



**A strategic assessment of the City of Edinburgh Council (CEC) roads:
what are the effects of the national ban on footway parking?**

Project team



Gavin Sherriff, Senior Transport Team Leader, the City of Edinburgh Council

- Gavin Sherriff is responsible for the management of the council's decriminalised parking enforcement contract
- With more than 16 years of local government transport experience working in various roles mainly within parking but also in active travel
- Gavin graduated from the University of Stirling before completing his MSc at Edinburgh Napier University



Eduardo Martin-Moral, Principal Engineer, Project Centre

- Circa 10 years of experience working within UK and Scottish local authorities in construction, maintenance schemes, and built environment
- Experience leading multidisciplinary teams in the UK
- Qualified project manager and chartered civil engineer
- Vast portfolio of projects in the UK, including A9 Dualling, A9-A904 Improvements, Falkirk Low Carbon Vehicle Hub, Alloa Town Improvements, Pentland Hills Car Parks

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Background

Why do we need to change?

The Scottish Government and local authorities' committed to achieving Net Zero by 2045

Goal: Edinburgh to achieve Net Zero by 2030

Need for City Mobility Plan:

- Sustainable, integrated efficient, safe and inclusive transport system



Current issues:

- Low levels of public transport accessibility in certain areas
- Certain locations exceed air quality objectives
- Edinburgh citizens do not achieve the minimum recommended levels of physical activity
- Travel time and congestion at peak times
- Amplification risk – city and regional growth



Background

Primary legislation

Transport (Scotland) Act 2019

Part 6 prohibited **pavement parking, double parking, and dropped footway parking**

Why was the pavement parking ban introduced?



Accessibility

The Government's Inclusive Transport Strategy (July 2018) aimed to create a **transport system that provides equal access for disabled people by 2030.**

Damage to infrastructure

Pavements are not normally designed to accommodate vehicles driving or parking over them. This leads to damaged surfaces, **increasing maintenance and repair costs plus increasing the risk of trips and falls.**

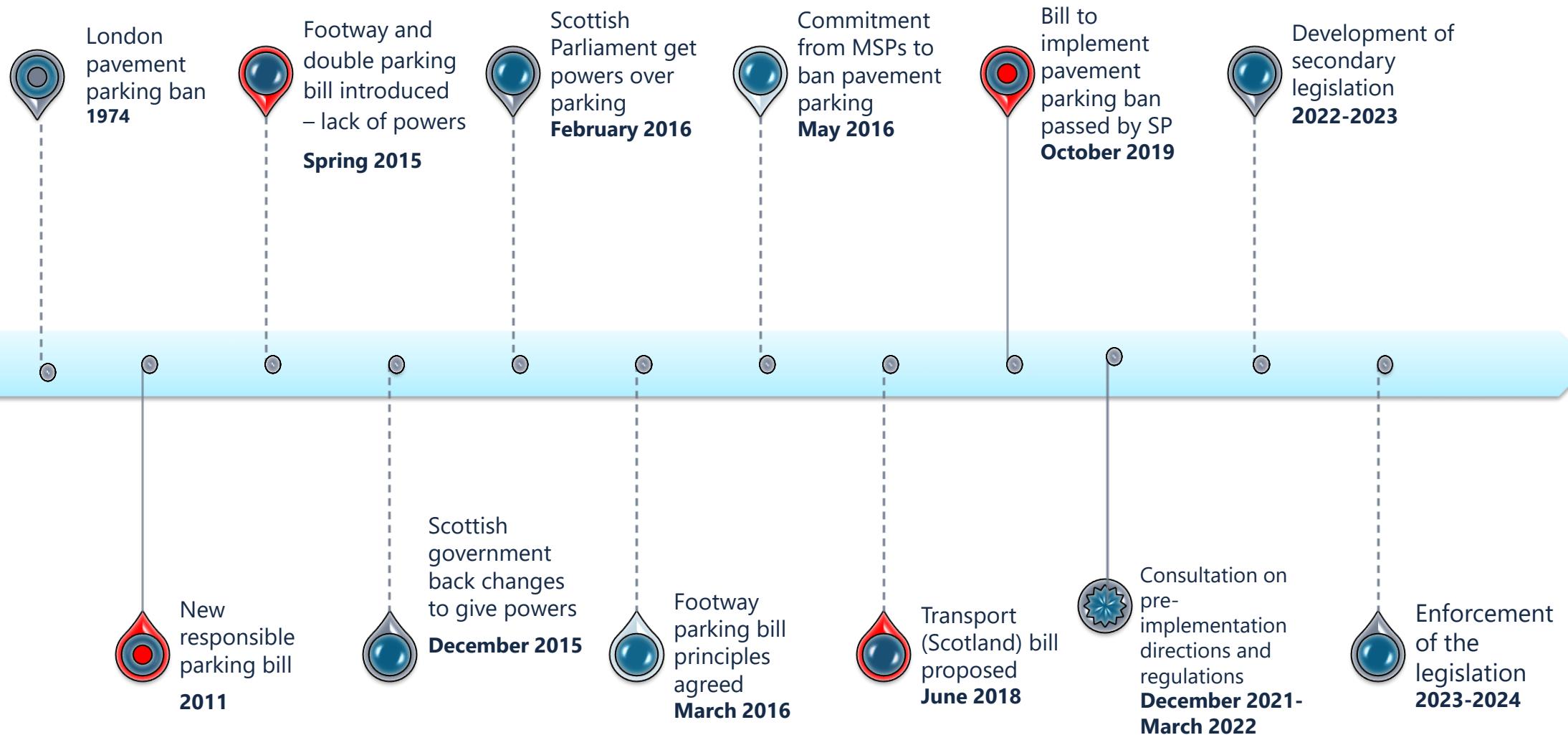
Background

Why do we need to change?



Background

Timeline

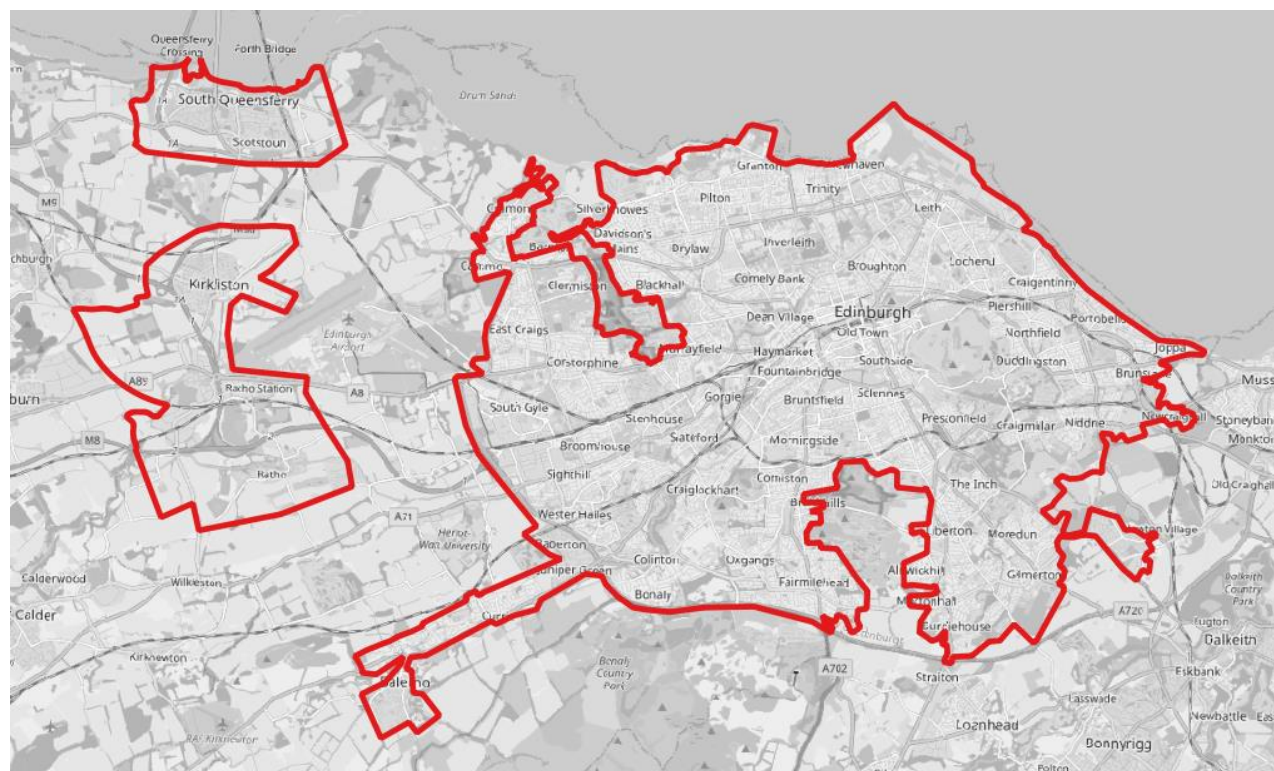


Project scope and aims

Project scope

'Complete a study to assess the levels of footway parking in Edinburgh and the impact associated with the enforcement of the legislation.'

- >5,000 roads
- 17 wards
- Mix of street types
- Rural/urban



Project scope and aims

Project aims

- Provide an improved understanding of the city's streets and in particular, the potential impact of the legislation
- Identification of locations where footway parking currently exists
- Provide recommendations on possible mitigation measures to improve conditions should the introduction of the legislation not achieve its aims.



Methodology

Part 1

- Desktop Assessment
- Preliminary RAG Classification
- Preliminary GIS Map

Part 2

- Desktop Assessment – red granular study
- Site visits – red + unclassified
- Identification of mitigation measures
- Detailed Granular GIS Map
- Report with findings

Methodology

RAG Classification

Red

- Significant level of footway parking currently taking place (pavement parking on >25% road's length)
- Moderate levels of footway parking taking place (pavement parking on between 1% and 25% road's length) but the resulting unobstructed footway width where footway parking is taking place is less than 1.5m

Amber

- Moderate levels of footway parking currently taking place (pavement parking on between 1% and 25% road's length)

Green

- Negligible footway parking taking place (pavement parking on <1% road's length)

Background

Scottish local authorities

Transport strategies – objectives and commitments

Provide equal opportunities and enhance the choice, **accessibility**, and availability of transport, particularly for those in deprived areas and those with limited access to the transport network.

Enable those **accessing** our services to do so on foot, by bicycle, by public transport, or without having to travel at all.

Create a safe, reliable, convenient, **accessible** and sustainable transport system.

Encourage more journeys on foot, by cycles. Create a **barrier-free** transport system that supports those with disabilities or who have additional mobility needs.

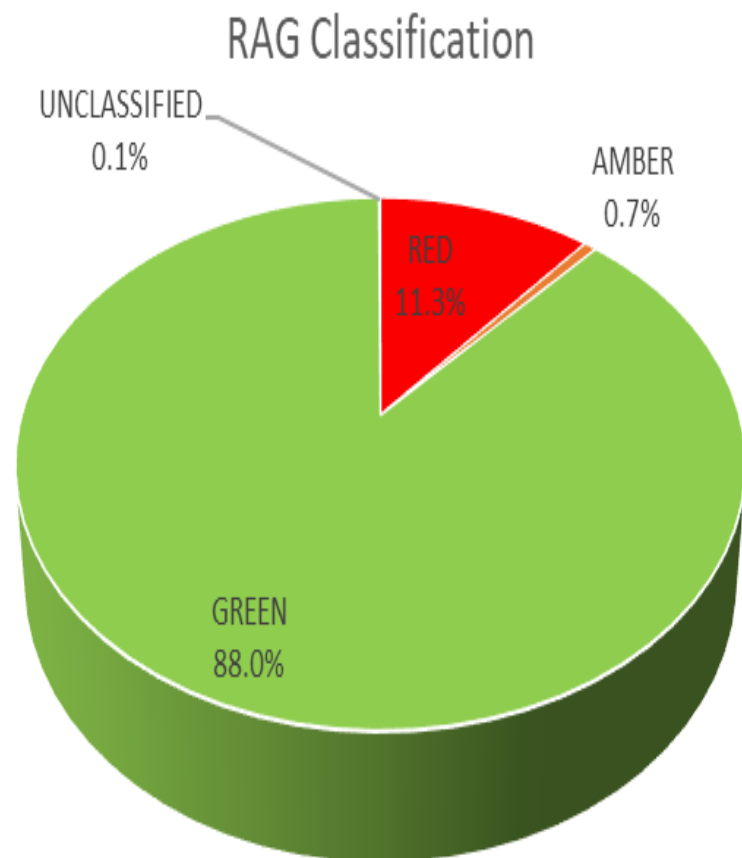
Results

We assessed circa 5,200 roads, and analysed footway parking in all 17 Council wards:

- 25% of wards had >16% red roads
- 50% of wards had >12% red roads
- 75% of wards had >8% red roads
- 100% of wards had >2% red roads

The ward with the greatest % of red roads included had 21%.

Only 5 roads remained 'Unclassified'.



Results

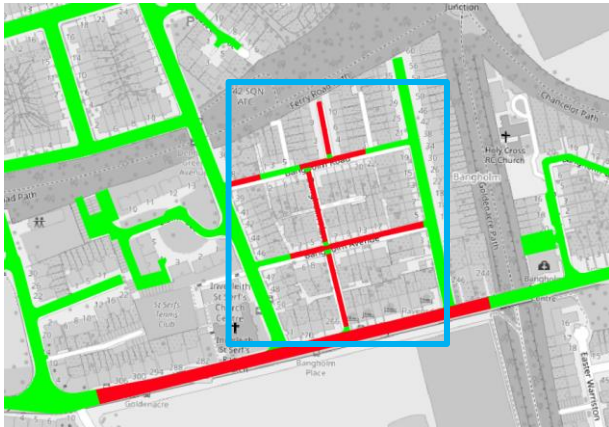
Geospatial analysis - Cluster analysis

Cluster: a group of roads, or segments, near each other that are all classified as RED and significant parking displacement could occur as a result of the introduction of the new legislation.

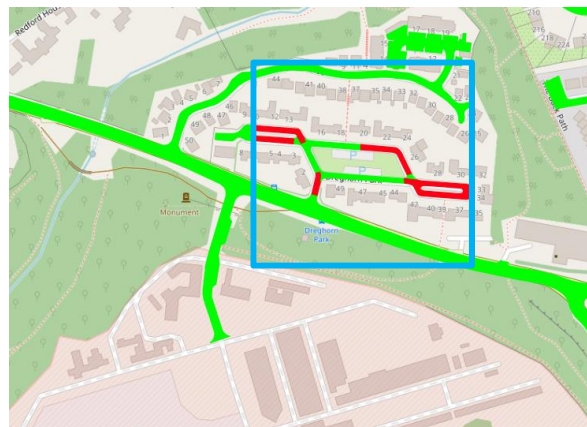
Residents and visitors to areas identified as **clusters** may face **increased parking problems** and may require further **monitoring** and/or potential **mitigation measures**.

- 50% of wards had 0 clusters
- 75% of wards had <2 clusters
- 100% of wards had <3 clusters

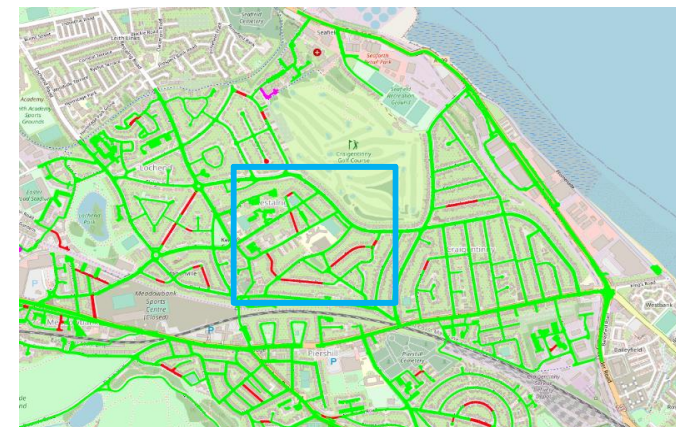
Cluster A



Cluster B

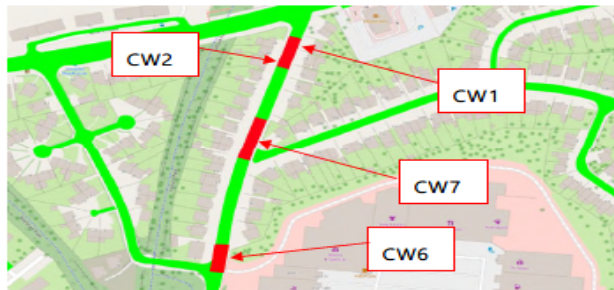



Cluster C



Results

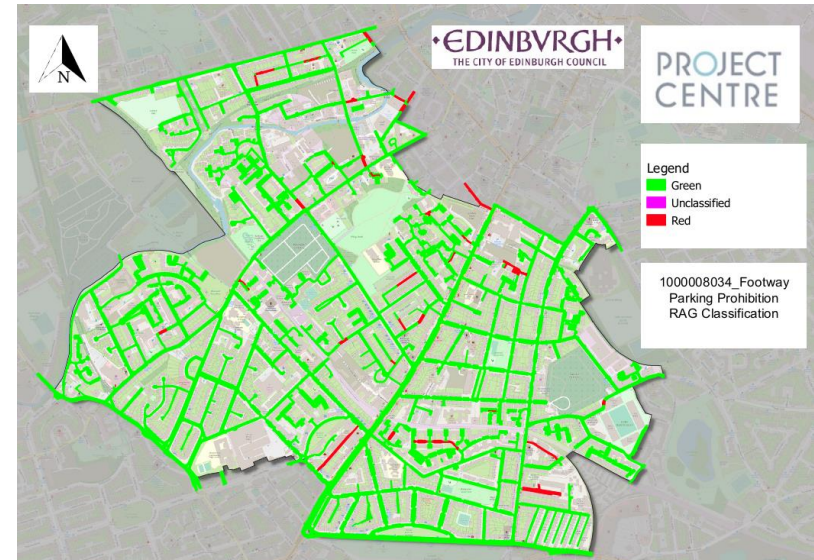
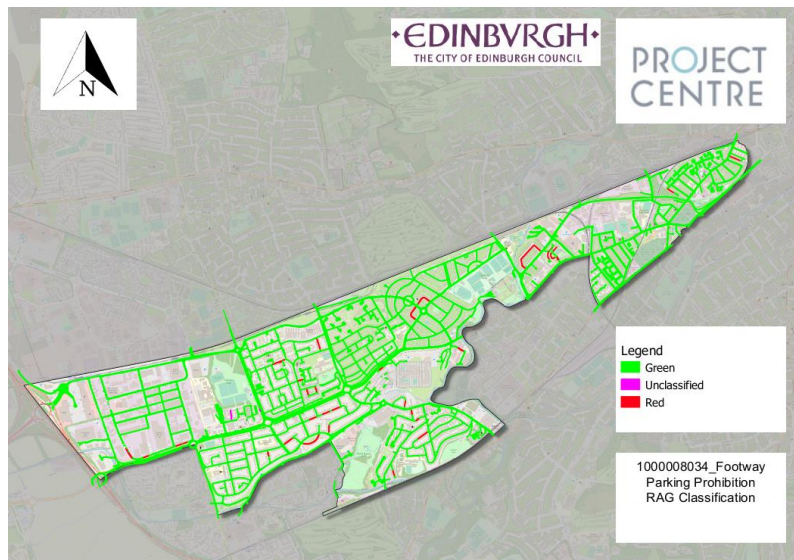
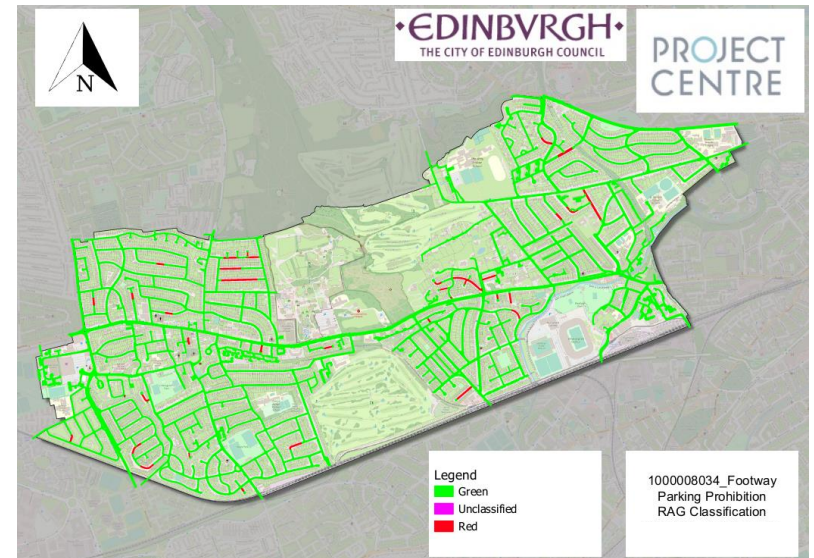
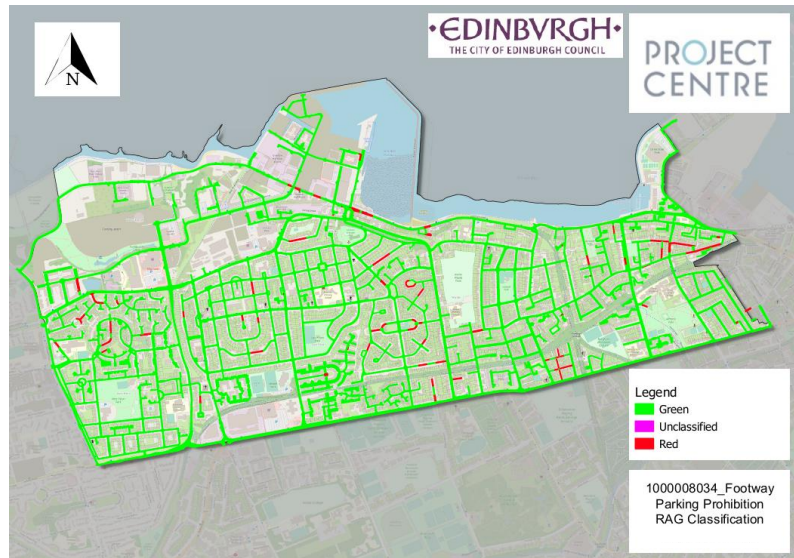
Fact sheets

PROJECT CENTRE			CEC FOOTWAY PARKING PROHIBITION			•EDINBURGH• THE CITY OF EDINBURGH COUNCIL		
Task:			Part 2 – ‘Red’ Road Granular Assessment			Ward 05		
Road Name:			Any Road					
Segment Geometry								
Segment Id	Segment Measurements			No of Cars Parked				
	CW	FW1	FW2	FW 1	FW 2			
CW-1	8.9	2	2	0	1			
CW-2	8.9	2	2	0	1			
CW-6	8.9	2	2	1	2			
CW-7	8.9	2	2	1	2			
Mitigation Measures								
No Mitigation Required - Cars parked on FW can be parked on cway instead of fway without blocking the access of emergency vehicles.								
Mitigation – Approximate Construction Costs - £0								
Impact of Parking Displacement on nearby roads			No Impact	Minor	Moderate	Significant		
Cluster Analysis Impact			N					
Segments Location								
								

PROJECT CENTRE				CEC FOOTWAY PARKING PROHIBITION		•EDINBURGH• THE CITY OF EDINBURGH COUNCIL	
Task:				Part 2 – ‘Red’ Road Granular Assessment		Ward 13	
Road Name:				Any Road			
Segment Geometry							
Segment Id		Segment Measurements			No of Cars Parked		
		CW	FW1	FW2	FW 1	FW 2	
CW-3		4.4	0.8	0	2	0	
CW-6		5.5	0.8	0	1	0	
CW-7		3.5	0.6	0.8	1	4	
Mitigation Measures							
Potential Mitigation Required - Inadequate cway width for on-cway parking. Consider introducing DYLS to both lines to ensure adequate cway width is maintained. Parked cars can be displaced to North Fort Street.							
Mitigation – Approximate Construction Costs – Up to £1,000							
Impact of Parking Displacement on nearby roads				No Impact	Minor	Moderate B	Significant
Cluster Analysis Impact				N			
Segments Location							
							

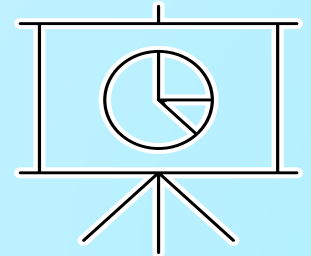
Results

Maps



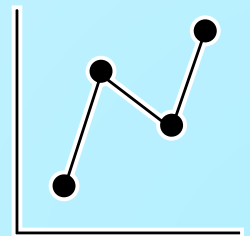
Outcomes

- Around 3,000 vehicles were observed parking on Edinburgh's pavements, which creates significant obstacles for pedestrians and a **negative impact on accessibility**.
- The areas identified with significant pavement parking provides the Council with valuable information on the **monitoring and enforcement** likely to be required. This will help the Council to plan for and allocate resources better when enforcement of the new legislation commences.
- There is a presumption **against the introduction** of any pavement parking exemptions.
- The Council has a better **understanding** of the possible areas where **parking pressures and displacement** may arise as a result of the legislation coming into effect.
- The Council has a number of **potential mitigation measures** to consider for each red road should the introduction of the legislation not achieve its aims. **Indicative implementation costs** are suggested to help with **budget planning** where necessary.



Opportunities

- **Standardise the reporting of pavement parking** to minimise repetition while providing a high level of detail for each street and area assessed in the study.
- Consider in more detail significant trip generators (e.g. leisure centres, schools, hospitals, gyms) in the vicinity of red roads and **assess the impact associated with parking displacement** resulting from the introduction of the legislation.
- **Share information** and develop an understanding of how different Scottish local authorities are assessing pavement parking.
- **Develop a standard way to assess pavement parking and parking displacement** across all Scottish local authority areas.



Questions?



Contact us



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