



SEStran Parking Management Strategy



1. Introduction	3
Background	3
Parking Management Strategy	3
Economic Consequences of Parking Controls	3
2. Producing the Strategy	4
The Need for a Regional Parking Management Strategy	4
Enforcement	5
Other Issues	5
3. Problems and Issues	5
The Effect of Bordering Towns	7
4. Hierarchies	8
The Reason for the Hierarchies	8
Town Centre Hierarchy	8
Public Transport Hierarchy	11
5. Park and Ride Facilities, Tourist Sites and University Towns.....	14
Park and Ride.....	14
Tourist Sites.....	15
University Towns	15
6. The Framework Strategy	16
Typical Restrictions	16
Notes on Table 6.1	16
7. Framework Strategy Review.....	34
Benefits	34
Limitations	34
Annex A – Strategy Measures.....	35
Strategy measures.....	35
Identify problems and Issues	35
Provide consistency of approach	35
Parking Strategy Management	36
Link Planning, Transport and Parking Policy	37
Off-street demand management.....	38
Car park location and quality	38
Promote non-car modes.....	39
Providing adequate parking supply.....	39
Illegal and inconsiderate usage.....	39
Problems affecting particular groups	40
Park and Ride Sites.....	41
Tourist sites and University Towns.....	42
How well do the Measures meet the Objectives	43





Background

- 1.1 In September 2007, South East Scotland Transport Partnership (SEStran) undertook the development of a parking management strategy that gives general guidance to its constituent authorities to manage parking to the benefit of residents, visitors and business users and discourage commuter parking in line with National and Regional Transport Strategy (RTS) policies.

Parking Management Strategy

- 1.2 Parking is no longer a standalone issue, but has become a key aspect of both transport and land use planning. It must be integrated with all other aspects of urban policy now that it is to be managed at levels below “unfettered demand”. This is necessary in order to promote and to support:
- Lifestyles that are less car-dependent;
 - Transport provision that is more socially inclusive;
 - Development that is more sustainable in terms of energy and pollution; and
 - Settlements which are more attractive and user-friendly.
- 1.3 Control over the availability of parking spaces is a key policy instrument in limiting car trips, and for the time being is the most widely available and readily accepted method of doing so. Even without control over private parking, strict control over public parking could have a major impact on travel choices. In most circumstances parking control is regarded as easier to implement and more appropriate than other measures such as road user charging.
- 1.4 As policy has moved from a “predict and provide” approach to one based on the achievement of wider objectives, the management of parking has become a more important part of national policy. It is becoming accepted that the unlimited growth of car use cannot be tolerated, as the infrastructure costs of providing the necessary road and parking space would be unacceptable in both financial and environmental terms.
- 1.5 The objective of this management strategy is to provide general guidance to constituent authorities a framework for managing parking to the benefit of residents, visitors and business users.

Economic Consequences of Parking Controls

- 1.6 This parking management strategy is predicated on the reasonable assumption that the control of the availability of parking places for different kinds of user is important for the economic well being of town centres in the SEStran area. We would argue that it is self evident that the economic vitality of a town centre is helped by the ready availability of short stay parking spaces for business, delivery and shopping use and that long stay commuter parking should be relocated or limited to promote more sustainable travel choices. In tourist towns, where a large contribution to the local economy is made by visitors, then medium stay provision outside the main business district may serve this need without disadvantaging the day to day running of the town centre or congesting its streets.

2. Producing the Strategy

The Need for a Regional Parking Management Strategy

Regional Context

- 2.1 The need for a Regional Parking Management Strategy is highlighted as a high priority in the SEStran Regional Transport Strategy (RTS) contributing to the environmental and health objectives of the strategy. Therefore this strategy should be considered as a detailed development of the Regional Transport Strategy and given due consideration by the constituent authorities.
- 2.2 Drivers in the SEStran area face being confused when confronted with the different levels of parking controls used in different local authorities. Greater compliance with and understanding of parking restrictions can be achieved by a more consistent approach.
- 2.3 Some small towns in the SEStran area suffer from boundary effects when located close to large cities in neighbouring regions. Here the differences in the severity of parking controls can make one town more attractive to visit than another. The introduction of a parking management strategy should not damage the attractiveness of such towns to the benefit of the large city outside the boundary.

Local Context

- 2.4 Local authorities will benefit from having a strategy that provides consistent advice on parking management to assist in decision making on the introduction of parking controls especially where the economy of towns is suffering due to lack of controls.
- 2.5 Local residents, businesses and traders will also benefit from taking parking, especially long stay parking, out of inappropriate (residential, town centre) areas, free up space and the speed of turnover of spaces to help trade.



Enforcement

- 3.1 Across the SEStran region, parking enforcement is currently applied in an inconsistent manner with little or no enforcement applied in some areas and 'over enforcement' applied in others. In addition, resources at both Council level and Police Authority level are considered inadequate with little or no priority given to policing car parks and problem streets in order to prevent inappropriate and illegal parking. The level of enforcement also helps shape the public's compliance to parking restrictions, with little or no enforcement generally leading to higher levels of illegal and inappropriate parking. This non-compliance increases congestion levels experienced by all road users, increases car emissions, adversely affects road safety and reduces the vitality and accessibility and thus competitiveness of affected town centres.

Other Issues

Supply is less than demand

- 3.2 This problem manifests itself in different ways and it is considered to contribute to most parking problems. Often the amount of parking provision within a centre is adequate; however its accessibility, location and conspicuousness can detract from its attractiveness and ease of use, leading to areas of over-use and areas of over-capacity. The problem of supply being less than demand can also be applied to the amount of parking space available for different types of parking users, i.e. on-street, off-street, disabled, short stay, long stay, etc. which all affect the perception of the availability of parking capacity. A correct balance of parking provision for all users should be made available at each centre, in line with RTS policy.

Supply is greater than demand

- 3.3 As above, this situation can be the consequence of badly located or badly tailored types of parking for the user's needs. However, it could also be as a consequence of development, with associated car parking, being allowed to proliferate without adequate planning controls to limit its spread. Large supermarkets and shopping malls can contribute to unnecessary and unmanageable overprovision of this type.

Long stay commuter parking impacts on shops and businesses

- 3.4 A common problem experienced by several towns throughout the SEStran area is the perception that town centre streets and car parks are full of long-stay commuters either travelling to other employment centres (i.e. Edinburgh and Glasgow) by public transport or working within the town itself. Either way, this is undesirable for small businesses and retailers who, on occasion, are unable to accept deliveries or allow customers or visitors the ability to park nearby. This also contravenes RTS policy which strives for short-stay parking to be given priority over long-stay commuter parking within town centres.

Lack of control over private car parks

3.5 Several towns within the SEStran area have a large number of privately owned and managed car parks. This is most notable within Falkirk Town Centre (Central Retail Park; 1,829 spaces) and Livingston (Almondvale Centre and Livingston Designer Outlet; 9,500 spaces). Privately owned car parks do not fall under the jurisdiction of the local authority and tariffs cannot be set in accordance with council policy. The ownership of a significant proportion of a town's car parking stock being in control of private companies will reduce the effectiveness of any emerging parking strategy unless agreement can be reached with the car park owners on the possibility of introducing mutually beneficial controls.

Long stay parking overflows into residential areas

3.6 Inevitably, inappropriate and/ or excessive parking will occur on the periphery of a controlled parking zone (CPZ). Whilst parking on the edge of the CPZ is not illegal, and may be considered to be more acceptable than parking within the town centre, local authorities do receive significant numbers of complaints from local residents and businesses who are unable to park outside their own property. Although the use of the public road for private parking is not guaranteed, the benefit in being able to park close to your home or business is obvious, for both servicing and visiting needs. This problem can also occur around areas with insufficient car parking provision where car parking spills onto nearby residential streets, e.g. at park and ride sites.

Park and Ride located within a town centre

3.7 Rail stations have historically been located near the heart of town centres. Since the advent of Park and Ride, railway station car parks located within such densely populated neighbourhoods have had difficulty in meeting demand and it has been difficult to increase their capacity because of the constraints of existing buildings around them. Once these car parks reach capacity, parking can spill onto neighbouring town centre streets. This reduces the amount of available parking provision for short stay users and reduces the efficiency of the road network which is in direct conflict with the interests of local business owners and residents wishing to visit the local centre. Whilst these Park and Ride sites help reduce car commuting, congestion and delay for commuters travelling to other larger cities (typically Glasgow or Edinburgh), a conflict of interest can occur where parking is rendered unavailable for local use, with the consequent effects on the local economy and the street environment around rail stations.

Location and quality of car parks

3.8 It is essential that off-road car parks are located within an accessible area and are attractive to use. In addition, appropriate signing should be placed within the road network to alert visiting drivers to their presence. The quality of the car park, its security and cleanliness, all add to the parking experience and therefore all off road car parks should be maintained regularly to ensure they remain a viable option for visitors to the town centre. This is particularly important in towns with a high percentage of tourist visitors or large centres where demand for parking is high and casual visitors may not have knowledge of the town centre layout and the location of appropriate parking areas.

Resistance to introduction of parking charges

3.9 Parking is an emotive issue to many. Many local retailers and business owners perceive that in order for their business to remain competitive an adequate supply of affordable convenient parking spaces must be available to service both short stay users and longer stay users alike. Introducing parking charges therefore must be implemented in a consistent, transparent manner with the local support of the affected community to ensure that the town centre remains competitive and continues to grow in an economic manner. Lack of private residential parking provision can also be an issue.

Lack of private residential provision

3.10 With the growth of the private car, many residential streets are unable to accommodate the associated increase of residential parking demand. In particular, residents of high-density type housing (flats, terraced housing etc) can find it increasingly more difficult to find a space convenient to their property. Quite often, due to the nature of the urban growth, these types of high density housing are located at the edge of town centres or around rail stations adding to the conflict with park and ride users. Residents of older parts of towns, where houses were not supplied with private off-street car parking spaces, are obliged to park on-street. As car ownership rises, historical local streets cannot cope with the increasing parking demand. Requests to local authorities to develop verges and gardens for parking areas are on the increase.

Confusing and inconsistent restrictions

3.11 The organic growth of towns often means that parking controls are applied piecemeal to combat specific problems. Seldom are restrictions implemented on an area basis and seldom are restrictions consolidated into single orders which would provide consistency across the local authority area. The result is a mixture of time periods and charges that drivers find confusing.

Inappropriate and illegal parking

3.12 Typically this is a result of one of or all of the above problems. Inappropriate and illegal parking can occur more frequently when there is a lack of enforcement, lack of available appropriate parking spaces or confusion about restrictions. This problem has an impact on road safety, town accessibility, town attractiveness, traffic flow, and street environment.

The Effect of Bordering Towns

3.13 It is recognised that the town centres within the SEStran area all have an active role in the delivery of local services that should remain accessible by people travelling by all modes. In addition, it is also recognised that many town centres are in direct competition with each other in an economic sense and it is therefore vital that any future parking strategy is implemented with care to ensure that parking controls within all towns are applied in a consistent manner and that no town is disadvantaged by over onerous parking restrictions. It is therefore imperative that neighbouring local authorities (within and out with the SEStran area) liaise before the implementation of any parking regime. The towns of Alloa, Cupar and St Andrews have been identified as being potentially subject to such an effect from Stirling and Dundee with Dalkeith, Musselburgh and Bonnyrigg under threat from Edinburgh City Centre and it's out of town retail parks. Furthermore towns such as Bathgate, Linlithgow may also be seen as being in direct conflict with Livingston and Falkirk respectively further endorsing the need for a fair and consistent approach.

4. Hierarchies

The Reason for the Hierarchies

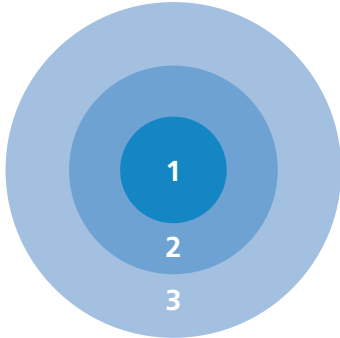
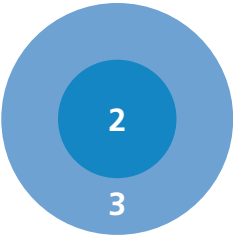

- 4.1 This Regional Parking Management Strategy is an umbrella document that provides an over-arching consistent approach to parking control across the SEStran area. Each of the constituent local authorities has its own specific problems and issues which it will continue to solve in ways which are appropriate to its circumstances. However, members of the public driving around the SEStran area would benefit from knowing that parking will be controlled in a similar manner in similar circumstances throughout the region.
- 4.2 This consistent approach should reduce the amount of confusion currently experienced by drivers confronted by many subtly different restrictions, increase the degree of compliance with restrictions and help manage parking in locations where no controls exist at the moment.

Town Centre Hierarchy

- 4.3 In general, a town centre's parking demand can be correlated directly with the size of retail and commercial centre (and therefore the number of services available), its economic vitality, its attractiveness to tourists and in the case of park and ride the availability of public transport that connects to Glasgow or Edinburgh. Further away from the town centre, the demand for parking lessens until the business district gives way to residential areas and the demand for parking becomes driven by residents' needs.
- 4.4 A simple three tier hierarchy of parking demand, and hence the degree of parking management required, has been considered appropriate for the size of towns. It is easy to understand and implement yet sufficiently detailed to target the required levels of demand management effectively. The three tier hierarchy is shown in Figure 5.1 and shows proposed levels of demand management proposed in towns of diminishing size in each of the three tiers, Tier 1 being the strongest demand management and Tier 3 the weakest. The concentric zones within the towns are diagrammatic only but show the diminishing level of demand management also proposed for within each town as you move away from the centre. Each zone with the same number has restrictions appropriate to that tier in the hierarchy.
- 4.5 The hierarchy tiers are defined by a measure of town centre vitality that we have called the 'ABI statistic' for the purpose of this report. Its derivation is explained in Appendix A.
- 4.6 In order to assign a town to its tier in the hierarchy a measure of its economic vitality was considered to be a reasonable proxy for the demand for parking likely to result. Local authority planning or economic development departments will have their own means by which the economic health of towns in their area can be monitored. However, in order to standardise the approach or provide such a measure where a local authority does not already have one, a nationally recognised and easily obtained government statistic has been chosen.

- 4.7 The initial 'ABI Statistics' for all the study towns are given in Table 5.1. It should be noted that these figures constitute an indicative first pass of the calculation applicable only to the 2006 data and are by no means fixed. It is the intention of this report that local authority officers verify these figures with their own calculations before applying the parking hierarchy to particular a town's circumstances.
- 4.8 The 'ABI statistic' will change from year to year depending on the fortunes of the town in question and it is recommended that annual calculations are undertaken to monitor these changes and the town's position in the hierarchy. It is not the intention of this report to alter parking restrictions on an annual basis but merely to monitor patterns of parking demand for use in a five-yearly review.

Figure 4.1 – *Town Centre Hierarchy, Parking Tier Zones*

Tier 1	Tier 2	Tier 3
ABI statistic > 0.64%	0.64% > ABI Statistic > 0.38%	ABI statistic < 0.38%
		

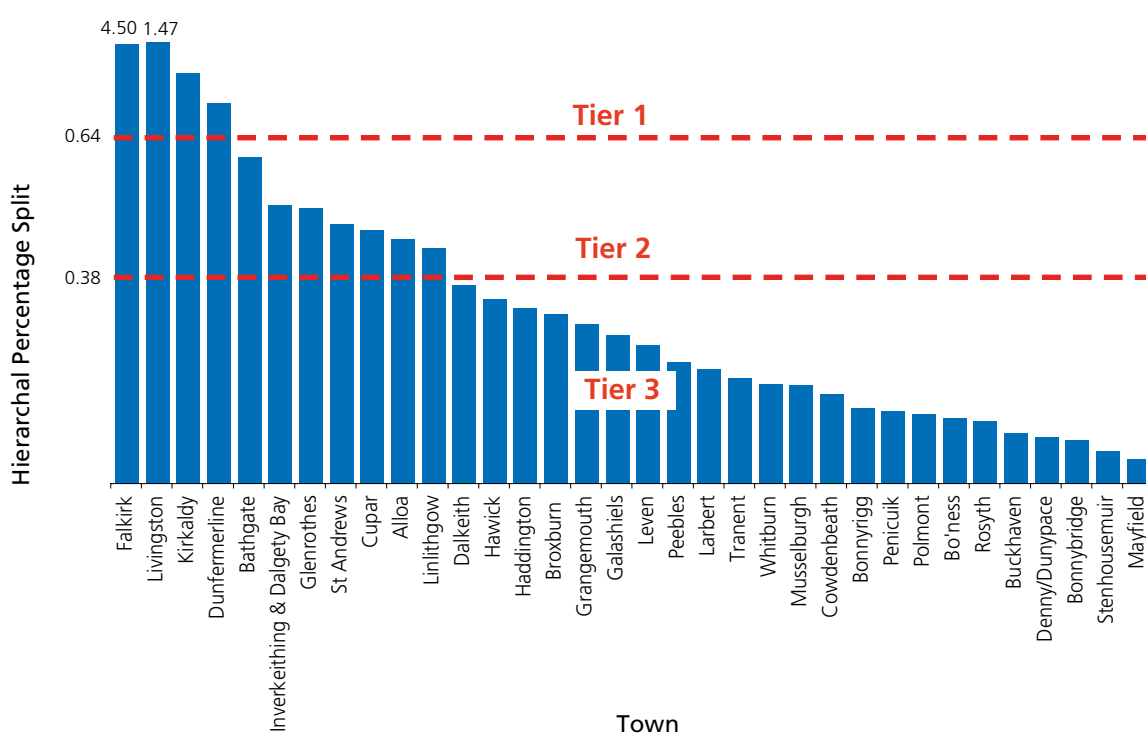
Town Centre Hierarchy, Parking Tier Zones

Table 4.1 – Study Town’s Initial ABI Statistics

Town	ABI Statistic
Falkirk	4.50%
Livingston	1.47%
Kirkcaldy	0.75%
Dunfermerline	0.70%
Bathgate	0.60%
Inverkeithing & Dalgety Bay	0.51%
Glenrothes	0.50%
St Andrews	0.47%
Cupar	0.46%
Alloa	0.45%
Linlithgow	0.43%
Dalkeith	0.36%
Hawick	0.34%
Haddington	0.32%
Broxburn	0.31%
Grangemouth	0.29%
Galashiels	0.27%
Leven	0.25%
Peebles	0.22%
Larbert	0.21%
Tranent	0.19%
Whitburn	0.18%
Musselburgh	0.18%
Cowdenbeath	0.16%
Bonnyrigg	0.14%
Penicuik	0.13%
Polmont	0.13%
Bo'ness	0.12%
Rosyth	0.11%
Buckhaven	0.09%
Denny/Dunypace	0.09%
Bonnybridge	0.08%
Stenhousemuir	0.06%
Mayfield	0.04%



Figure 4.2 – Tier Definition of SEStran Study Towns



Review of the Hierarchy

4.9 The economic fortunes of the towns in the SEStran area will gradually change over time. The hierarchy is defined in such a way so that it can be altered to suit such changes. The absolute value of the ABI statistic which defines the change-point between tiers and the band-width of the tiers themselves are both open to adjustment through mutual agreement by all SEStran's constituent authorities. In this way, the consistency of approach over the area can be guaranteed for many years. A five yearly review of the hierarchies by a working group of all SEStran's constituent local authorities is suggested to keep the strategy up to date and relevant to prevailing parking demand conditions.

Local Plan Forecasting

4.10 ABI data can also be interrogated for historic trends in the vitality of town centres. This could be an important input into future policy such as Parking Strategies and Local Plans where such trends could be used to forecast parking demand growth over the next Local Plan period and interventions proposed to manage that demand.

Public Transport Hierarchy

4.11 The degree of parking demand suppression that may be appropriate and the strength of restriction to bring it about will be dependant on the availability of alternative forms of transport to the private car. The better the standard of public transport services there are available then the stricter the parking restrictions can be without disadvantaging the traveller.

- 4.12 The public transport hierarchy acts as a secondary hierarchy beneath the town centre hierarchy. It is used as a check or balance in order to ensure that no town is economically disadvantaged to the benefit of another.
- 4.13 For example, some small rural towns are not well served by public transport and therefore rely on car travel to thrive. To restrict long-stay parking, may be counter productive to their prosperity as visitors and town workers may have no public transport alternative. The public transport hierarchy aims to moderate restrictions in cases like these.
- 4.14 The number of frequent (under 1 hour) bus services provided by major operators serving the town has been chosen to give an easily obtained measure of public transport availability in each town in the study. These figures are then used to define the two tiers of the hierarchy. Towns with a supply of public transport applicable to Tier A are considered to have sufficient alternatives to private car travel to enable the strategy measures to be implemented without change. Towns with a supply of public transport applicable to Tier B are considered not to have sufficient alternatives to private car travel and a reduction in severity of the restriction or measure should be applied. Typical reductions in severity are given in Section 7: The Framework Strategy.
- 4.15 The Public Transport Hierarchy Tiers are given in Table 5.1. Justification of the cut-off between Tier A and Tier B is given by the graph in Figure 5.3 where a split approximately half way down the graph has been chosen as the point of separation between the two tiers. The choice is somewhat arbitrary and can be altered to suit perceptions of public transport provision to suit the user.

Table 4.2 – Public Transport Hierarchy

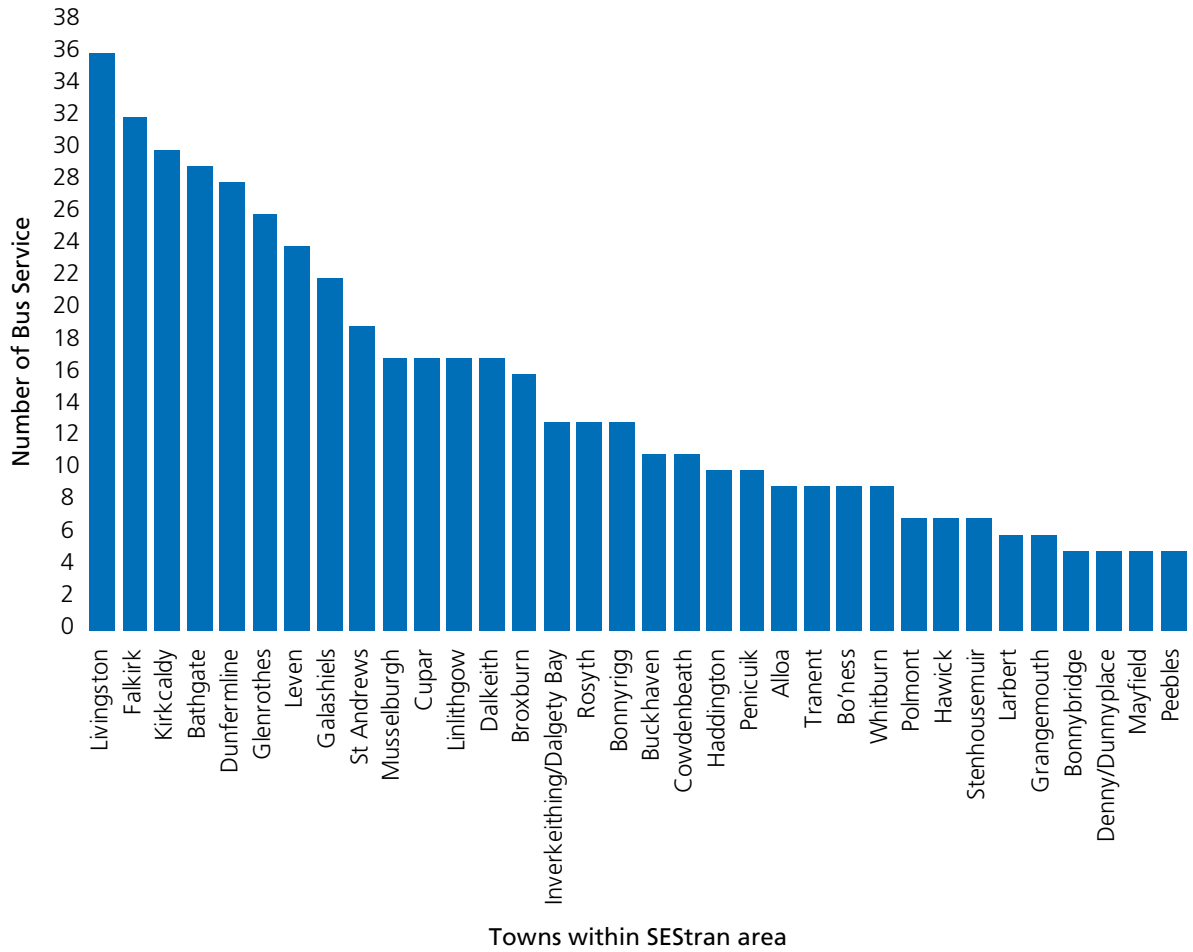
Tier A	Tier B
No. Bus services	No. Bus Services
>11	<=11

Review of the hierarchy

- 4.16 To ensure that the strategy continues to be applied appropriately the hierarchy can be reviewed regularly. A full review on a five yearly basis in tandem with the town centre hierarchy is recommended with further review in the event of major changes, for example new bus services for major new development.



Figure 4.3 – Public Transport Hierarchy Tier Graph



5. Park and Ride Facilities, Tourist Sites and University Towns

- 5.1 The management of Park and Ride Facilities, Tourist Sites and University Towns is considered to require consideration of controls to be applied in addition to those proposed in the strategy's hierarchy model. Problems with the large demand for parking at these sites are often unique to the local area and cannot be dealt with by the measures proposed within the three tier hierarchy system alone. However, many of these sites have similar issues which may be tackled by similar measures. Some proposed measures, specific to the problems encountered at such sites, are given below. These measures are intended to be combined with others from the strategy to provide a mix specifically appropriate to local conditions. How to mix and match such measures to address particular local parking problems will be a decision for the local authority to take based on individual circumstances.

Park and Ride

- 5.2 Park and Ride facilities are seen as being beneficial in a strategic sense in that they encourage the use of public transport as an alternative to the car, where congestion and delay on the main strategic roads is reduced and the environment suffers less as a consequence. However, the location of these sites can often prove problematic in a local sense. This is particularly true for park and ride car parks attached to railway stations in the centre of town which come under demand pressure from car-commuter trips at peak times.
- 5.3 Park and Ride sites by their nature encourage long stay parking (sometimes with no charge) which sometimes conflicts with policies for the local environment, local land use and neighbouring residential and business areas.
- 5.4 The popularity of Park and Ride is no doubt largely due to the convenience of being able to drive to the station from your home. It is not surprising that some park and ride car parks become oversubscribed quickly. However, this can conflict with local transport policy as commuters often drive greater distances to park and ride sites (as opposed to walking to closer ones) and the potential over-parking problems are felt by the immediate area surrounding the station.
- 5.5 When a park and ride car park is located out of town, the provision of extra capacity is generally easier to manage than when the car park is located within a town centre where competing land uses make expansion difficult. Providing for long stay parking demand in such circumstances is challenging. This undoubtedly causes a conflict between local and regional interests as a successful park and ride facility (that has been built to serve a neighbouring town) detracts from the local economy in order to grow the regional economy. However, taking a regional view, as this strategy must, the movement of commuters to major employment centres is seen to contribute to the prosperity of the whole region and should not be constrained. Park and ride is a worthwhile function of town centre rail stations as long as the associated parking demand does not detract from the economic vitality of its immediate vicinity.
- 5.6 The issue of overspill from park and ride car parks is similar to that of overspill beyond the boundary of a controlled parking zone into a residential area. Management measures must be applied to both the car park and surrounding area to allocate parking appropriately. If more park and ride car park capacity can be provided without detriment to the surroundings then it should. If capacity is constrained then management restrictions will be necessary to suppress demand.

- 5.7 The types of measure that could be used are suggested in the strategy in section 7. The degree of severity of restrictions is a decision for the local authority to take based on individual circumstances.

Tourist Sites

- 5.8 Parking issues associated with tourist sites are as many and varied as those for any other location. However, the popularity of a tourist attraction is not necessarily an indicator of how many parking problems it will create.
- 5.9 Many tourist attractions in the SEStran area are in the countryside and have their own extensive grounds that can be given over to parking as and when required. These sites have little or no impact on the surrounding road network, in terms of parked cars, and will continue to function adequately as long as the car park is large enough. It is obviously in the attraction's interest to provide for demand and to make sure the car park is large enough to maintain its profitability. In locations such as these, where public transport is scarce, there is little justification for limiting car borne visits by restricting the available parking. Notwithstanding, in virtually all cases this parking will be privately owned and not within the powers of the local authority to control.
- 5.10 Tourist attractions in towns and cities either depend on existing town centre car parks to cater for their needs or provide some private parking of their own. Council owned attractions may have car parks that may be controlled by strategy measures, privately owned attractions and their car parks cannot.
- 5.11 Whilst demand is being catered for adequately, tourist attractions will not require parking controls. However, as soon as parking begins to overspill into residential areas or areas more appropriately used by short stay shopper/ business use, then restrictions will be required to control the use of spaces and potentially more capacity created for the specific use of the tourist attraction. Similarly, if long stay commuter parking begins to encroach on the tourist attraction car park, then charges set at a level to prevent this will be necessary.
- 5.12 These issues of managing and providing for demand for tourist attractions are covered further in Section 7: The Framework Strategy. The possible exception to this view is the need to maintain the vitality of the tourist attraction as an important money earner in the area. In this case, the degree to which the measures suggested in the strategy are implemented will be a decision for the local authority to take based on individual specific circumstances.

University Towns

- 5.13 Similar to tourist sites, university towns can undergo a large seasonal influx of visitors which creates a large demand for parking.
- 5.14 Small towns, in lower tiers in the hierarchy, suffering from problems associated with this demand may wish to impose stricter restrictions than those suggested by the strategy. The degree to which the measures deviate from those suggested in the strategy will be a decision for the local authority to take based on individual specific circumstances.

Typical Restrictions

- 6.1 The restrictions and parking charges suggested in the strategy are derived from existing restrictions already in use in the SEStran area. This approach is taken so that the strategy's proposed charges or maximum stays are seen as being broadly similar to the ones that the public is used to at present. They do not present an unacceptable increase in severity that could elicit objections that would be damaging to the strategy's implementation.
- 6.2 The strategy's proposed parking charges and maximum stays should be looked upon as a minimum level of restriction which can be altered to suit local conditions well known to local authority officers. For instance, existing maximum stays of less duration than those suggested for any particular hierarchy tier can be maintained at existing durations if local conditions dictate. Relaxation of existing restrictions should be considered very carefully before implementation.

Notes on Table 6.1

- 6.3 For ease of use, the Parking Management Strategy is presented as a matrix of problems and issues which identifies the measures that are appropriate, in each tier of the hierarchy, to address those particular problems and issues. The matrix is tabulated in Table 6.1.
- 6.4 The treatment of each problem or issue is split up into five different locations where that problem may occur, Public Transport Tier A or B, at a Park and Ride site, in a Tourist Town or in a University Town. The three columns of the table split the measures to be taken up into those appropriate for Tier 1, 2 or 3 Towns in the hierarchy.
- 6.5 In some instances the measures in the strategy are common to all Tiers and are grouped across the tier columns to suit. Likewise sometimes the measures are common to more than one location and are similarly grouped across more than one row.
- 6.6 Some measures are duplicated because they are applicable to more than one problem/issue. Where the entry 'Introduce on/ off-street parking charges as above' is used it refers to the measures proposed for the first two problems/ issues, 'On-street supply is less than demand' and 'Off-street supply is less than demand', these being the basis upon which the bulk of the strategy lies.
- 6.7 The tool-box of measures that informs Table 6.1 is given in Annex A. Here, measures are grouped together in terms of their application to similar problems and issues and with more background on the appropriate choice of measures is given.

Table 6.1 – Parking Management Strategy Matrix

Problem/Issue: On-street supply is less than demand

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Public Transport Tier A (More than 11 major operator bus services of hourly frequency or better)	Introduce on-street parking charges	Introduce on-street parking charges	Do not introduce on-street parking charges
	Set hourly charge 25% higher than cheapest charge in closest large town	Set hourly charge to 50% of Tier 1	
	Set Maximum stay to 1 hr	Set Maximum stay to 2 hrs	Set Maximum stay to 4 hrs
Public Transport Tier B (11 or fewer major operator bus services of hourly frequency or better)	Introduce on-street parking charges	Introduce on-street parking charges	Do not introduce on-street parking charges
	Set hourly charge to 50% of Tier A charge above	Set hourly charge to 50% of Tier 1	
	Set Maximum stay to 2 hrs	Set Maximum stay to 4 hrs	No Maximum stay
Park & Ride	Introduce on-street parking charges	Introduce on-street parking charges	Do not introduce on-street parking charges
	Set hourly charge 25% higher than cheapest charge in closest large town	Set hourly charge to 50% of Tier 1	
	Set Maximum stay to 1 hr	Set Maximum stay to 2 hrs	Set Maximum stay to 4 hrs
University Town (in vicinity of university)	Introduce on-street parking charges	Introduce on-street parking charges	Introduce on-street parking charges in term time
	Set hourly charge 25% higher than cheapest charge in closest large town	Set hourly charge 25% higher than cheapest charge in closest large town in term time. Set hourly charge to 50% of Tier 1 at other times	Set hourly charge to 50% of Tier 1 in term time. No charge at other times
	Set Maximum stay to 1 hr	Set Maximum stay to 2 hrs	Set Maximum stay to 4 hrs
Tourist Town (in vicinity of attraction)	Introduce on-street parking charges	Introduce on-street parking charges	Do not introduce on-street parking charges
	Set hourly charge 25% higher than cheapest charge in closest large town	Set hourly charge to 50% of Tier 1	
	Set Maximum stay to 2 hrs	Set Maximum stay to 4 hrs	No Maximum stay

Problem/Issue: Off-street supply is less than demand

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Public Transport Tier A (More than 11 major operator bus services of hourly frequency or better)	Introduce off-street parking charges	Introduce off-street parking charges	Maintain off-street parking charges where present
	Set off-street parking charges lower than on-street charges where present	Set off-street parking charges lower than on-street charges where present	Set off-street parking charges lower than on-street charges where present
	Tariff should dissuade long stay	Tariff should dissuade long stay	Tariff should allow medium to long stay
Public Transport Tier B (11 or fewer major operator bus services of hourly frequency or better)	Introduce off-street parking charges	Introduce off-street parking charges	Maintain off-street parking charges where present
	Set off-street parking charges lower than on-street charges where present	Set off-street parking charges lower than on-street charges where present	Set off-street parking charges lower than on-street charges where present
	Tariff should allow medium stay	Tariff should allow medium to long stay	Tariff should allow medium to long stay
		Provide adequate parking space if problems cannot be addressed in other ways	Provide adequate parking space if problems cannot be addressed in other ways
Park & Ride	Introduce off-street parking charges that are refunded if parking and riding	Introduce off-street parking charges that are refunded if parking and riding	Introduce off-street parking charges that are refunded if parking and riding
	Set off-street parking charges the same as on-street charges where present	Set off-street parking charges the same as on-street charges where present	Set off-street parking charges the same as on-street charges where present
	Tariff should dissuade long stay	Tariff should dissuade long stay	Tariff should allow long stay
	Provide adequate parking space if problems cannot be addressed in other ways	Provide adequate parking space if problems cannot be addressed in other ways	Provide adequate parking space if problems cannot be addressed in other ways



	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
University Town (in vicinity of university)	Introduce off-street parking charges	Introduce off-street parking charges	Maintain off-street parking charges where present
	Set off-street parking charges lower than on-street charges where present	Set off-street parking charges lower than on-street charges where present	Set off-street parking charges lower than on-street charges where present
	Tariff should allow medium stay	Tariff should allow medium to long stay	Tariff should allow medium to long stay

Problem/Issue: Off-street supply is less than demand

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Tourist Town (in vicinity of attraction)	Introduce off-street parking charges	Introduce off-street parking charges	Maintain off-street parking charges where present
	Set off-street parking charges lower than on-street charges where present	Set off-street parking charges lower than on-street charges where present	Set off-street parking charges lower than on-street charges where present
	Tariff should allow medium stay	Tariff should allow medium to long stay	Tariff should allow long stay
	Provide adequate parking space if problems cannot be addressed in other ways	Provide adequate parking space if problems cannot be addressed in other ways	Provide adequate parking space if problems cannot be addressed in other ways

Problem/Issue: Long stay commuter parking impacts on shops and businesses

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Public Transport Tier A (More than 11 major operator bus services of hourly frequency or better)	Introduce parking charges as above	Introduce parking charges as above	Introduce parking charges as above
	Increase parking charges to encourage the use of alternative modes	Increase parking charges to encourage the use of alternative modes	
Public Transport Tier B (11 or fewer major operator bus services of hourly frequency or better)	Introduce parking charges as above	Introduce parking charges as above	Introduce parking charges as above
Park & Ride	Introduce parking charges as above	Introduce parking charges as above	Introduce parking charges as above
	Improve facilities at bus and rail interchange locations	Improve facilities at bus and rail interchange locations	Improve facilities at bus and rail interchange locations
	Provide dedicated drop-offs at bus and rail interchange locations	Provide dedicated drop-offs at bus and rail interchange locations	Provide dedicated drop-offs at bus and rail interchange locations
	Provide walking and cycling links to bus interchange locations	Provide walking and cycling links to bus interchange locations	Provide walking and cycling links to bus interchange locations
University Town (in vicinity of university)	Introduce parking charges as above	Introduce parking charges as above	Introduce parking charges as above
	Provide walking and cycling links to bus interchange locations	Provide walking and cycling links to bus interchange locations	Provide walking and cycling links to bus interchange locations
Tourist Town (in vicinity of attraction)	Introduce parking charges as above	Introduce parking charges as above	Introduce parking charges as above



Problem/Issue: Long stay parking overflows into residential areas

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Public Transport Tier A (More than 11 major operator bus services of hourly frequency or better)	Introduce parking charges as above	Introduce parking charges as above	Introduce parking charges as above
	Review zone boundary location and extend where necessary	Review zone boundary location and extend where necessary	Review zone boundary location and extend where necessary
	A resident parking scheme should be introduced in residential areas caught within the tier zone. The resident parking scheme should charge a nominal fee to residents to cover administration and enforcement	A resident parking scheme may be introduced in residential areas caught within the tier zone, where requested, The resident parking scheme should charge a nominal fee to residents to cover administration and enforcement	There should be a presumption against resident parking schemes in this zone
Public Transport Tier B (11 or fewer major operator bus services of hourly frequency or better)		Allow extensions to all off-street car parks where overflow parking into residential areas is a problem	Allow development of off-street car parks as necessary
	Allow longer maximum stays in off-street car parks than on-street in the same tier	Allow longer maximum stays in off-street car parks than on-street in the same tier	Allow longer maximum stays in off-street car parks than on-street in the same tier
Park & Ride	Improve facilities at bus and rail interchange locations	Improve facilities at bus and rail interchange locations	Improve facilities at bus and rail interchange locations
	Provide dedicated drop-offs at bus and rail interchange locations	Provide dedicated drop-offs at bus and rail interchange locations	Provide dedicated drop-offs at bus and rail interchange locations
	Provide walking and cycling links to bus interchange locations	Provide walking and cycling links to bus interchange locations	Provide walking and cycling links to bus interchange locations
University Town (in vicinity of university)	Introduce parking charges as above	Introduce parking charges as above	Introduce parking charges as above
	Provide walking and cycling links to bus interchange locations	Provide walking and cycling links to bus interchange locations	Provide walking and cycling links to bus interchange locations
Tourist Town (in vicinity of attraction)	Introduce parking charges as above	Introduce parking charges as above	Introduce parking charges as above

Problem/Issue: Lack of control over private car parks/supply is greater than demand

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Public Transport Tier A (More than 11 major operator bus services of hourly frequency or better)	The routine use of vacant sites as temporary private car parks should be resisted		
Public Transport Tier B (11 or fewer major operator bus services of hourly frequency or better)	Seek Local Authority licensing powers for private car parks such as the setting of tariffs		
Park & Ride	Planning conditions may be applied as necessary to strengthen the parking strategy regime		
University Town/Tourist Town	Encourage partnership working with private car park operators		



Problem/Issue: Park and Ride located within a town centre

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones 0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Public Transport Tier A (More than 11 major operator bus services of hourly frequency or better)			
Public Transport Tier B (11 or fewer major operator bus services of hourly frequency or better)			
Park & Ride	Introduce off-street parking charges that are refunded if parking and riding	Introduce off-street parking charges that are refunded if parking and riding	Introduce off-street parking charges that are refunded if parking and riding
	Set off-street parking charges the same as on-street charges where present	Set off-street parking charges the same as on-street charges where present	Set off-street parking charges the same as on-street charges where present
	Tariff should dissuade long stay	Tariff should dissuade long stay	Tariff should allow long stay
	Provide adequate parking space if problems cannot be addressed in other ways	Provide adequate parking space if problems cannot be addressed in other ways	Provide adequate parking space if problems cannot be addressed in other ways
	Provide park and ride spaces for long distance commuters in order to free road space up for residents and short stay visitors	Provide park and ride spaces for long distance commuters in order to free road space up for residents and short stay visitors	Out-of-town park and ride sites are to be encouraged in locations where pressure on some existing town centre facilities can be reduced
	Allow extensions to park and ride car parks only where overspill parking into residential areas and town centres is an issue	Allow extensions to all off-street car parks where overspill parking into residential areas is a problem	Allow development of off-street car parks as necessary
University Town/ Tourist Town			

Problem/Issue: Location and quality of car park is poor

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Public Transport Tier A (More than 11 major operator bus services of hourly frequency or better)	<p>Maintain on- and off-street parking areas</p> <p>Undertake an inspection of all off-street car parking areas. On-street inspections will be undertaken as part of the roads maintenance programme. An off-street car park report to be written on an annual basis.</p> <p>Signpost car parks to encourage the use of all sites</p> <p>Undertake an inspection of all road signs to ensure that all road signs are conspicuous and free from damage. This will be undertaken as part of the roads maintenance programme. Findings of which to be included within the off-street car park report discussed above</p> <p>Designate unpopular car parks as long stay Tourist Car Parks and signpost from trunk road network</p>		
Public Transport Tier B (11 or fewer major operator bus services of hourly frequency or better)			
Park & Ride			
University Town (in vicinity of university)			
Tourist Town (in vicinity of attraction)			



Problem/Issue: Location and quality of car park is poor

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Public Transport Tier A (More than 11 major operator bus services of hourly frequency or better)	Apply parking control measures in towns within the SEStran area appropriately less strict than larger centres within and outside its boundaries		
Public Transport Tier B (11 or fewer major operator bus services of hourly frequency or better)			

Problem/Issue: Local resistance to introduction of parking charges/competition from bordering town

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Park & Ride	Compare existing parking charges at a region wide level and link these to town centre hierarchies		
University Town (in vicinity of university)			
Tourist Town (in vicinity of attraction)			

Problem/Issue: Lack of private residential parking provision

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Public Transport Tier A (More than 11 major operator bus services of hourly frequency or better)	A resident parking scheme should be introduced in residential areas caught within the tier zone. The resident parking scheme should charge a nominal fee to residents to cover administration and enforcement	A resident parking scheme may be introduced in residential areas caught within the tier zone, where requested, The resident parking scheme should charge a nominal fee to residents to cover administration and enforcement	There should be a presumption against resident parking schemes in this zone.
Public Transport Tier B (11 or fewer major operator bus services of hourly frequency or better)			
Park & Ride			
University Town (in vicinity of university)			
Tourist Town (in vicinity of attraction)			



Problem/Issue: Confusing and inconsistent restrictions

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Public Transport Tier A (More than 11 major operator bus services of hourly frequency or better)	To eliminate confusion and maximise compliance restrictions should be made easy to understand and enforce		
Public Transport Tier B (11 or fewer major operator bus services of hourly frequency or better)	Apply parking control measures in towns within the SEStran area appropriately less strict than larger centres within and outside its boundaries		
	Improve understanding of parking restrictions by making tariffs and restrictions less complicated and more consistent		
Park & Ride	Use a sliding scale of on-street parking charges per hour depending on hierarchy tier.		
University Town (in vicinity of university)	Keep number of different on-street restrictions to a minimum, say three, one per hierarchy tier		
Tourist Town (in vicinity of attraction)	Seek Transport Scotland approval for a controlled parking zone area wide treatment, thus reducing the need for as many yellow lines, plates, signs, poles etc.		

Problem/Issue: Inappropriate and illegal parking

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Public Transport Tier A (More than 11 major operator bus services of hourly frequency or better)	Provide adequate motorcycle parking at no charge		
Public Transport Tier B (11 or fewer major operator bus services of hourly frequency or better)	Improve understanding of parking restrictions by making tariffs and restrictions less complicated and more consistent		
	Tackle inappropriate parking outside schools. Parents parking at schools while dropping children off, present safety and congestion issues. The introduction of mandatory KEEP CLEAR markings should be considered		
Park & Ride	Ensure adequate servicing/ loading provision		
University Town (in vicinity of university)	Improve parking enforcement		
Tourist Town (in vicinity of attraction)	Provide adequate parking space if problems cannot be addressed in other ways		



Problem/Issue: Competition for spaces with tourists/students

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Public Transport Tier A (More than 11 major operator bus services of hourly frequency or better)			
Public Transport Tier B (11 or fewer major operator bus services of hourly frequency or better)			
Park & Ride			
University Town (in vicinity of university)	Implement seasonal parking controls Charges and maximum stays remain unchanged	Implement seasonal parking controls Charges and maximum stays may be increased in the vicinity of the attraction. Off-street parking must remain more attractive than on-street	Implement seasonal parking controls Charges may be introduced and maximum stays increased in the vicinity of the attraction. Off-street parking must remain more attractive than on-street
	Facilitate use of walking, cycling and public transport	Facilitate use of walking, cycling and public transport	Facilitate use of walking, cycling and public transport
			Encourage seasonal or temporary, park and ride car parks

Problem/Issue: Competition for spaces with tourists/students (cont'd)

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Tourist Town (in vicinity of attraction)	Where no specific tourist attraction car park exists, ensure there is sufficient off-street long stay car parking to cater for tourist demands. Council Office or similar car parks should be opened at weekends for tourist use	Where no specific tourist attraction car park exists, ensure there is sufficient off-street long stay car parking to cater for tourist demands. Council Office or similar car parks should be opened at weekends for tourist use	Tourist attractions should be encouraged to provide off-street car parks sufficient for parking demand
	Implement seasonal parking controls Charges and maximum stays remain unchanged	Implement seasonal parking controls Charges and maximum stays may be increased in the vicinity of the attraction. Off-street parking must remain more attractive than on-street	Implement seasonal parking controls Charges may be introduced and maximum stays increased in the vicinity of the attraction. Off-street parking must remain more attractive than on-street
	Facilitate tourist use of walking, cycling and public transport	Facilitate tourist use of walking, cycling and public transport	Facilitate tourist use of walking, cycling and public transport
			Provide sufficient coach parking for tourists
			Encourage seasonal or temporary, park and ride tourist car parks



Problem/Issue: Inconsistent disabled provision

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Public Transport Tier A (More than 11 major operator bus services of hourly frequency or better)	All services should be accessible to the disabled community. Residents who live within controlled zones are expected to use existing marked on-street parking bays. Bays for specific residents should not be marked. On-street parking should be free on display of a disabled badge, however parking within an off-street car park should be charged at the displayed rate. Specific disabled parking bays may be provided within the controlled zone. These should be available to any disabled driver.		
Public Transport Tier B (11 or fewer major operator bus services of hourly frequency or better)			
Park & Ride	Outside Tier 3: Disabled parking provision and the rules governing disabled qualification should be regularly reviewed. Subject to the proof of ambulant disability, on-street disabled bays for the use of residents should be provided only if the residence has no off-street space. Disabled bays should be advisory only and be marked in way that is different from the mandatory bays within controlled zones. Advisory disabled bays have no status in law and depend on good neighbourliness for their effectiveness.		
University Town (in vicinity of university)			
Tourist Town (in vicinity of attraction)			

Problem/Issue: Insufficient enforcement

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Public Transport Tier A (More than 11 major operator bus services of hourly frequency or better)	Enforcement staff are based in the town centre and are present for the time of the restrictions on a full time basis. Beats which cover the whole zone are walked and repeated a number of times every day	Enforcement staff are deployed on a visiting daily basis. Different beats are walked each day and programmed not to fall on the same day each week.	Enforcement staff are deployed on a visiting one day a week basis. Different beats are walked each day and programmed not to fall on the same day each week
Public Transport Tier B (11 or fewer major operator bus services of hourly frequency or better)			
Park & Ride	Consider the introduction of Decriminalised Parking Enforcement powers	Consider the introduction of Decriminalised Parking Enforcement powers	Consider the introduction of Decriminalised Parking Enforcement powers
University Town (in vicinity of university)			
Tourist Town (in vicinity of attraction)			



Problem/Issue: No management framework for parking

	Tier 1 zones (ABI > 0.64%)	Tier 2 zones (0.64% > ABI > 0.38%)	Tier 3 zones (ABI < 0.38%)
Public Transport Tier A (More than 11 major operator bus services of hourly frequency or better)	Produce and implement a Local Parking Strategy		
Public Transport Tier B (11 or fewer major operator bus services of hourly frequency or better)	Five year review of strategy with all Local Authorities		
	All parking operations to be managed by one council department		
Park & Ride	Reactive Monitoring and Reporting; Complaints from members of public, councillors, shopkeepers, business users etc. should be investigated at the earliest opportunity and monitored		
University Town (in vicinity of university)	Proactive Monitoring and Reporting		
Tourist Town (in vicinity of attraction)	Site investigation to undertaken on an annual basis with car parking beat survey commissioned to support monitoring regime	Site investigation undertaken once per two year period. Car parking beat survey commissioned if required	Site investigation on an annual basis of known parking 'hotspots'

7. Framework Strategy Review

Benefits

- 7.1 The strategy is broadly defined in order to cover most eventualities that local authorities are likely to encounter and gives general guidance to an initial approach to solving parking problems.
- 7.2 The consistency of approach across SEStran is hoped to make parking controls easier to understand and remove some of the inconsistencies between towns that are currently creating an inequitable situation leading to variable economic performance throughout the area.
- 7.3 A combined review of the strategy on a regular basis, involving all the constituent local authorities, will help to engender support for the strategy and may provide a framework for local authorities to create their own local parking strategies.
- 7.4 With an umbrella document seen to be supporting all parking strategy decisions in SEStran, the political will to introduce controls locally may be more forthcoming and chronic parking problems that have been damaging town centres may be able to be tackled.
- 7.5 The strategy is written so that it can accommodate changes in a town's fortunes and should be applicable for many years to come.

Limitations

- 7.6 The strategy is general in its nature and cannot provide specific instructions on local parking strategy for specific circumstances. Local authorities will still be responsible for local disputes and detailed issues.
- 7.7 The location of the boundaries between hierarchy zones will be a decision for local authorities also, based on local conditions.
- 7.8 The strategy does require local authority officers to undertake analysis on their town's vitality and bus service provision. However, the data gathering has been made as straightforward as possible with the required data being readily available from nationally recognised web sites.
- 7.9 The strategy provides suggestions for the control of privately run, publicly available car parks such as those belonging to supermarkets and rail operators. It recognises that the only way of bringing these car parks into the strategy will be through mutual agreement between local authority and operator. Such agreements will be difficult to broker and cannot be guaranteed unless changes to the way in which car parks are licensed and governed can be brought about.
- 7.10 Enforcement is paramount to the success of the strategy. The present arrangements for enforcement by the police are not producing the levels required for robust parking control. The strategy suggests that a decriminalised parking regime would help in this respect. The strategy in itself cannot deliver the level of improvement in enforcement necessary to bring about real change.

Strategy measures

- A.1 Strategy measures are presented in a ‘tool box’ format with the intention that different measures can be mixed and matched to suit specific issues.
- A.2 It is essential that any strategy measure proposed for the SEStran area can be used as a tool for addressing the problems and issues identified in Section 4 of this report and is logical, implementable and consistent.

Identify problems and Issues

- A.3 The primary requirement of the strategy is to be able to react to problems and issues identified either by in-house monitoring or by external notification.

Measure 1 – Proactive Monitoring and Reporting

- A.4 In order to fully understand the existing problems, issues and possible solutions to the control and management of parking within town centres, problem areas should be identified and monitored on a regular basis.
- a) Tier 1: Site investigation to undertaken on an annual basis with car parking beat survey commissioned to support monitoring regime;
 - b) Tier 2: Site investigation undertaken once per two year period. Car parking beat survey commissioned if required;
 - c) Tier 3: Site investigation on an annual basis of known parking ‘hotspots’.

Measure 2 – Reactive Monitoring and Reporting

- A.5 Complaints from members of public, councillors, shopkeepers, business users etc. should be investigated at the earliest opportunity and monitored.
- Tiers 1, 2 and 3: Complaint should be input to parking database. Problem should be investigated and actioned as necessary and the database reviewed annually for monitoring and correlation purposes.

Provide consistency of approach

Measure 3 – Apply parking control measures in towns within the SEStran area appropriately less strict than larger centres within and outside its boundaries

- A.6 In order to maintain the vitality of small towns, parking controls must be applied within a hierarchy, with the larger regional centres used to define the strictest controls and the smaller centres’ controls being progressively less strict in hierarchical tiers.

Measure 4 – Compare existing parking charges at a region wide level and link these to town centre hierarchies

- A.7 Where pay parking exists, the Tier 1 charge should be 25% higher than the cheapest charge in the closest major city (i.e. Edinburgh, Stirling, Perth, Dundee or Glasgow).

Measure 5 – Keep number of different on-street restrictions to a minimum, say three, one per hierarchy tier

- a) Tier 1: Max stay 1 hour
- b) Tier 2: Max stay 2 hours
- c) Tier 3: Max stay 4 hours

A.8 To eliminate confusion and maximise compliance restrictions should be made easy to understand and enforce.

Measure 6 – Use a sliding scale of on-street parking charges per hour depending on hierarchy tier

- a) Tier 1: 100%
- b) Tier 2: 50%
- c) Tier 3: 0%

A.9 Charges will differ with inflation and other parameters but the differential between charges should stay the same.

Parking Strategy Management

Measure 7 – All parking operations are managed by one council department

A.10 To maintain the consistency of approach and a financial audit trail, all parking operations and budgetary control should be managed by one council department with its own specific budget.

Measure 8 – Five year review of strategy with all Local Authorities

A.11 To accommodate changes in circumstances, the strategy and hierarchies should be reviewed every five years and in line with policy and plan revisions and major changes when applicable.

- Each town's measurement of vitality and levels of public transport should be reviewed to assess changes to each town's status. In addition a benchmarking exercise with neighbouring local authorities should be undertaken together with a review of the parking database to establish changing patterns and needs.
- Increased parking charges will tend to displace demand. Where areas with existing parking charges are still over capacity, parking charges should be reviewed to see if increases would help to manage demand.
- Areas surrounding zones may be affected by overspill from the zones themselves. To address any issues, zone boundary location should form part of the five year review.

Link Planning, Transport and Parking Policy

Measure 9 – Produce and implement a Local Parking Strategy

A.12 A Local Parking Strategy document can be written, in line with other council policies, to specifically target parking issues that are important to the local authority and which it sees as barriers to the authority's towns reaching their full economic potential.

Measure 10 – Co-ordinate the use of public and private off-street parking provision

A.13 To ensure a balance between public and private provision and to prevent private provision from undermining any wider control strategy, private parking provision should be limited through the planning process wherever possible.

Measure 11 – Allow the provision of car parking space without the need for associated development where appropriate

- a) Tier 1: Allow extensions to park and ride car parks only where overspill parking into residential areas and town centres is an issue
- b) Tier 2: Allow extensions to all off-street car parks where overspill parking into residential areas is a problem
- c) Tier 3: Allow development of off-street car parks as necessary.

Measure 12 – Rationalise Parking Related Street Furniture

A.14 It is recommended that before a controlled parking zone is implemented, the local authority should investigate the possibility of seeking Transport Scotland approval for a controlled parking zone area wide treatment, thus reducing the need for as many yellow lines, plates, signs, poles etc.

Measure 13 – Prevent the spread of uncontrolled car parks

A.15 The routine use of vacant sites as temporary private car parks should be resisted. Partnership working with private car park operators is to be encouraged and licensing powers sought for Local Authorities such as the setting of tariffs.

- Tiers 1, 2 and 3: A Transport Assessment should be submitted in support of planning applications for new car parks. Planning conditions may be applied as necessary to strengthen the parking strategy regime.

Off-street demand management

Measure 14 – Introduce off-street parking charges

A.16 In appropriate areas off-street charging may be used to support economic activity by encouraging a higher turnover of spaces and increasing the efficiency of use of available parking space.

Measure 15 – Set off-street parking charges lower than on-street charges in the same tier to encourage off-street use

A.17 Lower off-street parking charges will tend to encourage off-street car parks to fill up before on-street provision does. Thereby reducing the number of on-street spaces that need be supplied and minimising parking congestion on town centre streets.

Measure 16 – Allow longer maximum stays in off-street car parks than on-street in the same tier

A.18 Longer stays in off-street car parks can allow for some commuter parking and other long stay needs without affecting the supply of short stay spaces on-street.

Car park location and quality

Measure 17 – Maintain on- and off-street parking areas

A.19 To encourage the use of all available parking areas these should be maintained to a high standard with regard to the condition of the surface, lines, signing, lighting and CCTV where appropriate.

- Tiers 1, 2 and 3: Undertake an inspection of all off-street car parking areas on a six monthly basis. On-street inspections will be undertaken as part of the roads maintenance programme. An off-street car park report to be written on an annual basis.

Measure 18 – Signpost car parks to encourage the use of all sites

A.20 To encourage the use of all available parking spaces there should be co-ordinated signposting strategies for the vehicle approaches to car parks and the pedestrian routes to and from them.

- Tiers 1, 2 and 3: Undertake an inspection of all road signs to ensure that all road signs are conspicuous and free from damage. This will be undertaken as part of the roads maintenance programme. Findings of which to be included within the off-street car park report discussed above.

Promote non-car modes

Measure 19 – Provide adequate motorcycle parking at no charge

A.21 Parked motorcycles use up less space than cars. A lack of motorcycle parking space can discourage users and so designated space should be provided. There is no adequate way to attach and safeguard a pay and display ticket to a motorcycle.

Measure 20 – Increase parking charges to encourage the use of alternative modes

A.22 The use of alternative modes reduces the need for parking space and has environmental benefits. Where parking charges are well established and reasonable alternatives do exist then the level of parking charges may be used to encourage the use of alternative modes.

Providing adequate parking supply

Measure 21 – Provide adequate parking space if problems cannot be addressed in other ways

A.23 Where there are reasons for suspecting that more people are now using a town centre, other than for long stay commuter parking, or where further parking restrictions would be unreasonable or ineffective then more parking space should be provided.

Illegal and inconsiderate usage

Measure 22 – Improve understanding of parking restrictions by making tariffs and restrictions less complicated and more consistent

A.24 A greater understanding of parking restrictions can lead to a reduction in the incidence of illegal or inconsiderate parking and to benefits for safety, accessibility and traffic flow related issues.

Measure 23 – Tackle inappropriate parking outside schools

A.25 Parents parking at schools while dropping children off, present safety and congestion issues. The introduction of mandatory KEEP CLEAR markings should be considered; however its affects will be diluted if appropriate enforcement is not provided.

Measure 24 – Improve parking enforcement

A.26 Improved enforcement can improve safety, accessibility and traffic flow and can support economic activity by encouraging an increased turnover of parking spaces.

- a) Tier 1: Enforcement staff are based in the town centre and are present for the time of the restrictions on a full time basis. Beats which cover the whole zone are walked and repeated a number of times every day
- b) Tier 2: Enforcement staff are deployed on a visiting daily basis. Different beats are walked each day and programmed not to fall on the same day each week.
- c) Tier 3: Enforcement staff are deployed on a visiting one day a week basis. Different beats are walked each day and programmed not to fall on the same day each week

Measure 25 – Consider the introduction of Decriminalised Parking Enforcement powers

A.27 DPE takes the responsibility for parking enforcement out of the hands of the Police and under direct local authority control, usually via a contractor who manages the parking attendants, parking tickets, collection of fees and maintenance of lining and signing. Thereby enforcement can be made more consistent and effective.

Problems affecting particular groups

Measure 26 – Review rules for provision of residential disabled bays

A.28 Exemptions may be used to reduce the disadvantages incurred by ambulant disabled drivers who are required to repeatedly drive into controlled areas to park close to their place of work.

A.29 Designated disabled space is needed to address accessibility and social inclusion issues and so that disabled users are not forced to travel further than necessary to reach services.

a) Tiers 1, 2 and 3: All services should be accessible to the disabled community. Residents who live within controlled zones are expected to use existing marked on-street parking bays. Bays for specific residents should not be marked. On-street parking should be free on display of a disabled badge, however parking within an off-street car park should be charged at the displayed rate. Specific disabled parking bays may be provided within the controlled zone. These should be available to any disabled driver.

b) Outside Tier 3: Disabled parking provision and the rules governing disabled qualification should be regularly reviewed. Subject to the proof of ambulant disability, on-street disabled bays for the use of residents should be provided only if the residence has no off-street space. Disabled bays should be advisory only and be marked in way that is different from the mandatory bays within controlled zones. Advisory disabled bays have no status in law and depend on good neighbourliness for their effectiveness.

Measure 27 – Introduce Resident Parking Schemes where appropriate

A.30 Where residential space is filled by commuters during the day or visitors by night and there is local support for such measures then residents parking zones may help to address issues.

a) Tier 1: A resident parking scheme should be introduced in residential areas caught within the controlled zone. The resident parking scheme should be free of charge for residents on proof of address.

b) Tier 2: A resident parking scheme may be introduced in residential areas caught within the controlled zone, where requested, The resident parking scheme should free of charge for residents on proof of address

c) Tier 3: There should be a presumption against resident parking schemes in this zone.

Measure 28 – Ensure adequate servicing/ loading provision

A.31 Dedicated servicing/ loading bays can support economic activity by aiding businesses.

Park and Ride Sites

Measure 29 – Encourage rail-based commuter park and ride use

A.32 Park and ride use can divert parking from overcrowded central locations like Edinburgh and relieve congestion on major commuter routes.

- a) Tier 1 and 2: While it is recognised that providing park and ride spaces for long distance commuters in satellite town centres is potentially diverting parking stock from the needs of the satellite towns and limiting their economic vitality, there is merit in removing commuter parking from the streets around town centre rail stations in order to free that space up for residents and short stay visitors to the town centre in order to maintain its attractiveness.
- b) Tier 3: Out-of-town park and ride sites are to be encouraged in locations where pressure on some existing town centre facilities can be reduced.

Measure 30 – Provide discounts for using rail-based park and ride

A.33 Introduce a standard car parking charge in all rail based park and ride car parks where rail users have their parking charge reimbursed and non-rail users are penalised with a flat rate fee equivalent to a day charge for any length of stay. This would encourage park and ride use and help maintain a supply of available spaces for rail users.

Measure 31 – Improve facilities at bus and rail interchange locations

A.34 Greater bus and rail use can reduce the need for parking space or relocate parking to alternative locations. Safe, secure and attractive interchange locations are an important element in encouraging such use.

Measure 32 – Provide walking and cycling links to bus interchange locations

A.35 Pedestrian and cycle routes into interchange locations can reduce the need for parking space at these sites. Secure, weatherproof cycle parking should be provided.

Measure 33 – Provide dedicated drop-offs at bus and rail interchange locations

A.36 Interchange locations should be supplied with drop-offs intended to encourage the use of kiss and ride travel, particularly by commuters.



Tourist sites and University Towns

Measure 34 – Ensure adequate car parking for tourists

A.37 As the SEStran area derives a significant income from tourism there should be sufficient car parks to encourage visits to the attractions and local towns but not at the expense of short-stay shopper and business provision. Long stay commuter parking should be discouraged from using tourist attraction car parks.

- a) Tier 1 and 2: Where no specific tourist attraction car park exists, ensure there is sufficient off-street long stay car parking to cater for tourist demands. Council Office or similar car parks should be opened at weekends for tourist use.
- b) Tier 3: Tourist attractions should be encouraged to provide off-street car parks sufficient for parking demand.

Measure 35 – Implement seasonal parking controls

A.38 Seasonal controls can be considered at locations where parking demand exceeds supply at the peak of the tourist season or at other busy times.

- a) Tier 1: Charges and maximum stays remain unchanged
- b) Tier 2: Charges and maximum stays may be increased in the vicinity of the attraction. Off-street parking must remain more attractive than on-street.
- c) Tier 3: Charges may be introduced and maximum stays increased in the vicinity of the attraction. Off-street parking must remain more attractive than on-street.

Measure 36 – Facilitate tourist use of walking, cycling and public transport

A.39 Though the majority of tourists arrive by car, a number could be encouraged to use alternative modes during their stay.

Measure 37 – Provide sufficient coach parking for tourists

A.40 There should be sufficient coach parking for tourists in towns, remote from the centre and clearly signposted.

- a) Tier 3 only.

Measure 38 – Encourage seasonal or temporary, park and ride tourist car parks

A.41 For sites or special events which are particularly attractive to tourists there may be potential for providing seasonal park and ride services between key attractions and suitable 'overflow' parking sites.

- a) Tier 3 only.

How well do the Measures meet the Objectives

A.42 Table A.1 shows a matrix of measures against objectives. Those cells in the matrix with a tick indicate where an objective has been met by the measure. Those cells with a cross indicate areas of conflict between measures and objectives. Blank cells show no connection between objective and measure.

Table A.1 – How Measures Meet Objectives

Measure	Objective							
	1	2	3	4	5	6	7	8
1		x				✓	✓	
2							✓	
3	✓					✓		
4	✓	✓						
5		✓						✓
6		✓						✓
7						✓	✓	
8						✓	✓	
9						✓		
10						✓		
11			x			✓		
12			✓			✓		
13			✓			✓		
14	✓	x						
15	✓		✓					
16	✓	x	✓					
17					✓			
18					✓			
19			✓	✓				
20				✓				
21	✓	x	x	x				
22								✓
23								✓
24								✓
25						✓		✓
26	✓	x			✓	✓		
27	✓	x				✓		
28	✓				✓			
29		x	✓	✓		✓		
30		x		✓				
31			✓	✓				
32			✓	✓				
33			✓	✓				
34	✓	x				✓		
35								✓
36			✓	✓				
37	✓	x						
38								✓

P

SPACES

WEST LOTHIAN HOUSE



SEStran
First Floor
Hopetoun Gate
8b McDonald Road
Edinburgh
EH7 4LZ

Tel: 0131 524 5150
Fax: 0131 524 5151

www.sestran.gov.uk

All SEStran publications are available in a variety of formats, including large print, braille and range of minority languages. For further information, please contact us on 0131 524 5150.