

## Car Parking Charges Update

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### Pentland Hills Regional Park Joint Committee

16<sup>th</sup> December 2011

#### Purpose of report

- 1 To update the Joint Committee about proposals to introduce car parking charges at selected sites in the Pentland Hills Regional Park.

#### Main report

- 2 At its meeting of 22<sup>nd</sup> July 2011, following consideration of the results of an informal consultation exercise, the Joint Committee agreed in principle to the introduction of car parking charges at Threipmuir, Harlaw, Bonaly and Flotterstone. The Joint Committee requested that papers be presented to appropriate Committees of City of Edinburgh Council and Midlothian Councils recommending that the required Traffic Regulation Order process be initiated.
- 3 On the 29<sup>th</sup> November 2011 a report making this recommendation was considered by City of Edinburgh Council's Transport, Infrastructure and Environment Committee (Appendix 1).
- 4 City of Edinburgh Council's Transport Infrastructure and Environment Committee (TIE) discussed the appropriateness of introducing charges and expressed concerns about parking displacement on adjacent private land. A decision was not made and the matter was referred to the next full Council meeting on 22<sup>nd</sup> December.
5. If the City of Edinburgh Council decides to proceed, a paper will be presented to Midlothian Council in the early part of 2012/13 recommending that charges be introduced at Flotterstone.

#### Financial Implications

- 6 Indicative costs and estimated income were set out in the Joint Committee Paper of 22<sup>nd</sup> July 2011. Initial capital costs are estimated to be £25,000. Annual revenue costs and income are estimated at:

Estimated annual income:	£35,040
Operating Costs:	<u>£5,350</u>

Estimated net income: £29,690

This is based on a scenario of a £2 charge, 30 cars per day per site, and a compliance rate of 40%. The actual level of net income may vary depending on actual % compliance and car park usage.

### **Equalities Impact**

- 7 In addition to generating additional revenue, one beneficial effect of introducing charges may be to encourage more visitors to walk, cycle or ride into the Regional Park. While this is a viable choice for some, people with limited mobility may have no practical alternative to the car. Application of charges may therefore unfairly discriminate against people with physical disabilities. It is proposed therefore that charges would not apply to people displaying a blue badge at any of the car parks.
- 8 School groups visiting for ranger led activities would also be exempt in order to minimise the cost to pupils of participating in environmental educational activities.
- 9 The charges as currently proposed would apply to 4 of the busiest car parks in the Regional Park. There are 13 car parks in total in the Regional Park, distributed evenly around the Park boundary. Nine will continue to be available free of charge. This will maintain alternatives for people on lower incomes who might otherwise find the £2 charge a deterrent to visiting the Regional Park.

### **Environmental Impact**

- 10 All charges or contributions would be used to maintain and improve the environmental quality and visitor facilities in the Regional Park. Introduction of parking charges is likely to encourage some visitors to travel to the park by non-motorised means making a contribution towards a reduction in CO<sub>2</sub> emissions from transport.

### **Recommendations**

- 11 It is recommended that the Joint Committee:
  - a) notes that the proposal to introduce parking charges at Threipmuir, Harlaw and Bonaly has been referred to the next full Council meeting on 22<sup>nd</sup> December 2011.
  - b) notes that if City of Edinburgh's Council decides to proceed, a paper will be presented to Midlothian Council in the New Year recommending that charges be introduced at Flotterstone.
  - c) considers a further update report at the next Joint Committee meeting.

**David Jamieson**  
Parks & Greenspace Manager

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Appendices	1. Introduction to Car Parking Charges in the Pentland Hills Regional Park – Report to City of Edinburgh Council’s Transport, Infrastructure and Environment Committee, 29 <sup>th</sup> November 2011.
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Wards affected	All
Single Outcome Agreement	<ul style="list-style-type: none"> <li>1 We live in a Scotland that is the most attractive place for doing business in Europe.</li> <li>2 We realise our full economic potential with more and better employment opportunities for our people.</li> <li>6 We live longer, healthier lives.</li> <li>10 We live in well-designed, sustainable places where we are able to access the amenities and services we need.</li> <li>11 We have strong, resilient and supportive communities where people take responsibility for their own actions and how they affect others.</li> <li>12 We value and enjoy our built and natural environment and protect it and enhance it for future generations</li> <li>13 We take pride in a strong, fair and inclusive national identity.</li> <li>14 We reduce the local and global environmental impact of our consumption and production.</li> <li>15 Our public services are high quality, continually improving, efficient and responsive to local people’s needs.</li> </ul>
Background Papers	Introduction of Car Parking Charges in the Pentland Hills Regional Park – Report to the Pentland Hills Regional Park, 22 <sup>nd</sup> July 2010