encourage behaviour change to support the use of sustainable travel modes.	PEOPLE 1 - Supporting Behaviour Change
	PLACE 5 - Streets for People
Increase the proportion of trips people make by active and sustainable travel modes.	MOVEMENT 4 - Bus Priority Measures
	MOVEMENT 16 - Shared Mobility
Reduce vehicular dominance and improve the quality of our streets.	MOVEMENT 17 - Taxis and Car Share Partnerships
	MOVEMENT 19 - Mobility Hubs
Improve sustainable travel choices for all travelling into, out of and across the city.	MOVEMENT 22 - Tackling Inconsiderate Parking
	MOVEMENT 28 - Monitoring and Evaluation
Reduce harmful emissions from road transport.	MOVEMENT 31 - Cleaner Vehicles
	MOVEMENT 34 - Parking Controls
Maximise the efficiency of our streets to better move people and goods.	MOVEMENT 35 - Residents Parking Permits
	MOVEMENT 36 – Parking in New Developments
Improve the safety for all travelling within our city.	MOVEMENT 37 - Parking, Waiting and Loading Restrictions
	PLACE 5 – Streets for People

2.1 Communications

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

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

The Parking Communication Plan will utilise existing channels to gather and disseminate information, such as the Edinburgh Operations Centre and the Edintravel brand. The Parking Communication Plan will also be aligned to other

mobility related Communication Plans to ensure consistency and encourage changes in behaviour towards using more sustainable travel modes.

Action - Communication Plan

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

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

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

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

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

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

Anticipated benefits

- Customers are better informed regarding the parking services available in Edinburgh, have better access to travel information to help them make more sustainable travel choices and are more informed about consultations and proposals.
- The Parking team has greater data and customer insight into what our customers want in order to inform the development of future proposals, projects and processes.

2.2 Parking Controls

In the 1970s the Council introduced the original Controlled Parking Zone (CPZ) to manage commuter parking pressures in the city centre and protect parking opportunities for residents, visitors, trades people and disabled people. The CPZ was extended with further zones to the north and south from 2006 onwards.

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

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

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

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

Where there is evidence of parking pressure and high levels of commuter parking the introduction of parking controls allows residents to be able to park near their homes. There are currently 25 CPZs and 9 Priority Parking Areas in Edinburgh.

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

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

where people can cross the road, cycle and access public transport safely and with ease.

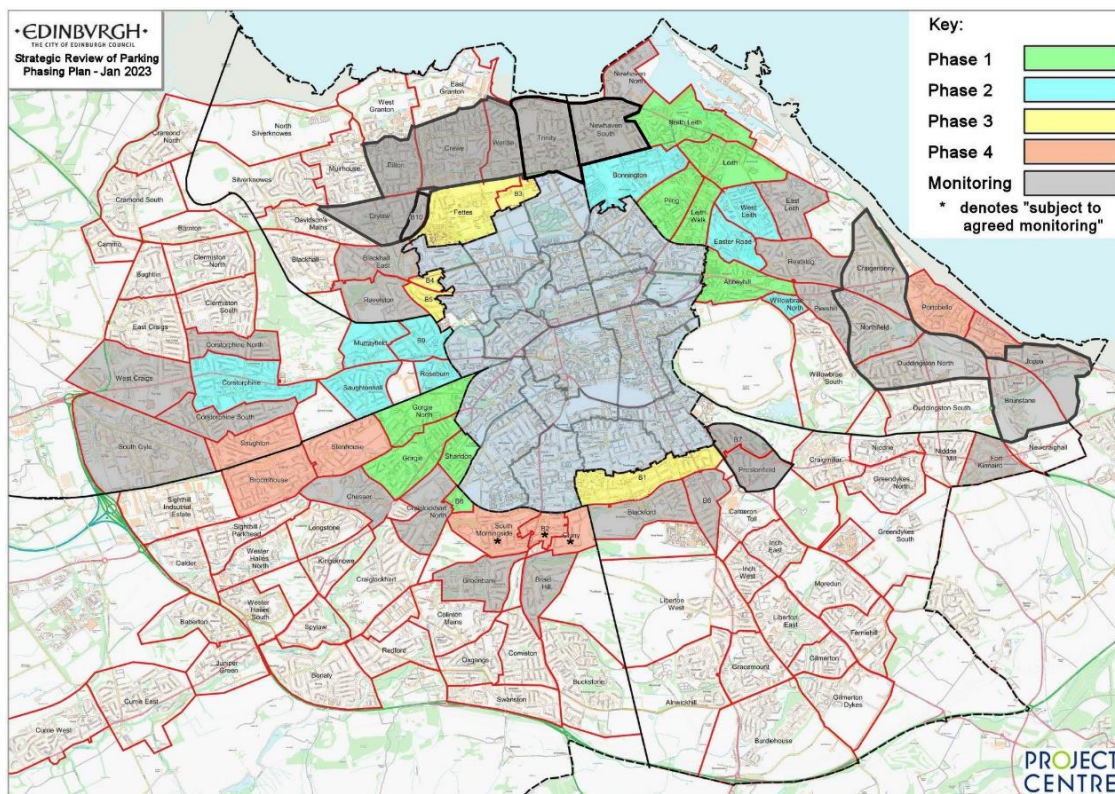
Action – Parking Controls

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

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

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

The map below provides details of the phases that have been proposed for the Strategic Review of Parking (with Phase 1 now having been implemented) and the areas that have been identified for further monitoring of parking pressures. The subsequent table provides a brief update on the next steps that are proposed for each of the approved phases.



Phase	Next Steps
Phase 1	New CPZs were introduced in the Leith and Gorgie areas of the city during 2023.
Phase 2	A further report will be provided to the Transport and Environment Committee once the full impacts of the new Phase 1 CPZs have been established.
Phase 3	A Traffic Order will be promoted for the approved areas of Phase 3 in the spring of 2024, involving a full statutory public consultation.
Phase 4	A Traffic Order will be promoted for the approved areas of Phase 4 in the spring of 2024, involving a full statutory public consultation.

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

Anticipated benefits
<ul style="list-style-type: none"> CPZs manage demand by restricting on street commuter and long-term non-residential parking whilst providing improved parking opportunities for residents, businesses and their customers.

- CPZs help to reduce congestion by managing parking and reducing circulating traffic looking for parking spaces which improves air quality and the safety and efficiency of our streets.
- Parking controls encourage drivers to consider their travel choices and enhance conditions for public transport users and people cycling and walking by preventing inappropriate and unsafe parking.

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

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

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

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

Action - Waiting and Loading Controls

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

It should be noted that 63% of respondents to the CMP market research and 52% of respondents to the CMP 2023 consultation survey supported “*reducing parking on main roads to provide more space for everyone to walk, wheel, cycle and move around on public transport.*”

We will therefore continue to review, apply and enforce parking, waiting and loading restrictions to ensure that vehicles loading and unloading do not dominate Edinburgh’s streets, whilst balancing the needs of businesses, customers, residents and people with mobility difficulties.

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

Anticipated benefits

- Ensuring appropriate provision for loading helps businesses to manage deliveries and servicing effectively.
- Improved parking opportunities for residents, businesses and their customers.
- Help to eliminate footway parking, which will significantly improve accessibility for pedestrians, particularly those with wheelchairs or buggies and those who have mobility difficulties and for the delivery of goods.
- Addressing badly parked vehicles on main streets reduces congestion and improves safety, air quality and efficiency of such streets by better supporting public transport and cycling on such streets.

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

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

Action – Short Stay Parking

Manage available space for short stay parking and delivery and servicing arrangements near to local businesses, to ensure a turnover of vehicles using such parking places.

It should be noted that 65% of respondents to the CMP market research and 52% of respondents to the CMP survey supported “*reducing parking on our shopping streets to provide a vibrant environment for everyone while still providing essential access for deliveries and people with mobility difficulties.*”

If the number of parking places is to be reduced, then it is vital that the remaining parking places are properly managed. Commuter or long-term parking outside local businesses and shops can block customer and client parking and impact on business activity, which may also cause issues for servicing and loading. A lack of loading bays, or incorrect parking in loading bays often encourages poor parking choices, such as double parking or footway parking.

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

Anticipated benefits

- Parking charges and maximum stay lengths are set at levels which accommodate only essential vehicular journeys.
- Parking charges ensure turnover of spaces throughout the day but discourage and prevent all-day commuter parking.

2.3 Parking Pricing and Permits

The Council has a duty to manage and maintain the public road network within its area. Parking management, through the setting of charges for parking and issuing of parking permits, is therefore important to achieving this aim.

There are often many competing demands on the same short lengths of kerbside space and the Council aims to balance all these differing needs in as fair a manner as possible. Parking pricing and permits help to ensure that parking opportunities are available for residents, visitors and businesses. Both these parking management tools also help to keep the city moving and the economy turning by discouraging unnecessary car ownership and excessive commuter parking occupying spaces all day.

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

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

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

With 60% of respondents to the market research undertaken as part of the 2023 CMP consultation and 48% of respondents to the survey supporting “*a targeted reduction in kerbside parking within the city centre to provide a more welcoming environment for everyone*” the Council’s pricing strategies will be even more important in managing demand and supporting moves towards sustainable mobility.

Action – Pricing Strategies

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

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

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

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

Anticipated benefits

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

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

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

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

In some areas of the city, the residential permit scheme has been oversubscribed, with more parking permits being purchased than there are spaces available to accommodate them. Based on this, approximately 3,000 additional shared use

parking places were introduced in areas where they were needed to try and help residents and address the shortfall in parking availability.

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

These changes have helped to encourage the use of more environmentally friendly vehicles and support local air quality improvements.

Action – Residents’ Parking Permits

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

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

While permit prices increase annually in line with inflation, the structure of the permit charges has been set to try and encourage the uptake of more environmentally friendly vehicles. The price differential between the lower and higher emission permit bands is set to grow as permit prices increase whilst the second permit surcharge could be adjusted to further help disincentivise households from owning a second vehicle. This may be easier to develop for one-family households but may be more problematic in situations where individuals live in shared accommodation, i.e. flat sharing.

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

Anticipated benefits

- Permit pricing can help to manage demand and encourage permit holders to consider switching to a less polluting vehicle or consider alternatives modes of transport.
- Linking permit prices to vehicle emissions helps to improve air quality.
- Permits can help to give priority to residents, local businesses and trades people over other road users.

2.4 Parking Enforcement

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

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

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

First and foremost, the contract provides for the employment of Parking Attendants to monitor the on-street parking restrictions around the city. They help to ensure drivers park correctly, offer advice where parking could be improved and as a last resort issue penalty charge notices to incorrectly parked vehicles. In addition, removal services are also provided so that vehicles parked in hazardous places or those persistently incurring parking tickets can be impounded.

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

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

Action – Parking Enforcement Contract

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

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

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

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

Anticipated benefits

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

The Transport (Scotland) Act 2019 granted Scottish Councils additional powers to enforce double parking, parking at dropped kerbs and footway parking, with these powers finally coming into force on 11 December 2023.

Action – New Enforcement Powers

Implement the powers granted to the Council under the Transport (Scotland) Act 2019 to enable enforcement of parking prohibitions, the Low Emission Zone and the Workplace Parking Levy if it is agreed to impose this charge.

The Council has always supported these proposals, particularly on introducing a footway parking prohibition in Scotland, and was therefore well-prepared for the introduction of the new parking prohibitions, being the first Council in Scotland to take enforcement action under the new legislation in January 2024.

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

Anticipated benefits

- Enforcement of footway parking, double parking and parking at dropped kerbs improves safety and accessibility for vulnerable pedestrians particularly those using wheelchairs or buggies, reduces damage caused to footways by vehicles and improves efficiency of streets if vehicle obstructions are reduced.
- Revenue generated from additional enforcement powers is reinvested on mobility and transport improvements as identified through the City Mobility Plan.

2.5 Reducing Vehicle Emissions

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

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

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

Action – Electric Vehicle Charging

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

It should be noted that the majority of respondents to the 2023 CMP consultation thought it was important that the Council “*provided public electric vehicle charging hubs to help reduce harmful emissions from transport.*”

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

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

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

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

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

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

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

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

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

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

Action – Car Club

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

It should be noted that the majority of respondents to the 2023 CMP consultation thought it was important that the Council “expanded the areas served by Car Club to help reduce harmful emissions from transport.”

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

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

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

Anticipated benefits

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

3 Summary of Parking Actions

Communications
<p>Action - Communication Plan</p> <p>Develop a Communication Plan for the parking service to increase awareness of parking operations, proposals and consultations whilst improving data gathering and customer insight.</p>
Parking Controls
<p>Action - Parking Controls</p> <p>Proactively provide parking controls to support CMP and City Plan objectives and major projects, and continue to monitor, review and implement parking controls strategically across the city to tackle area-wide parking pressures.</p>
<p>Action - Waiting and Loading Controls</p> <p>Review and amend waiting and loading restrictions on main traffic routes to align with neighbouring CPZs and improve sustainable mobility along such routes.</p>
<p>Action - Short Stay Parking</p> <p>Manage available space for short stay parking and delivery and servicing arrangements near to local businesses, to ensure a turnover of vehicles using such parking places.</p>
Parking Pricing and Permits
<p>Action - Pricing Strategies</p> <p>Review pricing strategies to manage demand for parking spaces, reduce vehicle emissions and support moves towards sustainable mobility.</p>

Action - Residents' Parking Permits

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

Parking Enforcement**Action - Parking Enforcement Contract**

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

Action - New Enforcement Powers

Implement the powers granted to the Council under the Transport (Scotland) Act 2019 to enable enforcement of parking prohibitions, the Low Emission Zone and the Workplace Parking Levy if it is agreed to impose this charge.

Reducing Vehicle Emissions**Action – Electric Vehicle Charging**

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

Action – Car Clubs

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