

# Transport and Environment Committee

10.00am, Tuesday, 29 October 2013

## Broughton/Stockbridge – Amendment to Parking Charges

|               |                                  |
|---------------|----------------------------------|
| Item number   | 8.5                              |
| Report number |                                  |
| Wards         | 5 – Inverleith, 11 – City Centre |

### Links

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|                          |                                     |
|--------------------------|-------------------------------------|
| Coalition pledges        | <a href="#">P28</a>                 |
| Council outcomes         | <a href="#">CO7, CO8, CO9, CO26</a> |
| Single Outcome Agreement | <a href="#">SO1</a>                 |

### Mark Turley

Director of Services for Communities

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# Executive summary

## Broughton/Stockbridge – Amendment to Parking Charges

### Summary

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Representations have been received from traders in the Broughton Street and Rodney Street area requesting that the maximum period of stay at the public parking places situated on the main traffic routes of Broughton Street, Rodney Street and Dean Haugh Street be extended from thirty minutes to one hour.

### Recommendations

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To recommend that the Transport and Environment Committee commence the statutory procedure to vary the Traffic Regulation Order governing the Broughton/Stockbridge Parking Scheme to amend the parking charges on Broughton Street, Rodney Street and Dean Haugh Street from thirty minutes maximum stay to one hour maximum stay.

### Measures of success

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The proposed change in parking charges will improve accessibility for users of the various businesses and shops in the area, providing a wider range of options for parking in the vicinity.

### Financial impact

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The parking charge at seven ticket issuing machines will have to be amended and this cost can be contained within the existing Parking budget.

## Equalities impact

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Consideration has been given to the relevance of the Equalities Act 2010 and further consultation is not required, outwith that proposed, as there will be no decrease to the number of parking places available and no impact on those covered by the Protected Characteristics.

## Sustainability impact

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It is expected that there will be no adverse environmental impacts as a result of this report.

## Consultation and engagement

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The proposals have been discussed at a meeting with the traders in the area which Councillor Hinds attended.

The Variation Order will be the subject of an obligatory statutory procedure which will involve consultations, with bodies representing persons likely to be affected, including the traders, and will necessitate the advertising of the proposal in The Scotsman newspaper and by notices on-street.

Local members were consulted by e-mail on 16 August 2013. The proposal was supported on the basis that it would help improve access to businesses in the area.

## Background reading/external references

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The following background reading is available:

- Plans of the parking places on Broughton Street, Rodney Street and Dean Haugh Street.
- Correspondence with traders.

## Broughton/Stockbridge – Amendment to Parking Charges

### 1. Background

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- 1.1 Traders from the Broughton Street and Rodney Street area wrote to Services for Communities, via Councillor Hinds, who supports the proposal, asking for the maximum stay period at the public parking places on Broughton Street and Rodney Street to be increased to allow shoppers, visitors and persons with business requirements to be able to park for longer periods.
- 1.2 The Traffic Regulation Order governing parking along the route allows for public parking places on parts of Broughton Street, Rodney Street and Dean Haugh Street. Parking in these bays is restricted to a maximum stay of 30 minutes. The charge applying is 20p for 12 minutes (minimum) to 50p for 30 minutes (maximum).
- 1.3 Traders from the area have asked if the public parking places on Broughton Street and Rodney Street can be changed to one hour maximum stay. It is also proposed, so that all public parking places along the Broughton/Stockbridge route have the same charge, that the parking places on Dean Haugh Street should also be changed to the one hour charge. The tariff will change to 20p for twelve minutes (minimum) up to £1.00 for one hour (maximum) charge.

### 2. Main report

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- 2.1 The Broughton/Stockbridge Route Action Plan came into effect in 2006. This scheme introduced “off-peak” public parking places and loading bays on parts of Broughton Street, Rodney Street and Dean Haugh Street. The parking places and loading bays operate between the hours of 9.15am and 4.30pm, Mondays to Fridays inclusive and 8.00am to 6.30pm on Saturdays. Between the hours of 8.00am to 9.15am and 4.30pm to 6.30pm, Mondays to Fridays the road is considered a main traffic route and no parking or loading/unloading is permitted, to allow traffic to flow in or out of the city.
- 2.2 At present there are fifteen parking bays on Broughton Street, four parking bays on Rodney Street and ten parking bays on Dean Haugh Street. Parking in the public parking places during the “off-peak” hours mentioned above on the three roads is currently set at thirty minutes. With charges currently set at 20p for twelve minutes, the maximum amount payable is 50p.

- 2.3 Traders from Broughton Street and Rodney Street have indicated that, while many shoppers and visitors to the area already use the public parking places, many of their customers require to stay longer than the maximum period permitted of thirty minutes. This leaves pay and display users with the option of either, meter feeding, to extend their stay beyond the maximum period allowed, which is considered a contravention, or moving their vehicles to another parking place to avoid receiving a penalty charge notice.
- 2.4 The Traders have asked if the use of the public parking places can be changed to one hour maximum stay. If the maximum stay period is extended, the parking charge would change to 20p for twelve minutes (minimum) up to £1.00 maximum charge. This would be consistent with the charge currently in place on other main traffic routes, such as the North Bridge to Newington Road route and the Bruntsfield Place to Comiston Road route.
- 2.5 Observations of the parking in the public parking places on this route show that at no time were all the parking places occupied. Records show that the public parking places on adjacent roads to the three affected by this proposal, where four hour maximum stay parking is permitted, are under used. On that basis, it is considered that it would be possible to amend the length of stay in the public parking places in Broughton Street, Rodney Street and Dean Haugh Street. This initiative would support the needs of the traders and businesses, without affecting the ability of other visitors to park in the area.
- 2.6 It is therefore proposed to commence the legal process to make the necessary changes to the Traffic Regulation Order governing the Controlled Parking Scheme.
- 2.7 It is anticipated that these parking places will mainly be used by persons going to the shops and businesses in the area. It is considered that the one hour maximum stay period, will limit the distance that people can walk from leaving their vehicle to shops and businesses outwith the area. Therefore, the new parking charge will be monitored to ensure that it is providing the intended benefits to the traders and other road users. If the new charge reduces the availability of the parking places along the route, further consideration will be given to introducing a charge which will encourage individuals with longer term needs to use the public parking places on the side roads, where there are longer stay opportunities.

### 3. Recommendations

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- 3.1 It is recommended that the Transport and Environment Committee commences the statutory procedure to make the Variation Order to the Traffic Regulation Order governing the Broughton/Stockbridge Parking Scheme, which will amend the parking charges on Broughton Street, Rodney Street and Dean Haugh Street from 50p for 30 minutes (maximum) to £1.00 for one hour (maximum).

**Mark Turley**

Director of Services for Communities

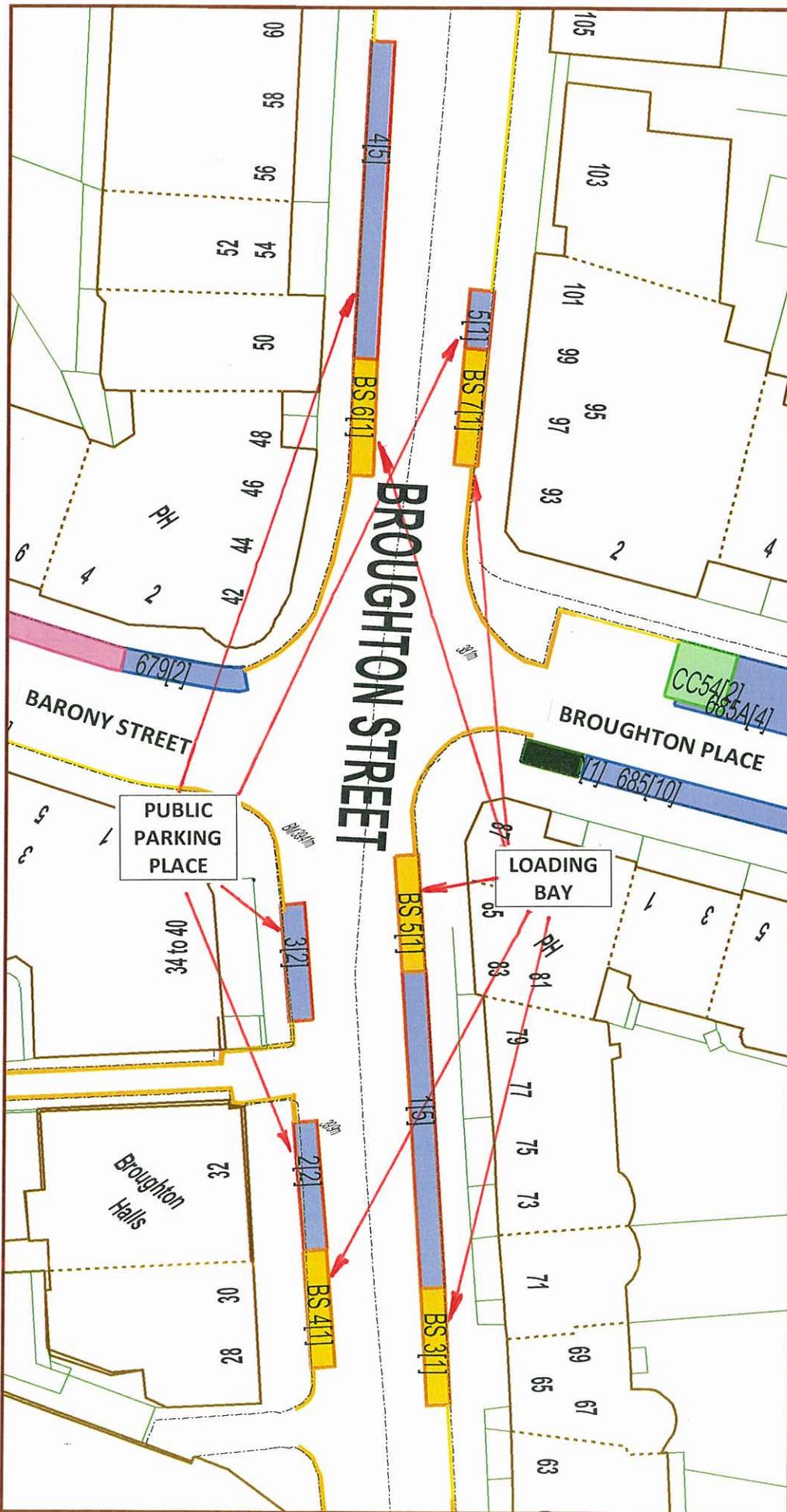
## Links

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|                                 |   |
|---------------------------------|---|
| <b>Coalition pledges</b>        | P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.  |
| <b>Council outcomes</b>         | CO7 - Edinburgh draws new investment in development and regeneration.<br>CO8 - Edinburgh's economy creates and sustains job opportunities.<br>CO9 - Edinburgh residents are able to access job opportunities<br>CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives. |
| <b>Single Outcome Agreement</b> | SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.  |
| <b>Appendices</b>               | <ol style="list-style-type: none"><li>1. Plan of the parking places on Broughton Street.</li><li>2. Plan of the parking places on Rodney Street.</li><li>3. Plan of the parking places on Dean Haugh Street.</li></ol>  |

NOTES

APPENDIX 1



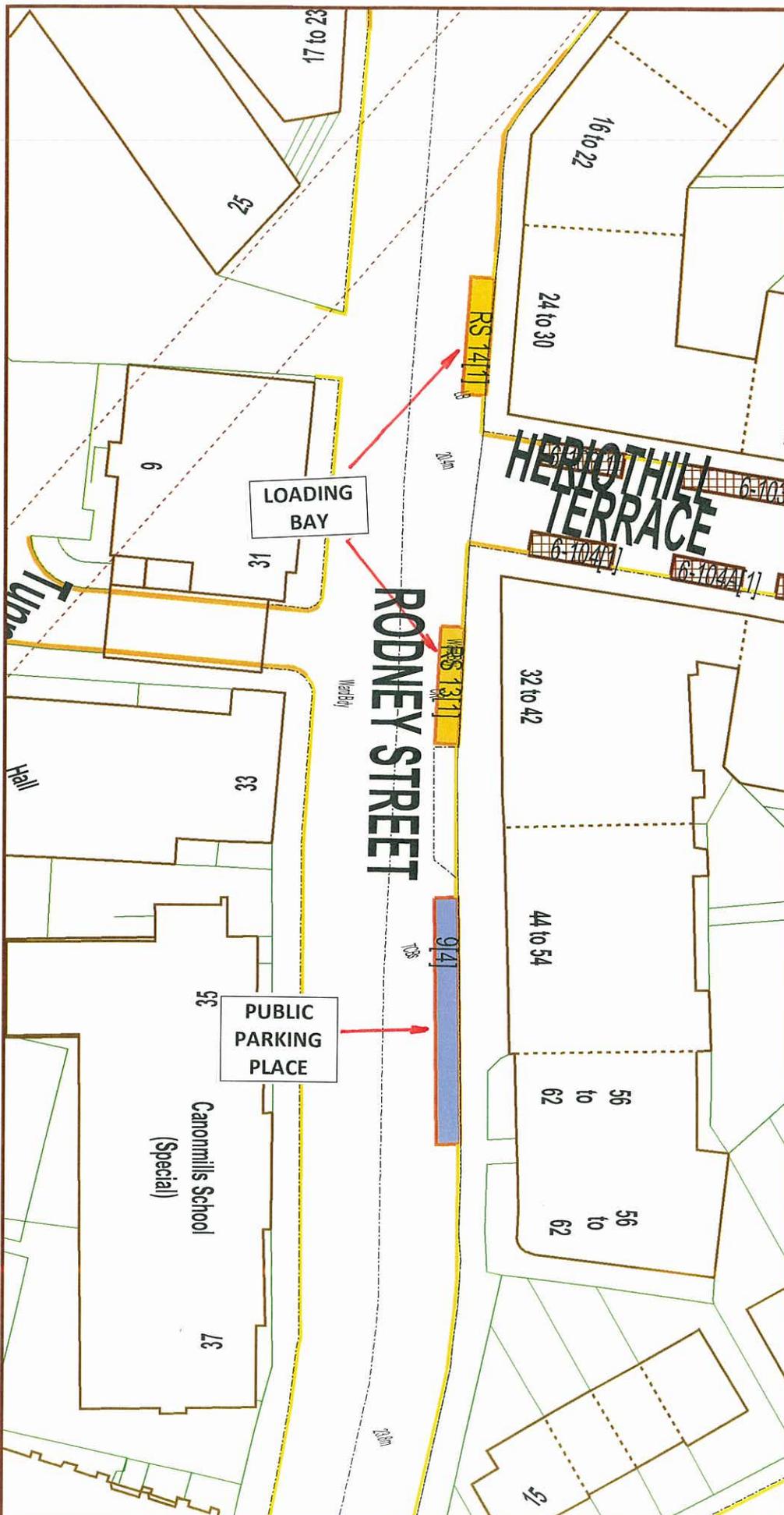
BROUGHTON STREET  
PARKING PLACES

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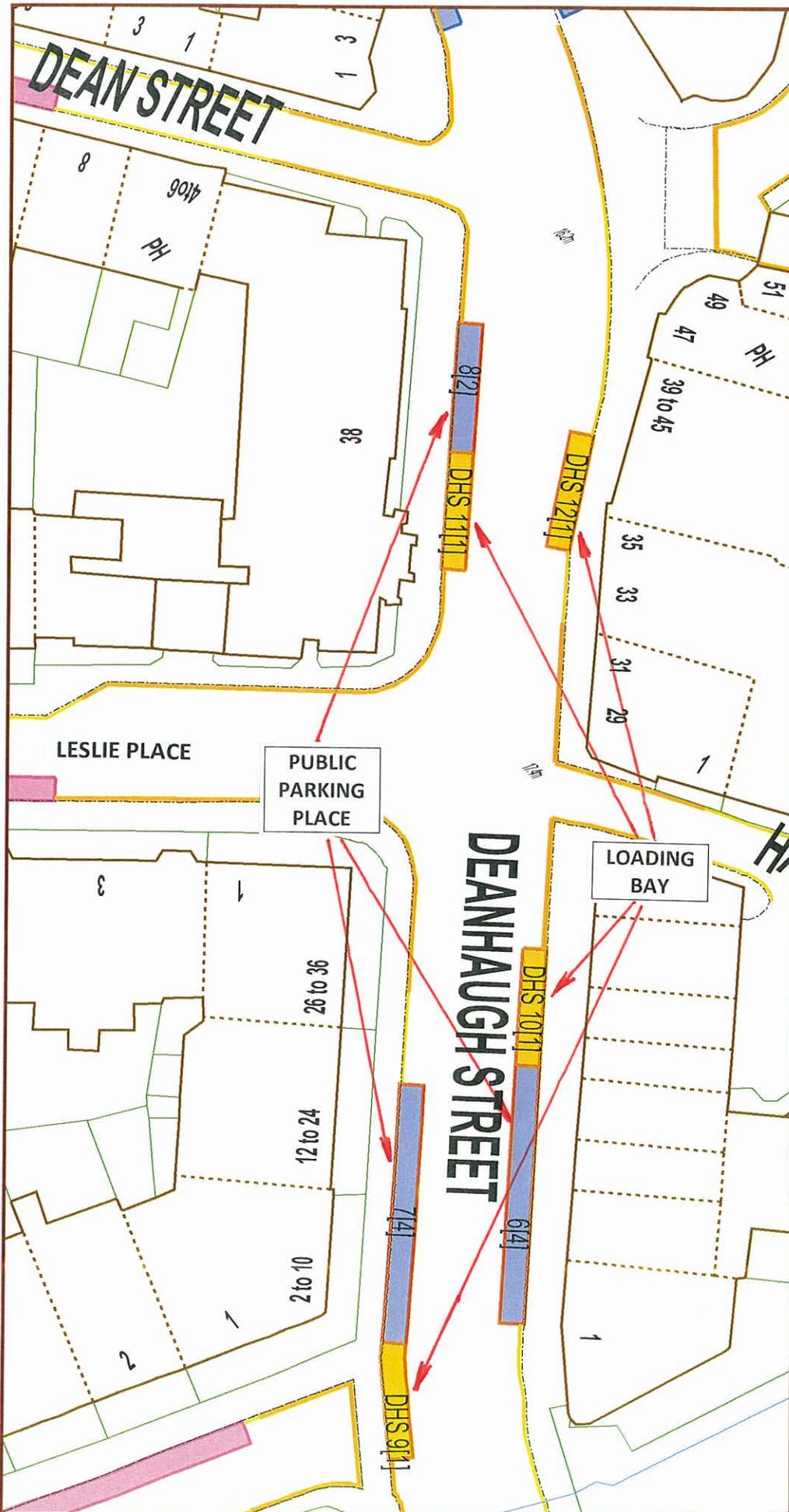
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