# Midlothian Parking Strategy
## October 2017

# Contents

# 1. Introduction

Midlothian

## Purpose of Strategy

The Midlothian Parking Strategy has been developed by Midlothian Council to provide a policy context for Parking related issues and to supplement the Midlothian Local Transport Strategy 2007-2010 (current at the time of writing) and to assist with the Council's application to Transport Scotland to assume powers in relation to Decriminalised Parking Enforcement.

In addition, this Parking Strategy builds upon the 2014 Midlothian Parking Standards document that provides policy and guidance on parking specific to Midlothian, taking in to account the councils urban and rural environments, road safety, and encourages sustainable/green modes of transport. The new strategy translates this policy into evidence-based issues and specific interventions that will be delivered across the towns and villages of Midlothian., influenced by parking surveys that were carried out in each local area.

The development of this strategy has been informed by analysis of parking data collected in May 2016, site visits, consultation with traders in our largest settlements, secondary data analysis and a review of relevant literature. It has also been closely guided by a Midlothian Council Steering Group.

## Overview of Strategy

The strategy first sets out a summary of the known parking problems and issues across our towns and villages in the following chapter. This is followed by our identified objectives, which the strategy seeks to deliver. We then set out the parking Policy to be applied by the Council followed by the interventions that will be taken forward in each of our settlements. Finally, a Delivery Plan is provided that outlines timescales for implementation.
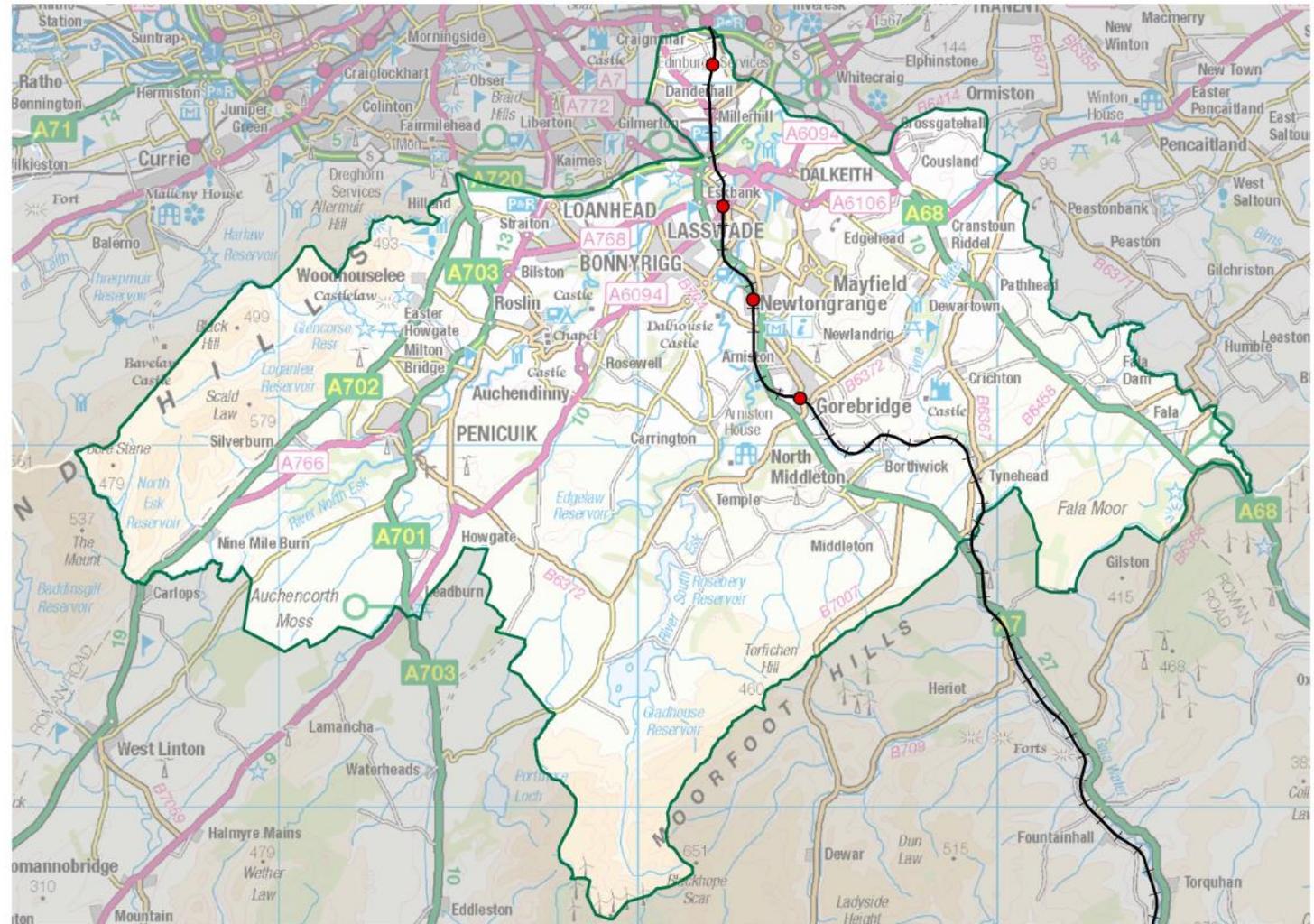
# Context

## Planning Hierarchy

The strategy has been developed within the context of the Local Transport Strategy and also forms part of a strategic planning hierarchy set at national, regional and local level. In particular, the Parking Strategy has been developed to maintain consistency with South East Scotland Regional Transport Partnership's (SEStran) Parking Management Strategy.

This document states:

*"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.*

*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."*

The SEStran Regional Transport Strategy contains two relevant policies within which parking should be considered:

- **Policy 10** Town and city centre parking provision (including areas on the edge of centres) will favour shoppers, essential business users and residents. Commuter parking in town or city centres will be discouraged with decriminalised parking control where viable and the provision of Park and Ride (see the SEStran Park and Ride Strategy)

- **Policy 11** The efficient use of parking provision at major employment and essential service centres out with town and city centres (e.g. hospitals, areas around business parks) will be supported. This will be in line with the SEStran Parking Management Strategy.

## Appraisal & Policy Setting

The development of the strategy has been undertaken in a manner consistent with the principles set out in the Scottish Transport Appraisal Guidance (STAG) - the Scottish Government's best practice advice in the development and appraisal of transport projects and strategies.

The Policies that are developed are formulated by an evidence led approach and recent surveys of the local area that identify key patterns of parking behaviour such as, capacity, duration of stay, occupancy of car park across standard weekdays and on a Saturday.
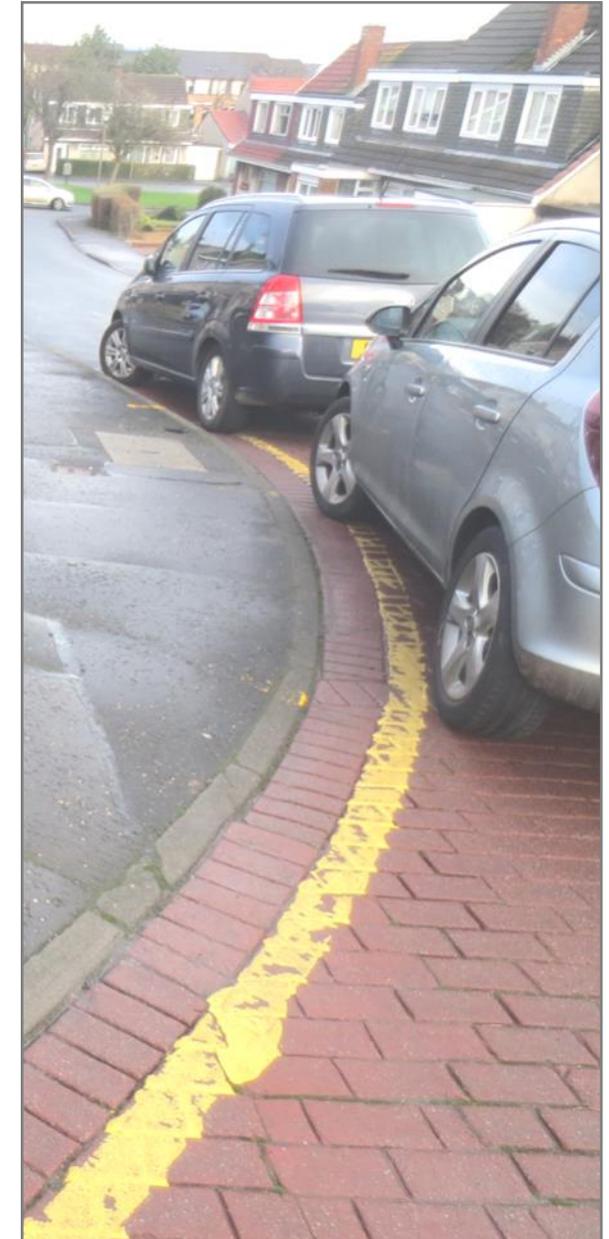
The provision and management of parking in Midlothian is largely the responsibility of Midlothian Council, supported by a range of stakeholders in supporting roles.

## On-Street Parking

On-street parking, waiting and loading restrictions (Traffic Regulation Orders) are implemented by Midlothian Council and a breach of on-street parking restrictions is currently a criminal offence, enforced by Police Scotland. However, the Police effectively ceased operation of their Traffic Warden Service from February 2014 and, while enforcement remains their responsibility, they typically only act in respect of dangerous or obstructive parking infringements.

Any local authority may apply to the Scottish Ministers for orders decriminalising certain parking offences within their area and many have, including the City of Edinburgh Council. Midlothian Council is currently in the process of applying to the Scottish Government to assume powers to decriminalise the enforcement of parking restrictions. This is known as Decriminalised Parking Enforcement (DPE) and should the Council be successful in enacting these powers in Midlothian, parking offences would revert from being a criminal offence to become a civil offence, allowing the Council to take over the responsibility for enforcing parking restrictions from Police Scotland. Without going through this formal process, enforcement of parking in the area would no longer exist, leading to a number of problems and difficulties outlined later in this Strategy.

## Off-Street Parking

Midlothian Council provides a number of off-street car parks which are available for public use. All of these are free to use apart from North Wynd and St. Andrew Street in Dalkeith which are free to use for the first hour, providing a valid ticket is displayed with charges being applied for stays over an hour. At both of these locations the ticketing system is controlled by car park operator CP Plus.

Alongside the public car parks there are off-street car parks provided by private companies e.g. supermarkets. These are either owned and used by private organisations, and used as staff car parks, or are attached to shops and services like supermarkets and are for use by their customers.

## Bus Based Park and Ride

Further parking facilities for bus based park and ride are provided by Midlothian Council at Sheriffhall (561 spaces) and City of Edinburgh Council at Straiton (600 spaces).

## Rail Based Park and Ride

Park and Ride is generally seen as a positive measure and is becoming increasingly important in respect of managing road space and encouraging modal shift.

The Borders Railway reopened in 2016 and currently rail based park and ride is provided on this line, at the following locations in Midlothian:

- Gorebridge       73 spaces (no charge) + 20 cycle spaces
- Newtongrange       56 spaces (no charge) + 20 cycle spaces
- Eskbank       248 spaces (no charge) + 30 cycle spaces
- Shawfair       59 spaces (no charge) + 20 cycle spaces

## Residents Parking Permit Schemes

The implementation of residents parking permit schemes is the responsibility of Midlothian Council, although there are currently none in place. They could be considered in future years subject to detailed assessment, although recent consultations failed to demonstrate an appetite in Dalkeith (the town with the most parking issues). At the time of writing, only a few requests for residential parking permits have been received in Penicuik, with none from any other settlements.

## Blue Badge Scheme

Midlothian Council administers the Blue Badge Scheme in its area which provides a national arrangement of parking concessions for:

- people with severe walking difficulties;
- registered blind;
- people with very severe upper limb disabilities who are unable to turn by hand the steering wheel, even if that wheel is fitted with a turning knob; and
- people who travel either as drivers , or passengers.

The badge holder is permitted to park in areas normally subject to restrictions and this benefits those who are mobility impaired and unable to walk great distances.

Midlothian has around 1000 disabled bays both on and off-street.

## Parking in New Developments

The Council is responsible for setting relevant parking standards for new developments in line with local development guidelines and in accordance with national and regional policy, such as Designing Street and the National Roads Development Guide.

## Parking at Schools

Midlothian Council is responsible for introducing parking restrictions around schools and these are typically in the form of double yellow lines (TROs) and School Keep Clear markings. It is currently the responsibility of the Police to enforce these as well as parking on pedestrian crossing zig zags, which are often located close to schools. As a result of DPE the Council will assume the power to enforce on streets around schools.

## Industrial Estates / Business Parks

As well as introducing Traffic Regulation Orders to control the right of passage and safety on public roads within or close to industrial estates and business parks, Midlothian Council can influence new industrial activities and encourage employers to prepare staff travel plans to reduce the impact on public roads. Staff travel plans can reduce the pressure for on-street parking and create more space for customer or suppliers to use.

## Retail Parks

While the car parks for retail unit are generally privately maintained and operated the Council have control over the access roads that lead to the car parks and responsibility for managing them. This has to be done effectively so as to ensure that safe access and egress can be achieved.

## Importance of Parking Management

In September 2007, South East Scotland Transport Partnership (SEStran) produced a parking management strategy that gives general guidance to its constituent authorities, of which Midlothian is one, 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.

The SEStran Parking Management Strategy was produced and notes that:

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.

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.

## Economic Impact of Parking Control

The control of the availability of parking places for different kinds of user is important for the economic wellbeing of town centres in the SEStran area. It is generally accepted that the economic vitality of a town centre is helped by the availability of short-stay parking spaces for business, delivery and shopping use and that long stay commuter parking should be relocated or limited to actively promote more sustainable travel choices. In 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.

## Considerations

The Strategy outlines considerations, and measures for tackling, the following:

- Supply is less / greater than demand

- Long stay commuter parking detrimentally impacts shops and businesses

- Lack of control over private car parks

- Long stay parking overspills into residential areas

- Park and Ride located within a town centre

- Location and quality of car parks

- Resistance to introduction of parking charges

- Lack of private residential provision

- Confusing and inconsistent restrictions/signs

- Inappropriate and illegal parking

## Hierarchical Approach

The Strategy suggests that a consistent approach across the region 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.

It advocates a simple three tier hierarchy of parking demand, and hence the degree of parking management required, based on the size of each town/settlement.

It should be noted that, as of the time of writing, Midlothian Council has negotiated to retain a Traffic Warden until the end of March 2017, after which there would be no enforcement resource available.

# 2. Existing Situation, Future Growth & Key Parking Issues

# Area Overview

The figure opposite shows the different areas referred to in this Strategy and these are based on National Records of Scotland 2011 intermediate zones.

This gives full coverage of the County and allows the different characteristics of each area to be reported on.
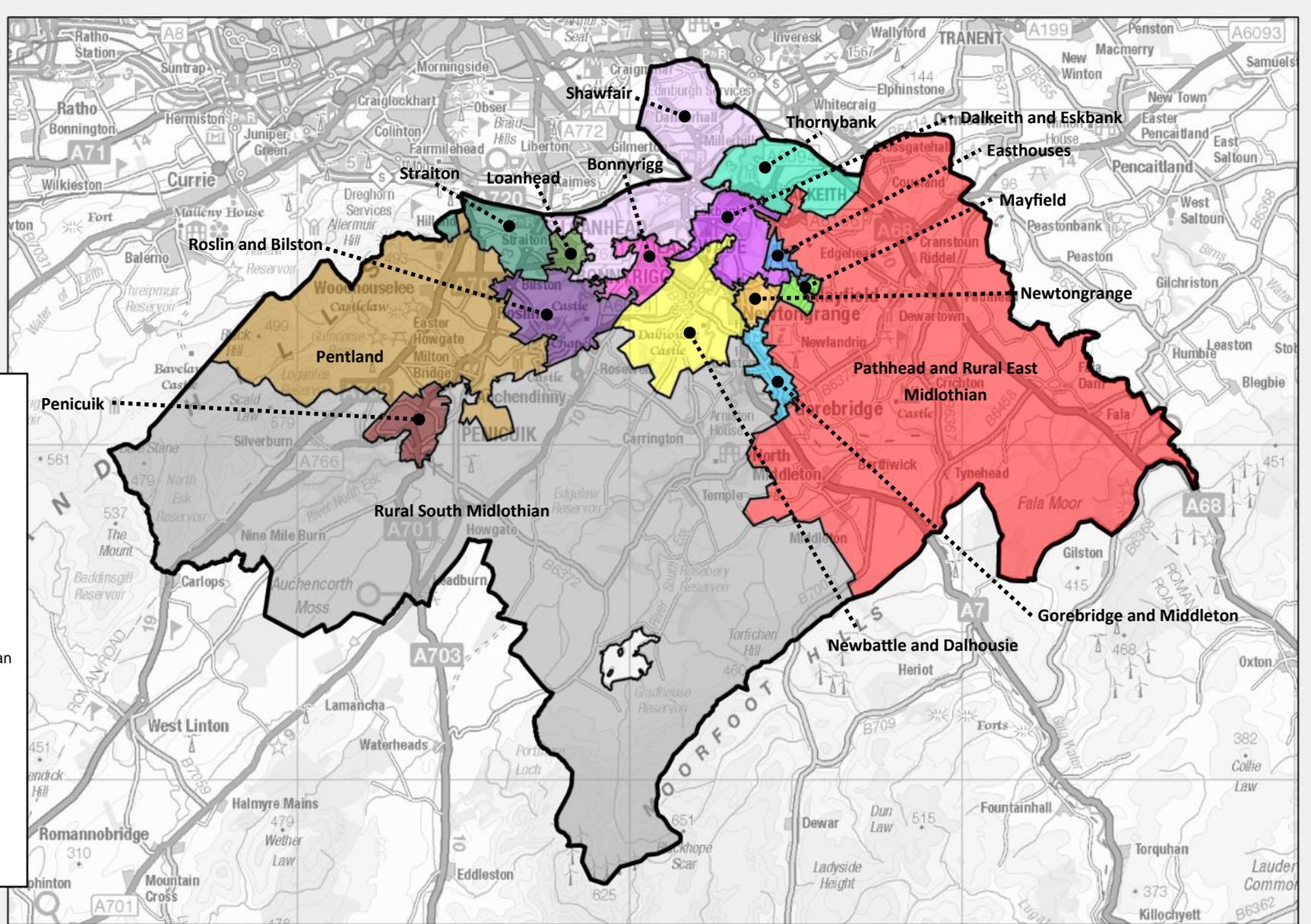


**Area**
- Bonnyrigg
- Dalkeith / Eskbank
- Easthouses
- Gorebridge and Middleton
- Loanhead
- Mayfield
- Newbattle and Dalhousie
- Newtongrange
- Pathhead and Rural East Midlothian
- Penicuik
- Pentland
- Roslin and Bilston
- Rural South Midlothian
- Shawfair
- Straiton
- Thornybank

Midlothian

## Introduction

This chapter provides a summary of future parking provision as well as the likely problems, pressures and issues in the towns and villages across Midlothian. All of the major towns are experiencing growth and are subject to significant development pressures, which will undoubtedly impact upon the demand for parking in the town centres.

## Demographics and Car Ownership

2011 census data shows that Midlothian has a higher percentage of car ownership, a higher population density per square kilometre and a higher average population per household than the SEStran and Scottish averages.
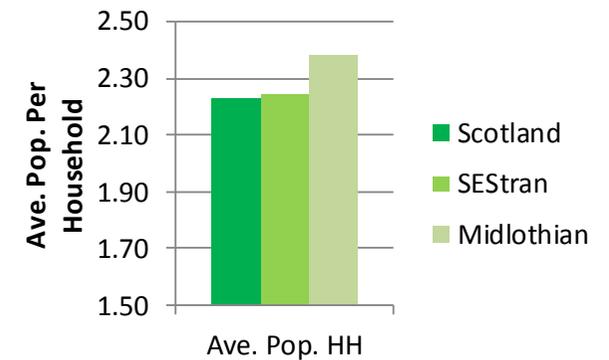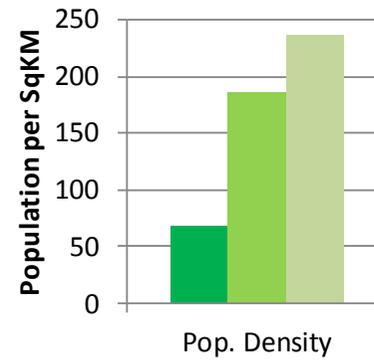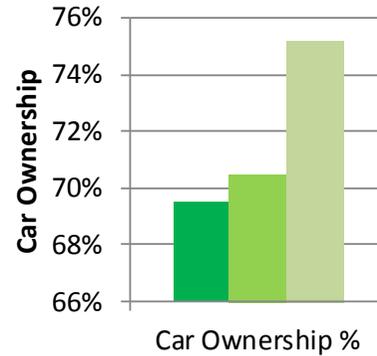
## Travel to Work

The 2011 census data shows the following:

- the proportion of people driving to work in Midlothian (58%) is higher that the Scottish average (56%) but lower than the SEStran average (60%).

- Compared to Scotland and SEStran, Midlothian has a lower percentage of people working from home (9%)

- It also has a lower percentage of people walking to work (6%).

- It has a high percentage of people using the bus network (18%) compared to other areas, although people choosing to travel by train to travel to work is currently very low (0%), although as the census was undertaken in 2011, prior to the re-opening of the Borders Railway, it will not fully reflect emerging travel patterns.

# Car Ownership by Midlothian Area
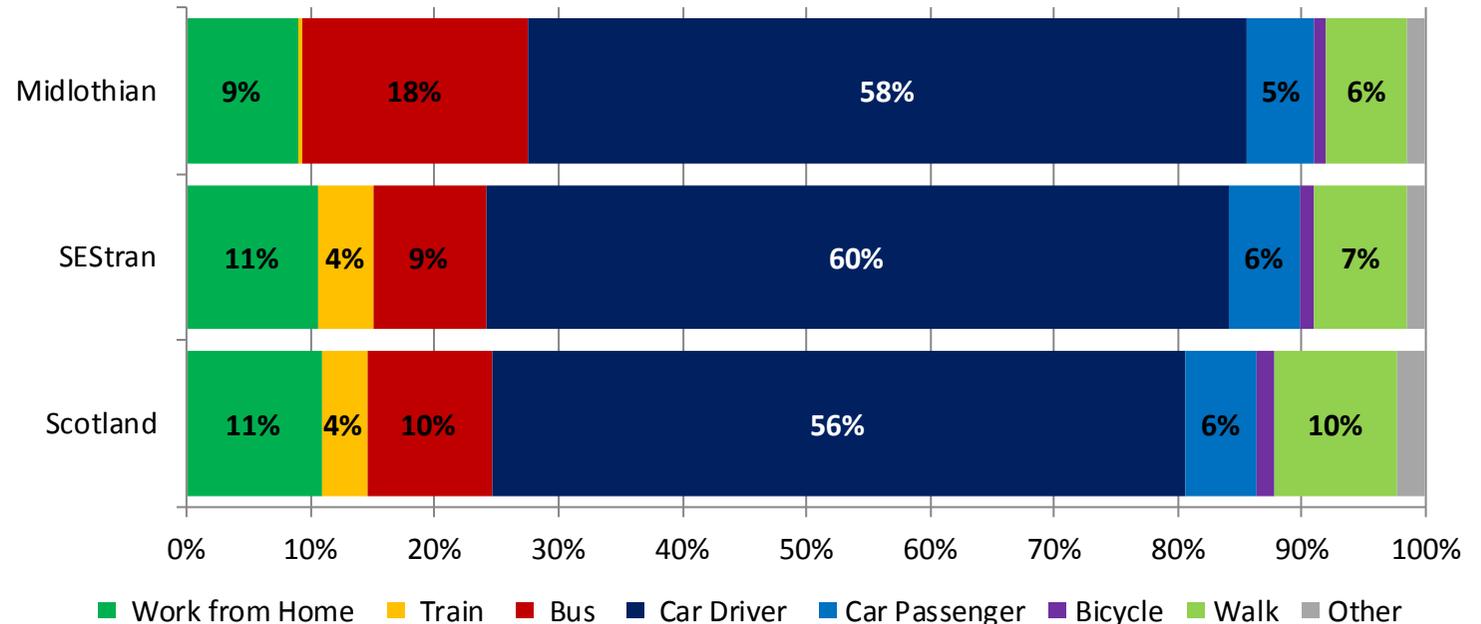
## Car Ownership

As with most areas, car ownership varies from urban to rural, with households in outlying areas likely to own more cars; a reflection of their reliance on this mode of travel due to a lack of viable alternatives.

In the more urban areas car ownership is lower; influenced by density of population, competition of land for uses other than parking and increased alternative travel options that are far more accessible.



**Legend:**
- HH with Car
- HH without Car

**Total Cars**
- Less than 1,500
- 1,500 to 2,500
- 2,500 to 3,500
- 3,500 to 5,000
- More than 5,000
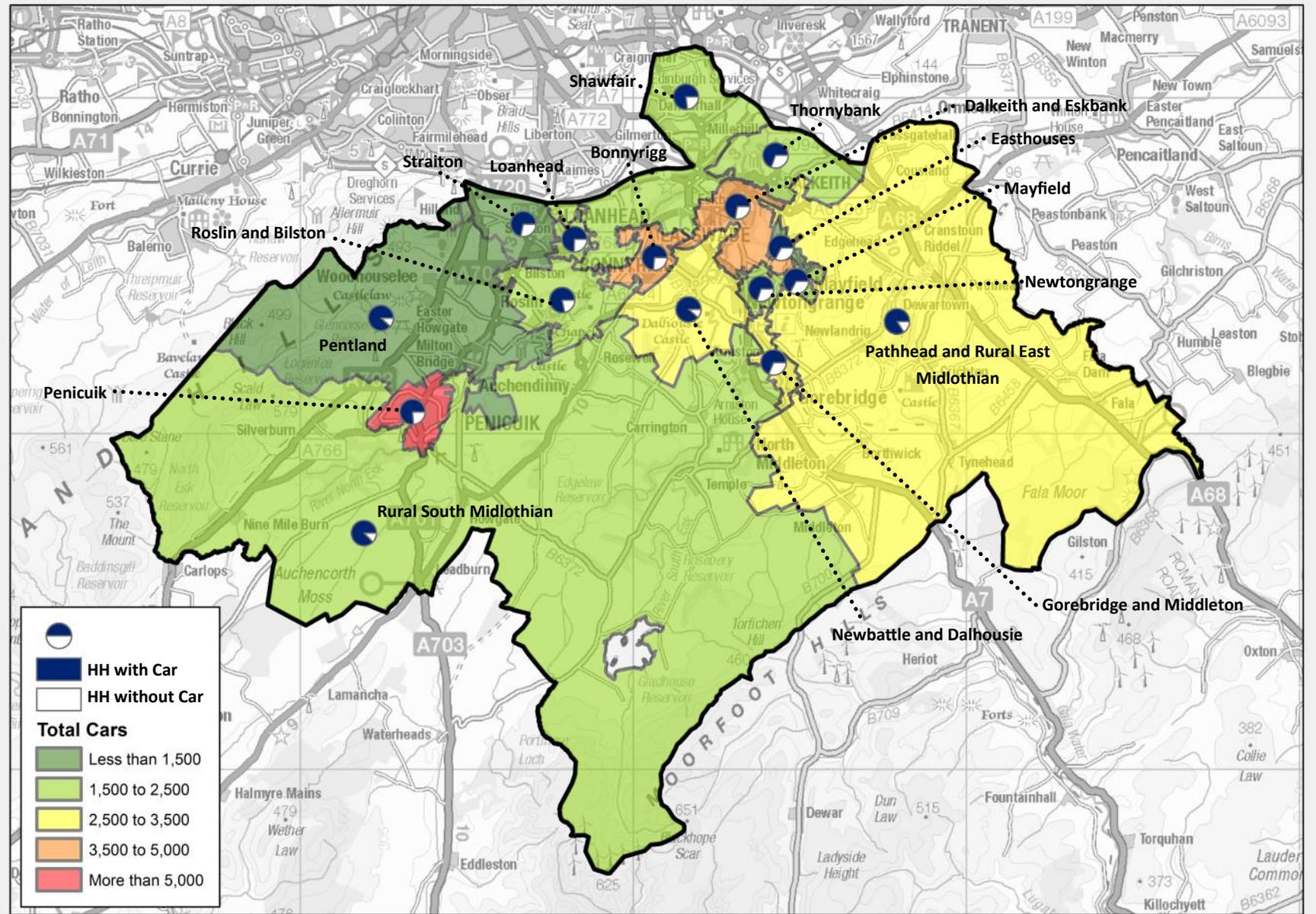
## Growth

As well as considering the existing situation, it is important to consider likely future changes and demands within Midlothian. All of the major towns in the Council area are growing and are subject to significant development pressures, which will undoubtedly impact upon the demand for parking in town centres and put pressure on the supply/availability of parking spaces.

## Planning: Strategic Development Plan

The current development plans for Midlothian consists of the Strategic Development Plan (SDP) for South East Scotland (approved June 2013) and the Midlothian Local Plan (adopted December 2008). The Midlothian Local Plan (2008) will remain in force until replaced by the Midlothian Local Development Plan.

The SDP outlines that development within Midlothian will be focused on the A7 / A68 / Borders Rail and A701 Corridors. There are substantial committed housing (around 7,500 new homes, 5,900 within the A7 / A68 / Border Rail Corridor and 1,600 within the A701 Corridor) and economic development proposals representing very significant growth.

It is the role of the SDP to provide the framework for the six LDPs in the SESplan area to allocate sufficient land for housing development and to ensure that the area's overall assessed housing requirements for the periods 2009 to 2019 and 2019 to 2024 can be met, by new house completions. Most of the new houses required are expected to be built on land which is already committed for housing development, either because it is already allocated for that purpose in the existing local plans, or because planning permission has already been granted. The scale of the potential contribution which might be secured from sites currently committed for housing development in Midlothian is 10,200 houses. However it is known that a significant proportion of these potential house completions will not be delivered before 2024, and that some of the sites will not be completed until after 2032, or may not prove to be deliverable at all.

## Transport: Local Transport Strategy 2007-2010

The Midlothian Local Transport Strategy (LTS) 2007-2010, which has not been updated since and is therefore still the current relevant Strategy, outlines that there are growing traffic congestion problems in Midlothian and there is potential for this to ultimately damage the local economy and the environment. The significant volume of planned new development will only add to this problem in the future, if steps are not taken to encourage travel by other more sustainable forms of transport.

It also states that the use of town centre car parks as informal long-stay park and ride facilities for 'journey to work' trips also causes a problem and is resulting in a shortage of availability for short-term parking spaces. This, in turn, is leading to a lack of parking spaces for local shoppers who are travelling elsewhere to shop, with a detrimental effect on the viability of town centre economies.



| KEY | |
|---|---|
| | COMMITTED HOUSING |
| | PROPOSED EMPLOYMENT LAND |
| | GREEN BELT |
| | SESPLAN BOUNDARY |
| | PRINCIPAL RAIL ROUTES |
| | PRINCIPAL ROAD ROUTES |
| | PROPOSED RAIL ROUTES |
| | ORBITAL BUS ROUTE |
| | STRATEGIC DEVELOPMENT AREA |
| | EASTER LANGLEE (WASTE TREATMENT) |
| | BUSH ESTATE MIDLOTHIAN CAMPUS |

**(9) A7/ A68 / BORDERS RAIL CORRIDOR (MIDLOTHIAN)**

| 5900 units | 10 ha |
|---|---|

**(10) A701 CORRIDOR (MIDLOTHIAN)**

| 1600 units | 15 ha |
|---|---|
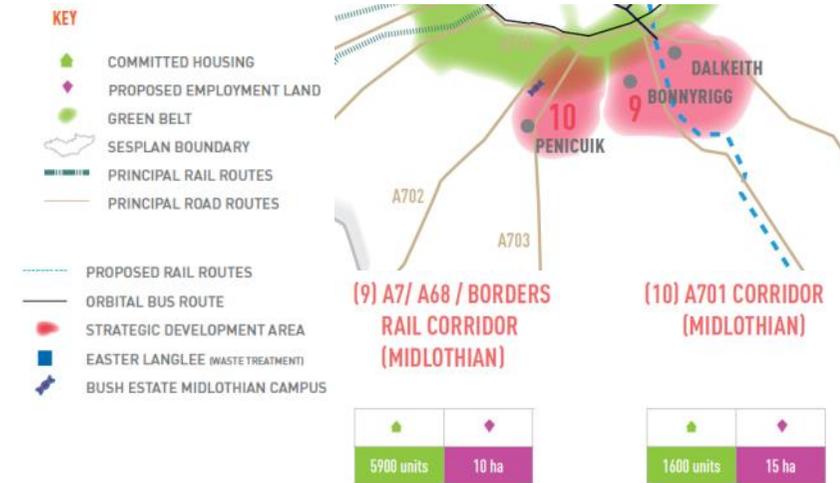
## Local Transport Strategy Objectives

1. To **widen travel choices** and make travel by more sustainable modes of transport more attractive than the private car, particularly at peak times.

2. To **protect the health** of the population.

3. To r**educe**, and where possible, mitigate **the effects of the transport system on the built and natural environment.**

4. To **reduce the number of casualties** involving death and serious injury and ensure that the design of the transport system improves personal safety and minimises crime.

5. To **stabilise traffic growth** in line with national targets and secure more reliable journey times by all modes.

6. To **ensure that transport networks are managed, maintained and improved** so as to provide the quality of infrastructure that will meet the needs of all users.

7. To **improve integration** between all modes of transport.

8. To **enhance connections** between areas within Midlothian and provide improved links to the rest of Scotland and beyond.

9. To **reduce social exclusion** by improving accessibility to jobs, education and services for all and by all modes of transport.

## Population Growth

It is expected that the total population of Midlothian will rise from around 80,000 people in 2007 to around 100,000 by 2035. This rise follows a decade of stagnation between 1997 and 2007 and will undoubtedly out pressure on all existing centres and transport networks.

In order to accommodate this level of growth a number of large scale release sites are planned—one of these areas is located at Shawfair.

## Shawfair

One example of the scale of future growth is demonstrated at Shawfair where a major new development is expected to deliver thousands of homes and community facilities over the next twenty years.

Once complete, it will be  largest urban expansion project in Edinburgh and Midlothian comprising up to 4,000 homes alongside other proposed amenities such as new schools, shopping, health and leisure facilities and community spaces.

The development, which is already underway, will take around 20 years to complete with the first phase of housing development to build 170 homes at the Millerhill site to the south-east side of Shawfair is expected to be available from late 2016.

On land adjacent to Shawfair, house-building is expected to start at Danderhall South near to the existing Danderhall community in early 2017. This site will contain around 440 houses, to be built over the next five years from 2016.

## Parking Standards

As previously explained, the document 'Midlothian Council Parking Standards' details the number of parking spaces to be provided as part of any new development. The population increase outlined above will require additional homes to be constructed and the parking standards document dictates how many new parking spaces will be provided.

The 20% to 25% increase in population in the period 1997 to 2032 will result in a similar increase in parking provision over the same timeframe.



**Midlothian Population Growth; Past and Projected**
Source: Experian
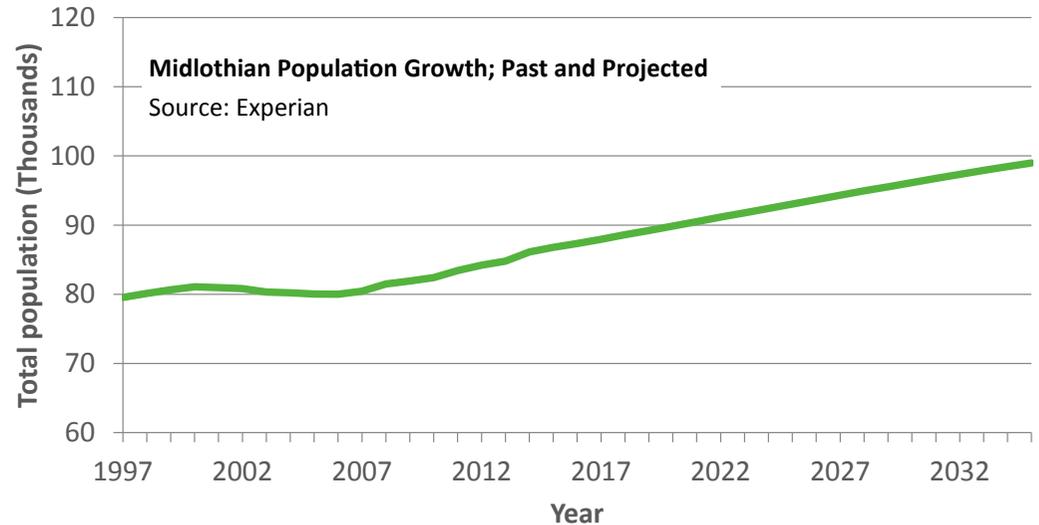
**Table 1: SESplan housing land requirements for Midlothian**

| Strategic Development Area | Housing Units (2009 - 2019) | Housing Units (2019 - 2024) |
|---|---|---|
| SE Edinburgh (Shawfair part) | 100 | 350 |
| A7/ A68/ Borders Rail Corridor | 350 | 900 |
| A701 Corridor | 250 | 500 |
| **MIDLOTHIAN TOTAL** | **700** | **1,750** |

## Main Town Centres and Bus Based Park & Ride

As the majority of parking provided by Midlothian Council is free and there are no time restrictions in any of the Council owned car parks, the town centres are often used as informal park & ride sites by commuters utilising good bus links from the adjacent town centres (especially Dalkeith, Loanhead and Bonnyrigg) into Edinburgh and by people working in Midlothian who are able to park for free all day, preventing turnover.

People wishing to use the local shops therefore often find it difficult to find available short-stay parking spaces within the town centres. This pattern is having a detrimental effect on the viability of local shops and on the local economy and this was highlighted by business representatives during the consultation process.

In the main town centres, such as Bonnyrigg, Dalkeith, Loanhead and Penicuik, there are typically the following key difficulties:

- there is a high incidence of long-stay car parking throughout the day on weekdays;

- there is no differentiation between short and long stay car parks; and

- there is significant unrestricted on-street parking within the town centres as well as extensive illegal parking which increases traffic congestion and reduces road safety.

However, in general, there is a plentiful supply of parking provision in town centres and the issue requiring resolution is not so much the lack of spaces, but the way in which they are managed and used.

That said, the extension of parking zones in Edinburgh may become an issue for Midlothian residents who currently use informal park & ride methods to get to work.

Parking is a huge issue for retailers in Dalkeith and Penicuik town centres as many currently use the free parking as informal park & ride sites. This is resulting in a lack of short-term parking for shopping trips.

## Parking at Schools

Parking on roads surrounding schools is a common problem at both primary and secondary schools within Midlothian. There are many examples of inappropriate and selfish parking taking place in close proximity to school gates. Measures to manage the roads surrounding schools will always ensure that safety is the primary consideration. Traditionally, the School Keep Clear markings have been an advisory road marking that were laid expecting to discourage inappropriate parking.

It should be noted that parking demand surrounding schools is condensed into very short periods of the day and is often worse in the morning, as pressure of time and available road space contribute to poor driver choices and behaviour. In the afternoons, it is becoming more common for parents/relatives to arrive earlier at the school gates to pick up their children which results in drivers protecting road space for longer periods of time.

## Industrial Estates / Business Parks

Parking in industrial estates can often be problematic with a large number of employees choosing to travel by private car and then parking on surrounding surface streets. Insufficient parking at their destination will often put a pressure on surrounding roads which can then subsequently affect the free movement of vehicles, especially larger vehicles that deliver and uplift to commercial premises and be detrimental for customers.

## Retail Parks

Whilst retail parks are largely based in out of town locations they inherently encourage trips by private car. There are many examples of these in the Edinburgh conurbation and arguably Straiton in Midlothian is an example of a retail park that has proven to be very popular for car based shopping journeys.

Sometimes cars parking to access these locations will overspill onto surrounding streets impacting on the operation of the network and causing congestion and safety concerns.

## Overview

The town of Bonnyrigg, which was a mining village until the 1920s, lies on the B704 (High Street)/(Dundas Street) and the A6094 (Polton Street)/(Lothian Street) which cross at Bonnyrigg Toll. The town centre mostly dates from the 19th century, though buildings at the main crossroads were rebuilt in the 1960s. In 2006, Bonnyrigg town centre benefited from £1.5m of environmental improvements including the installation of natural stone paving, new street lighting and furniture.

Although outwith the Bonnyrigg area, Eskbank station is only one mile away and has re-connected Bonnyrigg to the national rail network.

## Key Parking Issues

- Significant proportion of vehicles park for longer than 2 hours at Campview, High Street, Library and Scotmid car parks.

- Around a third (32%) of on-street parking is low turnover with vehicles staying for more than 3 hours.

- An element of on-street commuter parking in residential streets (Eskdale Drive, Moorfoot View and Waverly Crescent).

- On-street parking within the main retail / commercial parking area generally has a high turnover.

- Overspill illegal parking on double yellow lines from the Health Centre by staff and visitors.

- Parking on zig-zags and in bus stops close to local shops on Lothian Street near to Waverley Crescent.

- Non-delivery vehicles parking in loading bays

## Current On-street Waiting Restriction

- Some locations in the town centre where parking is prohibited during the day (typically between 9am-6pm Monday-Saturday or restricted to 45 minutes)

# Bonnyrigg - Demographics

Midlothian

**10,554** Population

**4,446** Current households
🏠 = 1,000 households

**2.4** Midlothian **38.4** Bonnyrigg — **275** hectares — Population Density
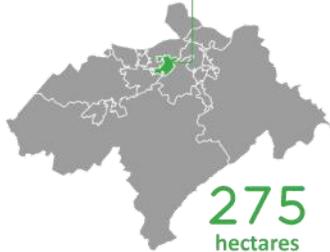
**9.0%** Midlothian **8.5%** Bonnyrigg — Work/study from home

**58.1%** Midlothian **57.2%** Bonnyrigg — Drive to work/study
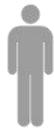
**2.38** Midlothian **2.37** Bonnyrigg — Average person per household

**1.14** Midlothian **1.11** Bonnyrigg — Average car per household
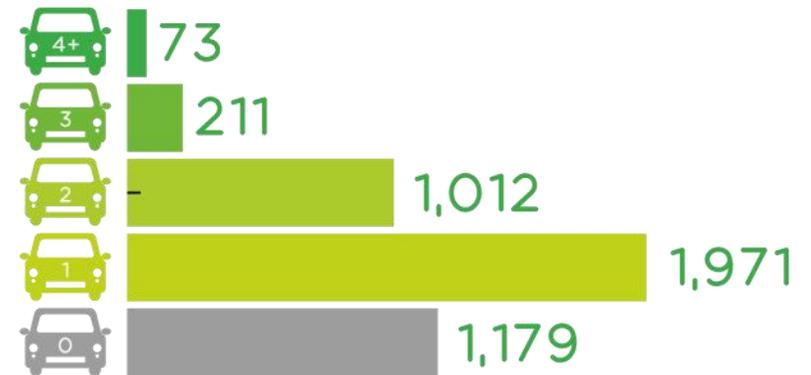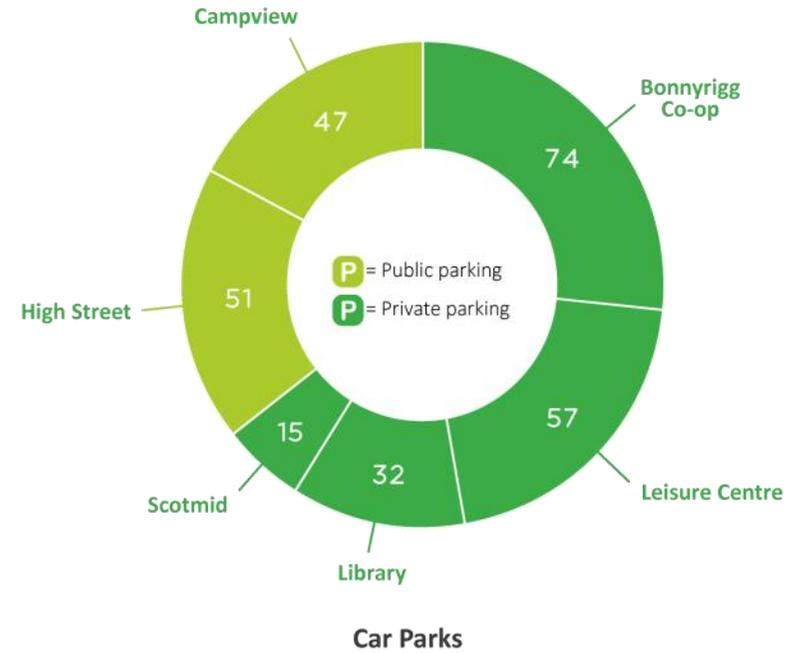
## Car Parks

Campview 47
Bonnyrigg Co-op 74
High Street 51
Leisure Centre 57
Scotmid 15
Library 32

P = Public parking
P = Private parking

## Car ownership (by household)

- 4+ : 73
- 3 : 211
- 2 : 1,012
- 1 : 1,971
- 0 : 1,179

peter brett

# Bonnyrigg - Parking Patterns

The top figure shows the capacity of off-street car parks as well as occupancy on the surveyed weekday. The bottom figure shows the average duration of stay in each off street car park, on the surveyed weekday.

## Off-Street Car Park Usage

Surveys of off-street car parks identified the following trends:

- A total of 276 off-street spaces were surveyed with the maximum observed occupancy 162 vehicles, 59% of capacity. This shows that there is significant parking capacity to meet demand in the area.

- Demand is highest in the Campview and High Street car parks, closest to the town centre. Although the average length of stay is between 3 and 4 hours, around 61% of vehicles at Campview and 48% at High Street stay for less than two hours and around 19 % and 22% respectively are assumed to be commuters who stay for more than 5.

- Larger car parks at the Leisure Centre and Co-op are significantly underutilised with occupants staying for much shorter periods, in both cases more than 90% of vehicles stay less than two hours.

- The Scotmid car park, although the smallest, has the highest proportion of long-stay parking suggesting it is being used by commuters or residents. Around one-third (36%) of vehicles arrive between 08:00 and 10:00 and stay for more than 5 hours.

## On-Street Parking

- Around two-thirds (67%) of vehicles parked on-street in Bonnyrigg stay for up to 2 hours with only a small proportion likely to be residents parked up all day (6% staying for more than 10 hours). Around 16% of vehicles park between 2 and 5 hours and 10% between 5 and 10 hours.

- The surveys found that only around 5% of vehicles parked at on-street locations are likely to be commuters; those assumed to arrive between the hours of 08:00 and 10:00 and stay for more than 5 hours.

- On-street locations where commuter parking occurs includes around the Health Centre, entrance and junction with High Street, around St Mary's Primary School, and on Waverley Crescent , potentially as a result of overspill parking from the cosmetic plant situated there.

- Around 10% of vehicles (97) parked on-street in illegal locations, predominantly double yellow lines, though the majority is for short periods only.

**Car Park Occupancy**
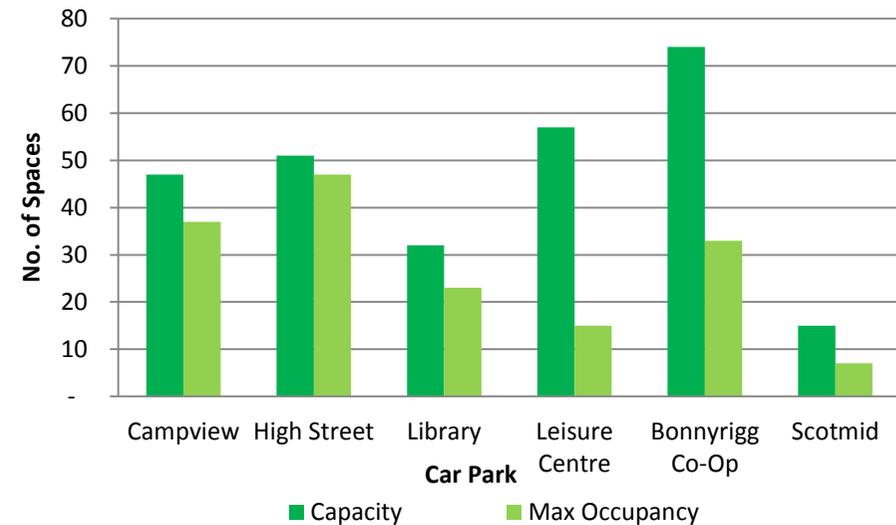


**Average Duration of Stay**
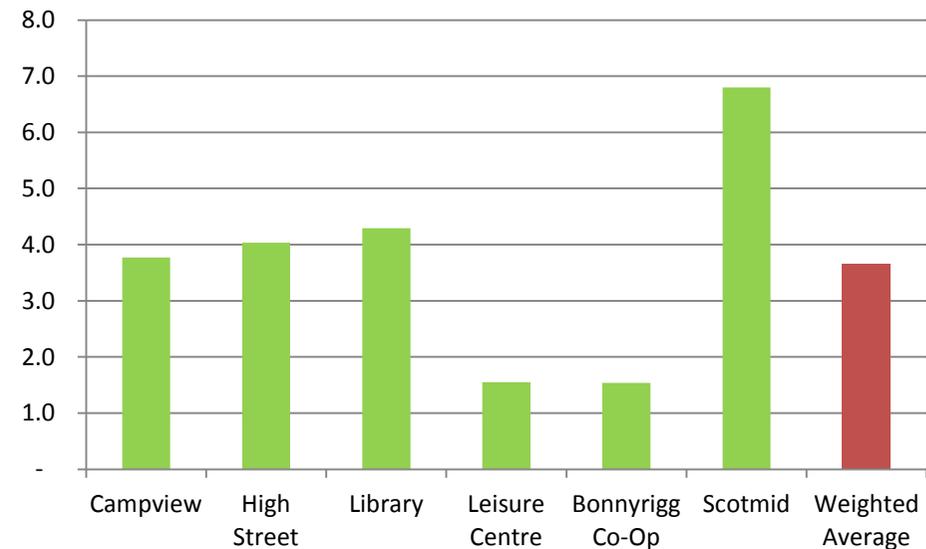
## Overview

Dalkeith is the main administrative centre for Midlothian and includes the area of Eskbank. Until the new A68 bypass was built in 2008, it passed through Dalkeith making it one of the main routes between Edinburgh and Jedburgh and across the border. The rebuilding of the northern section of the Waverley Railway line reconnected Dalkeith to the national rail network, via Eskbank station, after more than 40 years.

## Key Parking Issues

* Centralisation of council staff in the town centre has increased parking pressures (currently around 132 spaces for council staff across Midlothian House, Fairfield House, Golf Club and St Andrews Street).

* Use of the Morrison's car park for short stay parking by non-customers

* North Wynd and St. Andrews Street pay and display car parks are under-utilised. Since the North Wynd car was opened in 2011 motorist have parked in adjacent streets to avoid paying to park in the car park all day. Additional on-street restrictions have been introduced.

* Increased parking pressure on residential streets, such as Mitchell Street with some enquiries about making pay and display car parks free again or introducing a residents parking scheme.

* Parking around schools, such as King's Park Primary schools, causing operational and safety concerns.

## Current On-street Waiting Restrictions

* Some locations in the town centre where parking is prohibited during the day (typically between 8.30am - 6.00pm Monday to Saturday)

* Some locations in the town centre where the duration of parking is limited during the day (typically limited to up to one hour between 8.30am - 6.00pm Monday to Saturday)

Midlothian

**7,442**
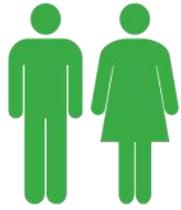
Population

**3,291**

= 1,000 households

Current households

**2.4** Midlothian

**14.5** Dalkeith/Eskbank
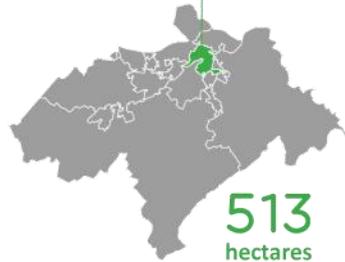
**513** hectares

Population Density

**9.0%** Midlothian

**8.5%** Dalkeith/Eskbank

Work/study from home

**58.1%** Midlothian

**55.1%** Dalkeith/Eskbank

Drive to work/study

**2.38** Midlothian

**2.26** Dalkeith/Eskbank

Average person per household

**1.14** Midlothian

**1.09** Dalkeith/Eskbank

Average car per household
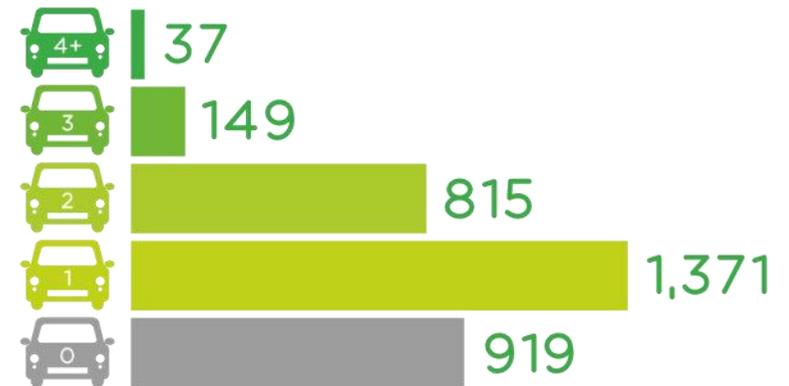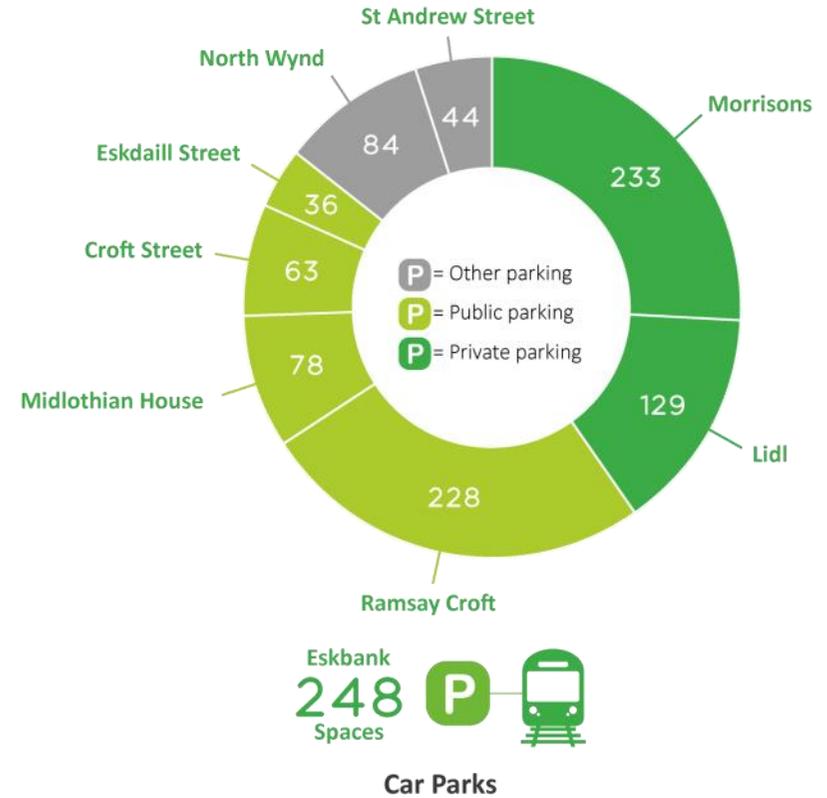
St Andrew Street 44
North Wynd 84
Eskdaill Street 36
Croft Street 63
Midlothian House 78
Ramsay Croft 228
Morrisons 233
Lidl 129

P = Other parking
P = Public parking
P = Private parking

**248** Spaces

Car Parks

Eskbank

4+ 37
3 149
2 815
1 1,371
0 919

Car ownership (by household)

peterbrett

# Dalkeith / Eskbank Parking Patterns

The top figure shows the capacity of off-street car parks as well as the occupancy on the surveyed weekday. The bottom figure shows the average duration of stay in each off-street car park on the surveyed weekday.

## Off-Street Car Park Usage

- A total of 895 off-street spaces were surveyed with the maximum observed occupancy of 664 vehicles, 74.2% of capacity. This shows that there is adequate parking capacity to meet demand in this area.

- Despite this, some car parks are under significant parking pressure with occupancy at, close to, or over capacity at some times during the day. Ramsey Croft car park is over capacity throughout the period 10:00 to 15:00 with Croft Street close to capacity (>90%) throughout most of the day.

- In both cases, a high proportion of vehicles park for periods of between 5 and 10 hours (Croft Street 38% and Ramsey Street 58%). It is assumed that a substantial number of users of these car parks are commuters, or employees working in Dalkeith town centre.

- Lidl and St. Andrew Street car parks have the shortest stays in duration. Around 99% of vehicles in the Lidl car park and 93% of vehicles in the St. Andrew Street car park stay for less than 2 hours.

- Morrison's car park is the largest car park in Dalkeith and one of the least utilised in Dalkeith reaching a maximum occupancy of 63.9%. Around 51% of vehicles in this car park stay for less than 2 hours.

## On-Street Parking

- Around three-fifths (60%) of vehicles parked on-street in Dalkeith stay for up to 2 hours with only a small proportion likely to be residents parked up all day (7% staying for more than 10 hours). Around 17% of vehicles park between 2 and 5 hours and 16% between 5 and 10 hours.

- It is estimated that there are 871 on-street parking spaces in Dalkeith, of which the maximum occupancy in any one period was 521 vehicles, roughly at 59.8%.

- The surveys found that around 9% of vehicles parked at on-street locations are likely to be commuters; those assumed to arrive between the hours of 08:00 and 10:00 and stay for more than 5 hours.

## Car Park Occupancy



## Average Duration of Stay

# Penicuik Parking Patterns
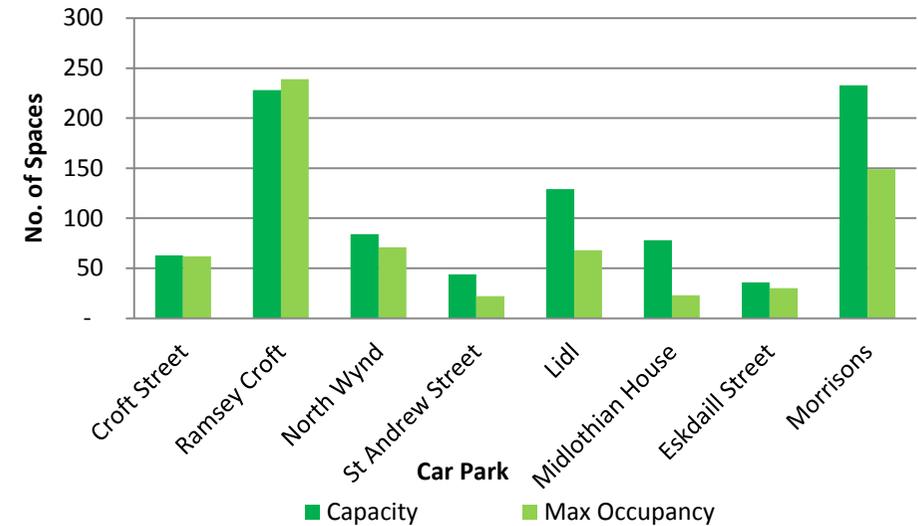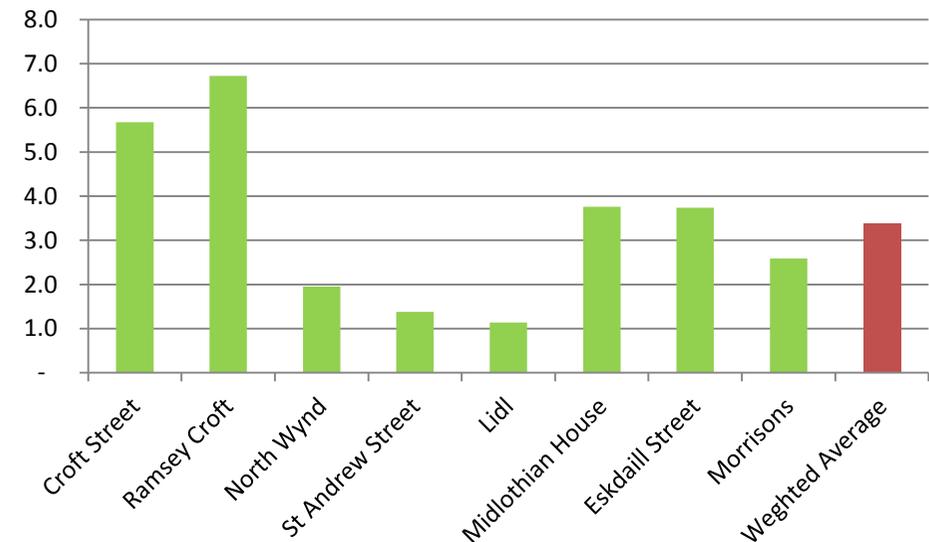
## Overview

Situated on the west bank of the River North Esk, Penicuik is the largest settlement in Midlothian and lies on the A701 midway between Edinburgh and Peebles. It provides a gateway to the attractions of Midlothian, Edinburgh and the Borders

The town was originally developed as a planned village in 1770 and became a burgh in 1867. It was well known for its paper mills, the last of which closed in 2004. The Penicuik Centre, which opened in April 2007, includes a 25m swimming pool, health and fitness suites and a public library .

## Key Parking Issues

- Significant proportion of vehicles parking long term in residential streets around Penicuik High School and Eastfield Industrial Estate.

- Around a quarter of parking in the Jackson Street car park is long-stay commuter (more than 5 hours).

- Some long-stay commuter parking over-spilling from John Street car park onto residential streets.

- Some long-stay commuter parking on strategic routes through the town.

- Some short-stay illegal parking on strategic routes impacting flow of vehicles and reducing capacity.

## Current On-street Waiting Restriction

- Some locations in the centre of Penicuik where parking is prohibited during the day (typically between 8.30am to 6pm Monday to Saturday).



John Street (51)

Jackson Street (35)

Precinct (97)

# Penicuik Demographics
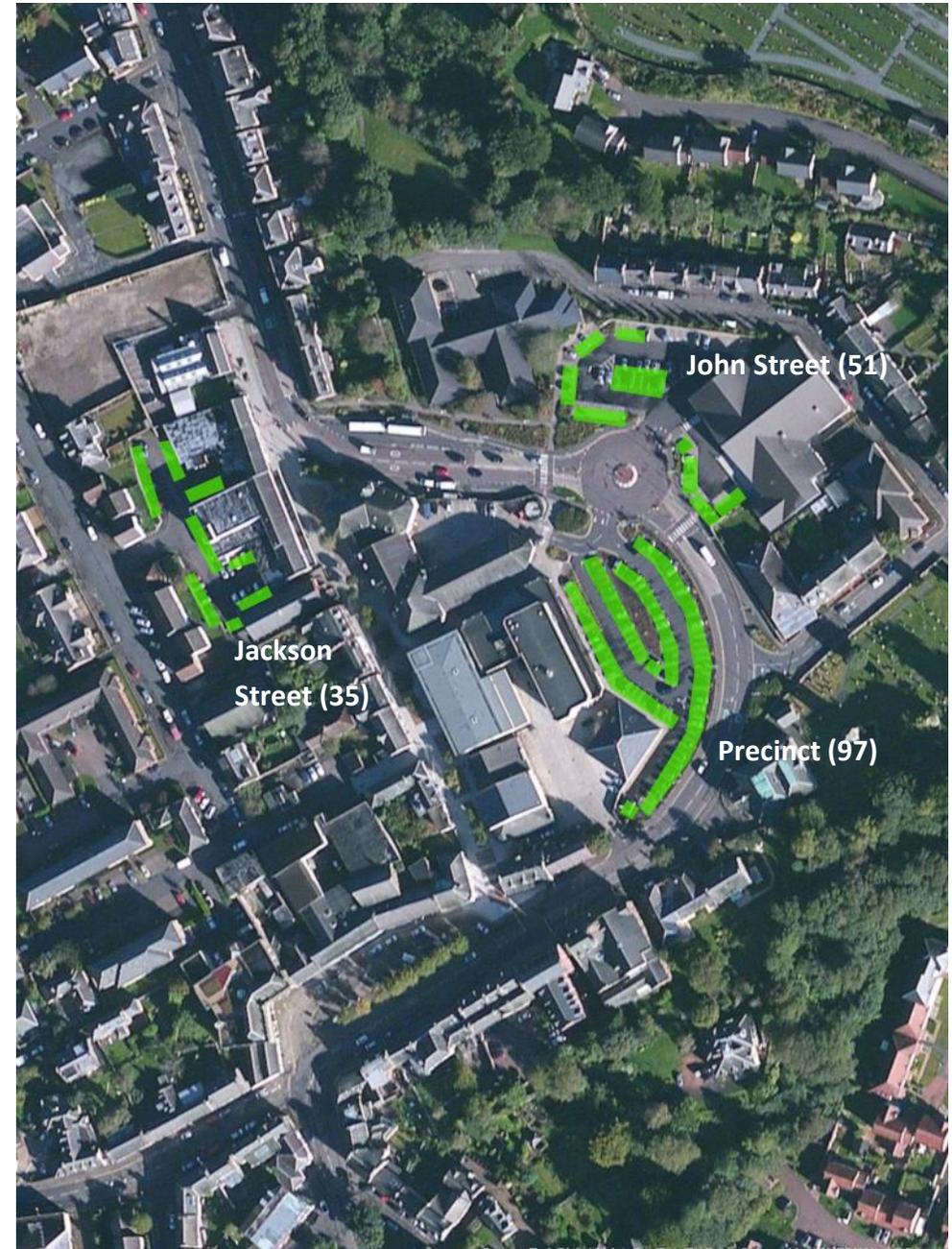
**14,010**
Population

**5,942**
Current households
🏠 = 1,000 households

**2.4** Midlothian — **42.3** Penicuik
**331** hectares
Population Density
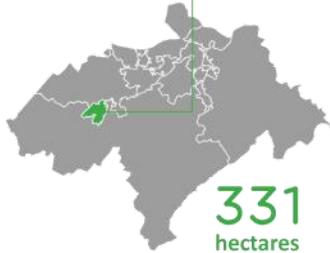
**9.0%** Midlothian — **8.1%** Penicuik
Work/study from home

**58.1%** Midlothian — **59.2%** Penicuik
Drive to work/study

**2.38** Midlothian — **2.35** Penicuik
Average person per household

**1.14** Midlothian — **1.15** Penicuik
Average car per household
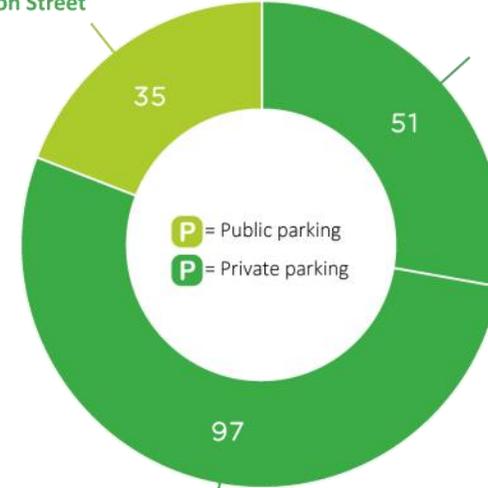
## Car Parks

Jackson Street — 35
John Street — 51
Precinct — 97

P = Public parking
P = Private parking

## Car ownership (by household)

- 4+ : 91
- 3 : 280
- 2 : 1,472
- 1 : 2,677
- 0 : 1,422

pba peterbrett

# Penicuik Parking Patterns
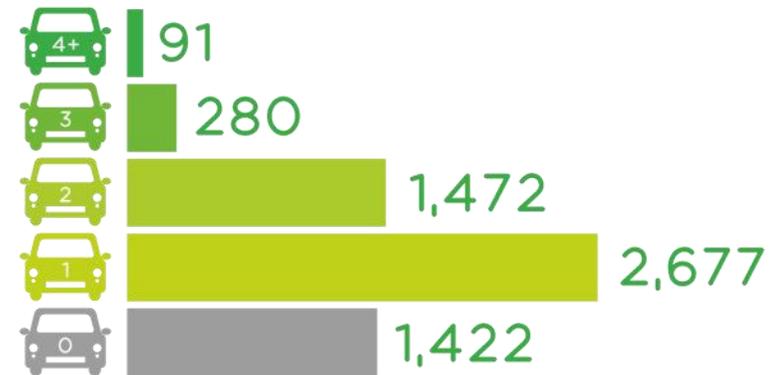
The top figure shows the capacity of off-street car parks as well as the occupancy on the surveyed weekday. The bottom figure shows the average duration of stay in each off-street car park on the surveyed weekday.

## Off-Street Car Park Usage

Surveys of off-street car parks identified the following trends:

- A total of 183 off-street spaces were surveyed with the maximum observed occupancy of 150 vehicles, 82%. This shows that parking in Penicuik is relatively close to capacity in the area.

- Demand is high in all three car parks at peak times in Penicuik. The maximum occupancy is 77.1% in Jackson Street, 82.1% in John Street and 83.5% in Precinct car parks. Although, around 98% in John Street and 98% in Precinct car parks stay for less than two hours.

- The Jackson Street car park, although the smallest, has the highest proportion of long-stay parking suggesting it is being used by commuters and residents. Around a quarter (26%) of vehicles in Jackson Street car park are assumed to be commuters who stay for more than 6 hours.

## On-Street Parking

- Around three-fifths (60%) of vehicles parked on-street in Penicuik stay for  up to 2 hours with only a small proportion likely to be residents parked up all day (6% staying for more than 10 hours). Around 23% of vehicles park between 2 and 5 hours and 11% between 5 and 10 hours.

- It is estimated that there are 850 on-street parking spaces in Penicuik, of which the maximum occupancy was 260 vehicles, roughly at 30.5%.

- The surveys found that only around 5% of vehicles parked at on-street locations are likely to be commuters; those assumed to arrive between the hours of 08:00 and 10:00 and stay for more than 5 hours.

- On-street locations where commuter parking occurs includes the A701 Bridge Street/ High Street, Croft Street, possibly as a result of the high number of commercial premises in the area with little or no off-street parking and Imrie Road, potentially as a result of overspill from Penicuik Medical Centre.

- Around 3% of vehicles (23) parked on-street in illegal locations, predominantly double yellow lines, though the majority is for short periods only.

## Car Park Occupancy
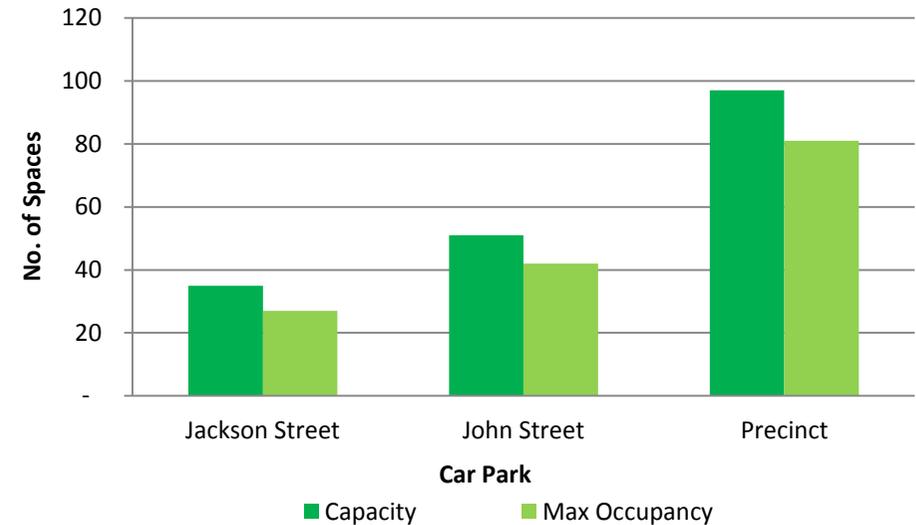


## Average Duration of Stay
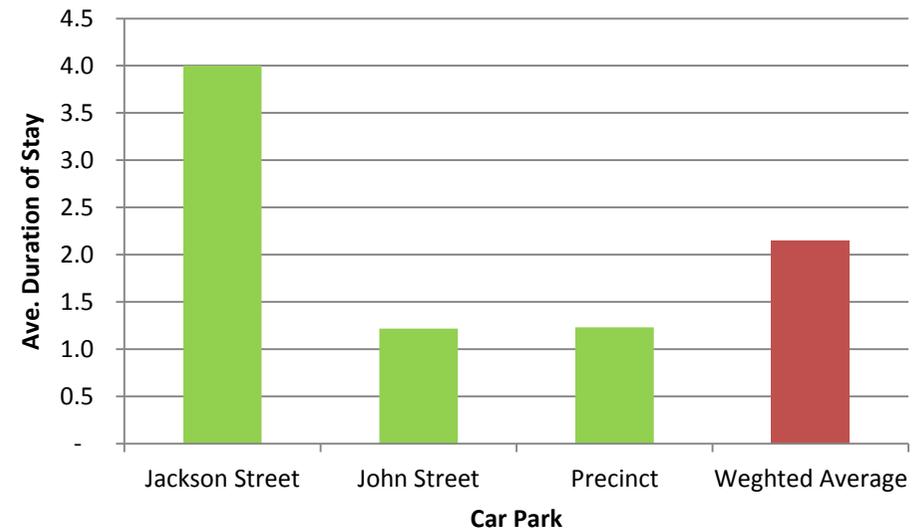
# Gorebridge and Middleton Parking Patterns

Gorebridge and Middleton is located approximately 10 miles south of Edinburgh. Historically, Gorebridge was a mining town and at one time was one of the UK's largest producers of gunpowder. Its population is set to double over the next ten or so years with several new housing developments proposed or under construction and plans for a new community hub. The reopening of the Borders Railway in 2015 has further improved links to and from Gorebridge.

Parking restrictions in Gorebridge are mainly situated on the B704 Main Street / Station Road which is the main through route lined with local shops in some locations.

## Off-Street Car Park Usage

- In total, there are a total number of 70 off-street parking spaces available in the Newbyres Car Park. On the day of the survey the maximum occupancy was 56 (80%) spaces between 10:00-11:00 in the morning.

- The average duration of stay in Newbyres car park is 2.7 hours, however, around two-thirds of vehicles (67%) stay for around 2 hours.

- Around 9% of all vehicles in Newbyres car park stay for between 5 to 10 hours suggesting they may be commuters working in or around the local area.

## On-Street Parking

- Around three-quarters (72%) of vehicles parked on-street in Gorebridge stay for less than 2 hours with only a small proportion likely to be residents parked up all day (1% staying for more than 10 hours). Around 19% of vehicles park between 2 and 5 hours and 8% between 5 and 10 hours.

- The surveys found that only around 1% of vehicles parked at on-street locations are likely to be commuters; those assumed to arrive between the hours of 08:00 and 10:00 and stay for more than 5 hours.

- Around 10% of vehicles (14) parked on-street in illegal locations, all of whom were recorded parking on double yellow lines on Main Street or adjacent locations.

**6,454**
Population

**2,665**
🏠 = 1,000 households
Current households

**2.4** Midlothian
**34.3** Gorebridge and Middleton
**188** hectares
Population Density

**9.0%** Midlothian
**10.8%** Gorebridge and Middleton
Work/study from home

**58.1%** Midlothian
**61.0%** Gorebridge and Middleton
Drive to work/study

**2.38** Midlothian
**2.42** Gorebridge and Middleton
Average person per household

**1.14** Midlothian
**1.02** Gorebridge and Middleton
Average car per household

Loanhead is an established town built on historic industries of coal and shale mining, limestone industry and the paper industry. The town is located approximately 20 minutes to the south of Edinburgh. Employment has diversified since the closure of the mines and mills and the area has benefited from a thriving main street and Straiton Business Park while also being a popular home location for those commuting to Edinburgh.

The top figure shows the capacity of off-street car parks as well as the occupancy on the surveyed weekday. The bottom figure shows the average duration of stay in each off street car park on the surveyed weekday.

## Off-Street Car Park Usage

- In total, there are a total number of 39 off-street parking spaces in the Station Road Car Park. The maximum occupancy was 27 (69%) of these spaces between the hours of 14:00-16:00 hours.

- The average duration of stay in the car park is 4.0 hours with 27% of vehicles staying for between 2 to 5 hours. This would suggest that the car park is used by a mixture of shoppers, residents, Edinburgh commuters and individuals working within Loanhead.

- 8% of all vehicles utilising the Station Road car parks stay for between 5 to 10 hours which suggesting they are commuters.

- There is a shortage of off-street public parking locations in Loanhead, as demonstrated by the high volume of vehicles parking in inappropriate locations.

## On-Street Parking

- About two-thirds (70%) of vehicles parked on-street in Loanhead stay for up to 2 hours with only a small proportion likely to be residents parked up all day (5% staying for more than 10 hours). Almost one-fifth (20%) of vehicles park between 2 and 5 hours and nearly one-tenth (8%) between 5 and 10 hours.

- The surveys found that only around 4% of vehicles parked at on-street locations are likely to be commuters; those assumed to arrive between the hours of 08:00 and 10:00 and stay for more than 5 hours.

- On-street locations where commuter parking occurs on Station Road suggesting that there is some over spill from Station Road car park and commuter parking on Church Street.

- A high proportion of vehicles, around 24% (104) parked on-street are in illegal locations, predominantly double yellow lines and a lesser extent in bus stops, though the majority is for short periods only.

**3,668**
Population

**1,626**
🏠 = 1,000 households
Current households

**2.4** Midlothian   **29.8** Loanhead
**137** hectares
Population Density

**9.0%** Midlothian   **8.8%** Loanhead
Work/study from home

**58.1%** Midlothian
**58.7%** Loanhead
Drive to work/study

**2.38** Midlothian   **2.25** Loanhead
Average person per household

**1.14** Midlothian   **1.07** Loanhead
Average car per household

Newtongrange is a former mining village in Midlothian located approximately 9 miles south of Edinburgh. The town has grown from its humble beginnings in the early 1800's to one of the largest mining villages in Scotland in the 1890's. Employment has diversified since the closure of the mine in the 1980's, with the opening of an industrial estate on the site of the old colliery and good links to Edinburgh including the reopening of the Borders Railway in 2015.

The top figure shows the capacity of off-street car parks as well as the occupancy on the surveyed weekday. The bottom figure shows the average duration of stay in each off-street car park on the surveyed weekday.

## Off-Street Car Park Usage

- In total, there are a total number of 73 off-street parking spaces available in the Co-operative Car Park in Newtongrange. At the time of the survey, the maximum occupancy was 24 (33%) of these spaces between 10:00-11:00 meaning that there is capacity to meet demand in the area.

- The average duration of stay in this car park is 1.8 hours, this is 1.3 hours less than the weighted average of 3.1 hours throughout Midlothian. 87% of all vehicles parking in the Co-operative car park stay for less than 2 hours reflecting its usage as a short stay car park.

- The Co-operative car park has a high turnover rate largely reflecting its intended use for shoppers visiting the area.

## On-Street Parking

- Nearly three-quarters (72%) of vehicles parked on-street in Newtongrange stay for up to 2 hours with only a small proportion likely to be residents parked up all day (4% staying for more than 10 hours). Around 12% of vehicles park between 2 and 5 hours and one-tenth (10%) between 5 and 10 hours.

- The surveys found that only around 4% of vehicles parked at on-street locations, close to commercial premises on Station Road and the B703 Main Street are likely to be commuters; those assumed to arrive between the hours of 08:00 and 10:00 and stay for more than 5 hours.

- About 7% of vehicles (19) parked on-street in illegal locations, predominantly double yellow lines, though the majority is for short periods only.

**4,126**
Population

**1,816**
🏠 = 1,000 households
Current households

**2.4** Midlothian
**30.0** Newtongrange
**137** hectares
Population Density

**9.0%** Midlothian
**8.7%** Newtongrange
Work/study from home

**58.1%** Midlothian
**62.4%** Newtongrange
Drive to work/study

**2.38** Midlothian
**2.27** Newtongrange
Average person per household

**1.14** Midlothian
**0.99** Newtongrange
Average car per household

# Easthouses, Newbattle and Dalhousie and Mayfield

## Easthouses Area

- Primarily comprising public housing, Easthouses developed in the 1920s to accommodate miners for the nearby Easthouses Colliery and was significantly extended in the 1950s. Employment has diversified since the closure of the mines and the area is becoming increasingly popular for those commuting to Edinburgh.

- The area has a high population density with low car ownership.

- There are no parking controls in the area.

- Easthouses has a regular bus services linking the community to Dalkeith and Edinburgh. However, areas to the south suffer from poor accessibility compared to the rest of Midlothian.

- There are no local rail connections.

- Around 10% of people in the area work from home and walking and cycling to work is higher than the Midlothian average.

## Newbattle and Dalhousie Area

- Newbattle and Dalhousie are villages located approximately 25 minutes drive to the south of Edinburgh City Centre in close proximity to the town of Bonnyrigg.

- The Newbattle and Dalhousie area has a high population density and high car ownership.

- Travel to work patterns in Newbattle and Dalhousie are in line with those of Midlothian as a whole although a relatively low proportion of people (7.5%) in the area working from home.

- There are no parking controls in the area.

- A bus service to Edinburgh is available in Newbattle from the B703 Newbattle Road.

- There are no railway connections in Newbattle or Dalhousie however, the new Borders Railway is accessible from within 2 miles of both villages at Newtongrange.

## Mayfield Area

- Mayfield was developed in the 1950s to accommodate the overspill of collier workers for the nearby Easthouses and Newtongrange.

- The area has a high population density with low car ownership when compared to the Midlothian average.

- There are limited parking controls in the area.

- Mayfield has a regular bus services linking the communities of Dalkeith and Edinburgh.

- There is a local rail connection in neighbouring Newtongrange which opened in 2015 as part of the Borders Railway. The station operates two services per hour to Edinburgh City and Tweedbank.

- Travel to work patterns are typical of Midlothian as a whole although there is a higher than average propensity for people to get to work as a car passenger.



2.4 Midlothian — 38.8 Easthouses

79 hectares

**Population Density**



2.4 Midlothian — 6.0 Newbattle and Dalhousie

986 hectares

**Population Density**



2.4 Midlothian — 54.5 Mayfield

87 hectares

**Population Density**
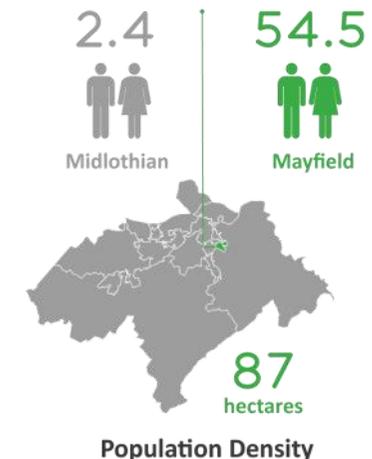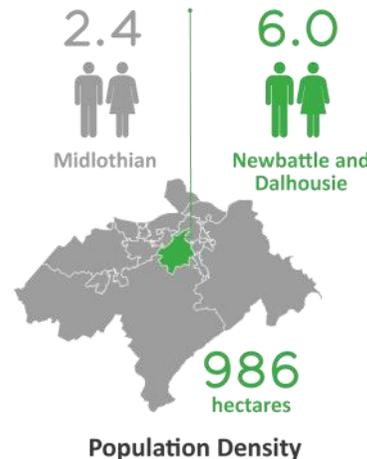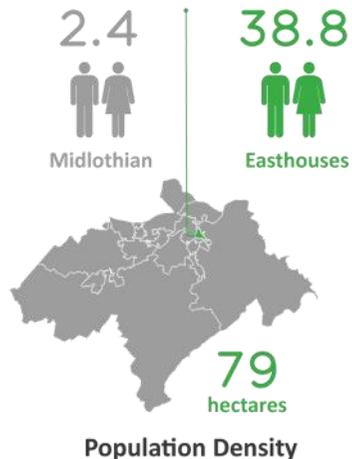
## Pentland Area

- Pentland is located to the south west of Edinburgh. The area is well known for the Pentland Hills Regional Park and is popular for recreational activities.

- The area has a low population density with a high car ownership.

- There are no parking controls in the area.

- Pentland has a regular bus services making Edinburgh easily accessible.

- There are no local rail connections in the Pentland area.

- Travel to work patterns in Pentland are in line with Midlothian as a whole with 18% of people choosing to use the bus service and 58% choosing to travel to work by car or van. Around 9% of people in the area work from home.

## Thornybank Area

- Thornybank has a high population density with a low car ownership.

- Travel to work patterns in Thornybank differ from Midlothian as a whole with a high proportion (23%) choosing to use the bus and only 50% travelling to work by car. An additional high proportion get to work as a car passenger (6.1%) and almost 10% of people in the area travel to work by bicycle; the highest proportion of an are in the County.

- There are no parking controls in the area.

- Thornybank has a regular bus service to Gorebridge, Bonnyrigg and Edinburgh.

- There are no local rail connections in the Thornybank with the closest rail station being Eskbank near Bonnyrigg.

## Pathhead and Rural East Midlothian Area

- Pathhead is located in Rural East Midlothian, an area which is predominantly agricultural land. Pathhead is around 4 miles south east of Dalkeith and 11 miles south of Edinburgh. Historically, Pathhead grew with the construction of a linen mill and connections improved with the construction of Thomas Telford's designed Lothian Bridge on the 1830's.

- Pathhead and Rural East Midlothian area has a very low population density with a high car ownership.

- Pathhead has an almost hourly bus service between Edinburgh and Kelso. Rural East Midlothian is not as well served by bus services.

- There are limited parking controls in this area.

- Despite much of the area being relatively remote, travel to work patterns are typical of Midlothian as a whole. However, the proportion of people cycling is below the Midlothian average (4.8%) and the percentage working from home higher (11.9%).



2.4 Midlothian — 0.7 Pentland — 3,362 hectares
**Population Density**



2.4 Midlothian — 5.6 Thornybank — 654 hectares
**Population Density**



2.4 Midlothian — 0.5 Pathhead and Rural East Midlothian — 9,891 hectares
**Population Density**

# Roslin and Bilston, Rural South Midlothian and Shawfair

Midlothian
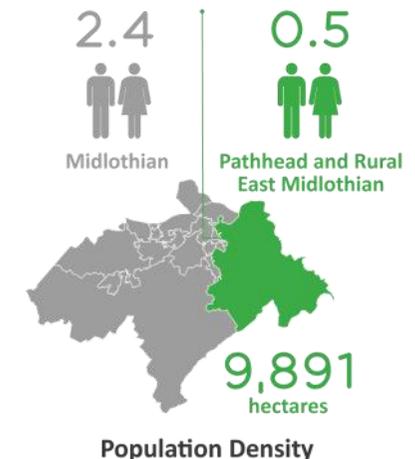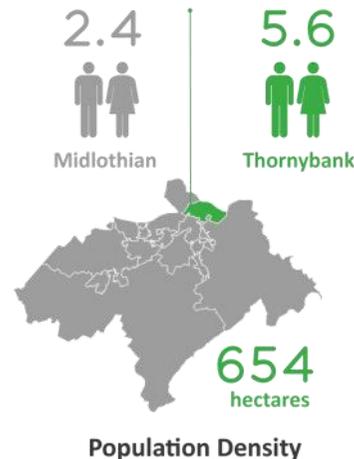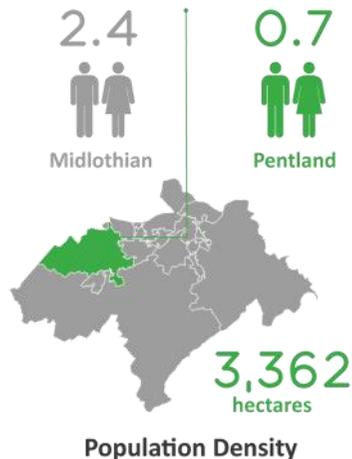
## Roslin and Bilston Area

- Roslin and Bilston are two villages located approximately 7 miles south of Edinburgh. Roslin is a popular tourist destination as well as being home to the Roslin Biocentre, a 'centre of excellence' for life sciences and the location of a range of successful companies.

- Roslin and Bilston has a high population density with a high percentage of car ownership.

- Parking restrictions in apply in Roslin and Bilston. There are times parking restrictions in some locations of Bilston limiting parking to 30 minutes Monday to Saturday and no return within 90 minutes.

- Roslin and Bilston have regular bus services making Edinburgh easily accessible.

- There are no local rail connections in either Roslin or Bilston.

## Rural South Midlothian Area

- Rural South Midlothian is a sparsely populated area predominantly consisting of agricultural land and small villages.

- Rural South Midlothian has a low population density with a high percentage of car ownership when compared to Midlothian.

- There is no regular bus service in Rural Midlothian. Lothian Community Transport Services run a bus service is in operation in and around Rural Midlothian.

- There is no local rail connections in Rural Midlothian.

- Due to the outlying nature of much of the area, the proportion of residents travelling to work is lower than most other parts of the County (15.5% which a high dependency on the car (60.1%) . The proportion of people cycling to work is also relatively low (4.9%).

## Shawfair Area

- Shawfair is a brand new development built on the Monktonhall Colliery to the south east of Edinburgh. The proposed development will create 4,000 new homes and 1 million square feet of commercial and retail space over the next 20 years. The development is centred around the new Shawfair train station on the reopened Borders Railway.

- The area has a low population density with a high car ownership.

- There are currently no parking controls in the area.

- Shawfair has a regular bus service making Edinburgh easily accessible.

- There is a train service from the newly opened Borders Railway providing a service to Edinburgh every 30 minutes.

- Shawfair has a high percentage of people travelling to work by bus (21.8%) and a low proportion who cycle (4.6%).



2.4 Midlothian  5.0 Roslin and Bilston  668 hectares

**Population Density**



2.4 Midlothian  0.2 Rural South Midlothian  16,057 hectares

**Population Density**



2.4 Midlothian  2.3 Shawfair  1,554 hectares

**Population Density**
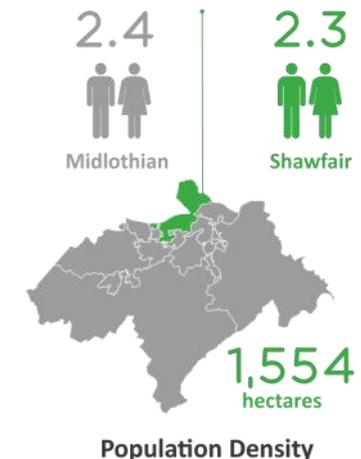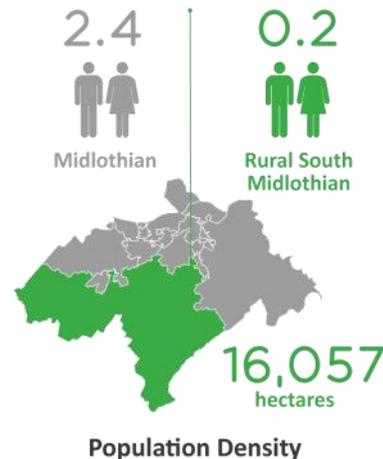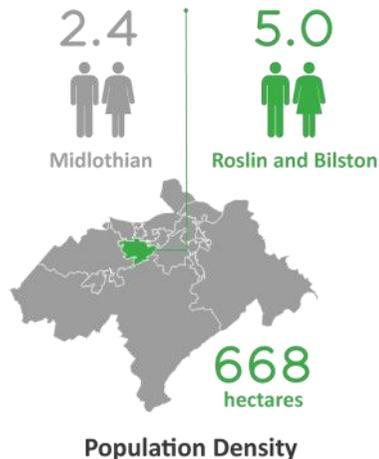
# Straiton

## Straiton Area

- Straiton is a village located approximately 20 minutes south of Edinburgh. It is in close proximity to Loanhead in Midlothian. Straiton has become a popular destination for shoppers in recent years with the development of Straiton Retail Park which includes one of only two IKEA stores in Scotland.

- Straiton has a bus park and ride site with 230 car parking spaces and a regular service operates to Edinburgh.

- There is no train service available from Straiton or the surrounding area.





2.4 Midlothian

5.4 Straiton

463 hectares

**Population Density**
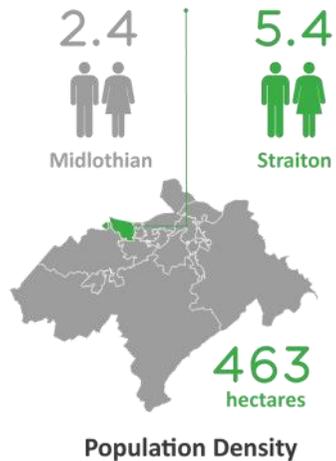
There are a number of common parking problems affecting Midlothian's towns and villages as summarised in the following figure:

### Overspill Parking

- School and Train Station overspill parking on nearby streets
- Overspill parking from new developments and other locations affecting residential and nearby areas

### Enforcement / Illegal Parking

- Limited enforcement of existing restrictions leading to abuse
- Illegal parking creating bottlenecks
- Low turnover of on-street spaces - especially around town and commercial centres

### Balance of Parking Supply

- Lack of long-stay parking provision / long-stay parking in inappropriate locations
- Lack of balance between short & medium and long-stay parking
- Off-street car park capacity taken by commuters / traders with little for visitors

### General Parking & Loading Management

- Lack of Blue Badge parking
- Lack of resident parking management in some areas
- Poor signage / lack of awareness of parking
- Loading difficulties - too few bays, poorly located bays, abuse of bays, double parking, etc.

Most of these problems can be partially or completely addressed by overarching parking policy measures that the Council can enact to change the way in which parking is controlled and managed across the whole of Midlothian. Other problems are more locally specific and require interventions that address that particular problem in that individual location. The remainder of the Parking Strategy sets out the policy measures that will be applied to address the overarching problems before defining a number of location specific interventions required to address the more significant parking hotspots across Midlothian.

However, firstly we define the objectives of the Parking Strategy in the context of the link to the identified problems and the national and regional policy context.

# 3. Strategy Objectives

## Definition of Objectives

Based on the observed problems **four objectives** have been defined for this Parking strategy which are:

**Objective 1 -** to provide balanced and appropriate parking facilities that support the economic, environmental and accessibility requirements of towns of Midlothian; and

**Objective 2** - to maximise the efficient use of parking provision.

**Objective 3** - to provide a stimulus for economic activity

**Objective 4** - to assist with controlling air pollution

The fundamental **outcomes** underpinning these overarching objectives are:

- the delivery of parking supply that meets local demand whilst minimising the adverse impacts of parking;

- effective enforcement of parking restrictions,

- improved economic activity within town centres that retain their vitality, and

- controlled air pollution.

The table below shows the relationship between the objectives and the measures to tackle overarching parking problems identified at the conclusion of Chapter 2. This highlights where the measures would help to achieve the objectives.

| | **Objective 1** - to provide balanced and appropriate parking facilities that support the economic, environmental and accessibility requirements of towns in Midlothian; and | **Objective 2** - to maximise the efficient use of parking provision. | **Objective 3** - to provide a stimulus for economic activity | **Objective 4** - to assist with controlling air pollution |
|---|---|---|---|---|
| Tackle Overspill Parking | ✔ | ✔ | ✔ | ✔ |
| Enforcement of Illegal Parking | ✔ | ✔ | ✔ | ✔ |
| Create Balance of Parking Supply (Long Stay v Short Stay) | ✔ | ✔ | ✔ | ✔ |
| Improve General Parking and Loading Management | ✔ | ✔ | ✔ | |

# Links to Local Transport Strategy

## Link to LTS Objectives

The Parking Strategy is closely linked to the Local Transport Strategy (LTS) 2007—2010, which is still current, and it is consequently important to maintain consistency with it. The table below shows the linkages between the Parking Strategy objectives and LTS objectives.

| | Objective 1<br>Provide balanced and appropriate parking facilities that support the economic, environmental and accessibility requirements of towns in East Lothian. | Objective 2<br>Maximise the efficient use of parking provision. | Objective 3<br>To provide a stimulus for economic activity | Objective 4<br>To assist with controlling air pollution |
|---|---|---|---|---|
| 1. To **widen travel choices** and make travel by more sustainable modes of transport more attractive than the private car, particularly at peak times. | ✓ | ✓ | ✓ | ✓ |
| 2. To **protect the health** of the population | ✓ | | | ✓ |
| 3. To r**educe**, and where possible, mitigate **the effects of the transport system on the built and natural environment**. | ✓ | | | ✓ |
| 4. To **reduce the number of casualties** involving death and serious injury and ensure that the design of the transport system improves personal safety and minimises crime. | ✓ | ✓ | | ✓ |
| 5.To **stabilise traffic growth** in line with national targets and secure more reliable journey times by all modes | ✓ | ✓ | | |
| 6.To **ensure that transport networks are managed, maintained and improved** so as to provide the quality of infrastructure that will meet the needs of all users. | ✓ | ✓ | | |
| 7. To **improve integration** between all modes of transport. | ✓ | ✓ | | |
| 8. To **enhance connections** between areas within Midlothian and provide improved links to the rest of Scotland and beyond. | ✓ | | ✓ | |
| 9. To **reduce social exclusion** by improving accessibility to jobs, education and services for all, and by all modes of transport. | ✓ | ✓ | ✓ | |

## Monitoring and Evaluation

This Parking Strategy has been developed within the framework of the SEStran Parking Management Strategy which covers the whole SEStran area including Midlothian. This regional strategy has developed a three tier hierarchy of parking demand and management for towns across the SEStran area. Tier 1 towns have the strongest demand management and Tier 3 the weakest.

**Measure 1 – Proactive Monitoring and Reporting**

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.

- Tier 1: Site investigation to be undertaken on an annual basis with car parking beat surveys commissioned to support monitoring regime;
- Tier 2: Site investigation undertaken once per two year period. Car parking beat survey commissioned if required; and
- Tier 3: Site investigation on an annual basis of known parking 'hotspots'.

**Measure 2 – Reactive Monitoring and Reporting**

Complaints from members of public, Councillors, shopkeepers, business users etc. should be investigated at the earliest opportunity and monitored.

- Tiers 1, 2 and 3: Complaints should be input to parking database. Problem should be investigated and actioned as necessary and the database reviewed annually for monitoring and correlation purposes.

All towns and villages in Midlothian, including Dalkeith, fall within the definition of a Tier 3 town suggesting that annual monitoring of parking hotspots is sufficient under measure 1. This ties in with the Council's aspiration to minimise the cost and resource requirements associated with collecting data to inform the monitoring and evaluation the parking policies set out in this strategy.

**Outcomes**

The following outcomes have been identified to monitor and evaluate against.

- Visible reduction in inappropriate parking at known hotspots (as determined through anecdotal site observations and spot-checks)
- Increased turnover of vehicles in town centre locations / on-street town centre locations (as determined through parking surveys at targeted locations)
- Perception of availability of parking spaces in town centres to access retail (as determined through anecdotal site observations and spot-checks)
- An increase in positive public perception of parking in Midlothian council (measured through a reduction in the number of complaints received from members of public, Councillors, shopkeepers, business users etc)

# 4. Parking Policy

## Introduction

This chapter sets out the Council's overarching parking policy for the whole of Midlothian in relation to issues such as on and off-street parking provision, short stay and long stay parking, enforcement, parking charges, waiting and loading restrictions, resident's parking permits, 'School Streets' and Blue Badge parking which were all identified as issues in Chapter 2.

Midlothian is subject to significant development proposals with sites currently committed for housing development anticipated to provide an additional 10,200 houses. This will lead to further pressures on parking in our towns and villages and underlines the need for a comprehensive, coherent and strategic approach to parking.

## Parking Supply

The management of parking supply is crucial to ensure it is being used appropriately and that there is adequate capacity available in our towns and villages. We will apply a hierarchical approach to parking supply management which seeks to maximise the efficient use of existing parking provision first and foremost before considering the creation of additional parking capacity.

To achieve this we will consider parking demand in the area then ensure that there is adequate enforcement of the existing parking restrictions that are in place. The means proposed to achieve this is set out later in this chapter in relation to Decriminalised Parking Enforcement. If parking problems cannot be resolved by adequate enforcement we will seek to apply parking management strategies to alter the balance of parking supply in the area. In the case of on-street provision this could involve:

- removing / amending waiting restrictions;

- increasing the turnover of spaces;

- altering the balance between parking and loading in relation to areas with no waiting;

- physical interventions to create more or less formalised parking spaces; and

- the application of parking charges to generate more turnover.

With regards to off-street supply this can be managed by:

- increasing the turnover of spaces;

- changes to or introduction of waiting restrictions in car parks; and

- the application of parking charges to generate more turnover.

If these parking management techniques are unsuccessful in resolving parking problems then the Council will consider whether additional parking provision should be created. This would most likely be achieved through new or expanded car parks although, in some instances, there may be scope to increase on-street parking supply as well.

**Parking Policy 1: The Council will apply a hierarchical approach to parking supply starting with the application of decriminalised parking enforcement then parking management and, finally, increasing parking provision if these other measures fail to resolve the problem.**

## Parking Management

We have identified the need to ensure that short-stay and long-stay parking is adequately catered for in our town and village centres and that it functions in accordance with the role assigned to it. In general, on-street parking will be for the purposes of short-stay parking, especially in our town centres up to 60 minutes in duration, as it is essential that people have easy access to shops and services to maintain the economic vitality of our towns. Where there is insufficient on-street car parking to cater for all shoppers and other visitors to our town centres there will also be a need to designate off-street parking provision to short-stay parking as well. This will be assessed on a town-by-town basis, taking into account parking demand and provision. Medium and long-stay parking will also be accommodated in off-street car parks but these are more likely to be at the edge of or out of the town centre, as commuter parking delivers less economic activity to our town centres. Overall, the adjacent parking hierarchy model will be applied to parking in our towns wherever possible.

**Parking Policy 2: We will implement a parking management hierarchy in our towns.**

## Decriminalised Parking Enforcement

As outlined earlier, the Council is currently applying to take responsibility for the enforcement of parking restrictions within its area. This is done through the implementation of Decriminalised Parking Enforcement (DPE) which enables a local authority to takeover enforcement of parking restrictions from Police Scotland. When enacted the Council would also have responsibility for issuing Penalty Charge Notices (PCNs) to illegally parked vehicles. The Council would also retain the income from penalty charges to finance the ongoing costs of administering the operation, enforcement and adjudication of the DPE regime. Any surpluses would be used firstly for the provision and maintenance of off-street parking facilities and secondly for road improvement and public transport purposes in the local authority area.

It has been highlighted that a lack of enforcement of existing parking restrictions is a major problem which affects numerous settlements across Midlothian. The need for effective enforcement

### Town Model



| | On-street | Off-street |
|---|---|---|
| Town Centre | Short-stay | Short-stay |
| Edge of Town Centre | Short-stay | Medium & long-stay |
| Out of Town Centre | Medium & long-stay | Long-stay |
| Residential Areas / Suburbs | Unrestricted except specific problem areas | |

Progressively moving away from the town centre
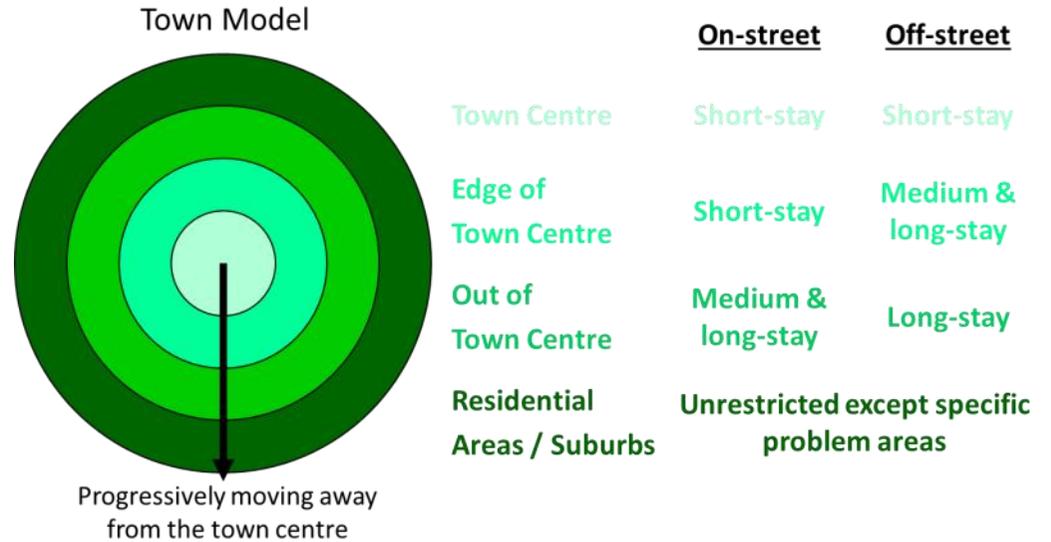
has therefore been identified as a key requirement to the resolution of parking problems in our settlements. Through ongoing engagement it has become apparent that Police Scotland do not have sufficient resources available to deliver the level of enforcement required to resolve these issues. On this basis, the Council has taken a decision to take forward proposals to implement DPE in Midlothian.

The Council is preparing the Business Case and developing the necessary statutory documents to enable the implementation of DPE in the area.

**Parking Policy 3: The Council will seek to implement Decriminalised Parking Enforcement (DPE) in Midlothian.**

## Parking Charges

The Council currently charges at only two car parks in Dalkeith, as highlighted previously; we will keep this situation under review and may consider implementing charges in further car parks in the future

There is no intention to introduce charging in any of the other Council owned off-street car parks or for on-street parking at this time. In the event that DPE is implemented in Midlothian, as is intended, it will be funded through the Penalty Charge Notices (PCNs) collected as a result of illegal parking. Any surplus income generated through these means will be allocated to schemes to improve public transport provision, further enhance the delivery of DPE, better management of our parking capacity and, only where no alternative provision can be made, for increased parking capacity.

No car parks will be designated as short / medium / long term stay; this will be controlled through parking charges.

**Parking Policy 4: The Council do not intend to introduce charging for off-street car parks or for on-street parking at this time. However, this situation will be kept under review to identify if the introduction of charges may be appropriate in the future.**

## Waiting & Loading Restrictions

There is currently some disparity across the Council area in terms of the waiting restrictions that are in place in each town and even within towns. There are several variations as to when parking restrictions apply with some Monday to Friday and some Monday to Saturday. Hours of control include 08:30 to 18:00, 08:00 to 18:00, 08:00 to 16:30 and 09:00 to 18:00 depending on locations.

Typically time-limited waiting restrictions around 30, 45 or 60 minutes. However, it is widely considered that a waiting restriction of less than 60 minutes is prohibitive to the general commercial viability and economic vitality of our towns and villages. Any time less than 60 minutes is felt to be too short to enable people to park in our town centres and undertake their shopping or other activities within a comfortable timeframe. Therefore, the Council intends to promote Traffic Regulation Orders (TROs) to move all towns with waiting restrictions to a standard 60 minute period. This is in line with the 60 minutes of free parking at otherwise fee paying car parks in Dalkeith. The council will not introduce waiting restrictions on residential streets unless there are mitigating circumstances.

**Parking Policy 5: The Council will introduce standard 60 minute waiting**

restrictions in towns where the existing waiting restrictions are less than this. Towns with no waiting restrictions will not be affected at this time. The Council will not introduce waiting restrictions in residential streets unless there are exceptional mitigating circumstances.

The Council will keep the loading provision in our town centres under constant review to ensure loading bays are appropriately located, are sufficient in number, are not being abused and are generally meeting the needs of the commercial premises they serve. Where any local problems are identified, measures will be taken to remove or mitigate the problem.

**Parking Policy 6: The Council will keep loading provision in town centres under constant review and amend as necessary.**

## Residential Parking

Currently there are no Residents Parking Permit Schemes in place in Midlothian. A survey, which was carried out by Council officers in March 2013, found that a residents parking scheme covering Dalkeith town centre would not be welcomed nor would residents be willing to pay. Therefore, the Council have no immediate plans to introduce such schemes.

This, however, does not change the issue that some residents are being affected adversely by parking and that in the future this could be exacerbated by increased demand for parking, changes to town centre car parks, changes to on-street restrictions or the enforcement of parking regulations.

The Council will therefore, continue to examine the case for the introduction of new Resident Parking Schemes in areas where residents parking is affected by commuters and other competing short-stay and long-stay parking demands. Each situation will be reviewed on a case-by-case basis and the needs of all users taken into consideration when determining whether to make a scheme; including public demand and viability of the scheme through a business case analysis.

As the Council incurs administrative costs for the processing of applications and issuing of permits it is likely that a small charge for this service would be part of any future schemes.

**Parking Policy 7: The Council will not introduce waiting restrictions in residential streets unless there are strong mitigating circumstances and a business case has been made that proves a scheme is financially viable.**

# Parking Standards and Blue Badges

## Maximum Parking Standards

In accordance with national planning policy (Scottish Planning Policy Document addendum to NPPG17 'Transport and Planning Maximum Parking Standards') there is a requirement to apply maximum parking standards to new developments. New Scottish Government policy and guidance 'Designing Streets' has drastically changed street design and some of the previous standards used by local authorities are now considered inappropriate.

With this in mind the Council have produced 'Midlothian Council Parking Standards' which seeks to provide policy and guidance, specific to Midlothian, taking into account our urban and rural environments, road safety, and encouragement of sustainable/green modes of transport. SEStran (South East of Scotland Transport Partnership) have also published parking standards, based largely on accessibility, and these have also been taken into consideration.

The Council complies with both the national and regional parking standards as defined in Scottish Planning Policy and the SEStran Regional Transport Strategy respectively and will continue to do so. The Council also has its own Midlothian specific parking standards which form part of the Standards for Development Roads published in 2008. These are applied for local developments which do not meet the requirements of the regional or national standards.

The standards seek to strike a balance between limiting accessible car parking; to encourage walking, cycling and public transport use and road safety concerns caused by migration of overflow parking into surrounding areas. Road safety issues are particularly relevant in areas where parking enforcement is not regular.

**Parking Policy 9: The Council will apply national and regional parking standards where appropriate and apply its own local parking standards where developments do not meet the requirements for these standards.**

## Blue Badge Parking

The Disabled Persons' Parking Places (Scotland) Act 2009 requires local authorities to identify all existing advisory disabled street parking places and, for those still needed, to promote Traffic Regulation Orders (TROs). For those that are no longer required then the Act requires the local authority to remove any road markings or sign posts. In relation to disabled off-street parking, local authorities are required to promote a TRO covering the disabled persons' parking places in its own public car parks. The Act also requires each local authority to contact and seek to negotiate arrangements with owners of, or person having an interest in, private car parks including supermarkets and out of town retail centres. Securing an arrangement enables the local authority to promote an order to make the disabled persons' parking places in private car parks enforceable. In addition, individuals or organisations holding a disabled persons' badge can apply to the local authority for a disabled persons' street parking place. Under current legislation blue badge holders are able to park on yellow lines as long as they do not park on "no loading at any time" restrictions or cause obstructions.

The Council is still in the process of taking forward measures to comply with its statutory requirements under the Act and will continue to do so during the lifetime of this strategy. In particular, we will seek to promote TROs to ensure all advisory disabled parking places are enforceable to maintain consistency with our proposals to enhance enforcement of parking restrictions in Midlothian through the implementation of DPE as outlined previously. We will also undertake ongoing reviews of disabled parking provision in our town centres to ensure it is sufficient, appropriately located and is meeting the needs of users.

The Midlothian Council Parking Standards specifies that whilst private spaces are not required to be enforceable, it is recommended that they are marked with statutory markings to enable a Traffic Regulation Order to be made at any time thereafter.

**Parking Policy 10: We will continue to undertake measures to ensure compliance with the Disabled Persons' Parking Places (Scotland) Act 2009 and will continually review the provision of Blue Badge parking in our town centres.**

## Park & Ride and Modal Shift

The Council will work with ScotRail to develop more sustainable travel patterns by ensuring that adequate Park & Ride provision is available at stations wherever possible taking into account demand at the station and their accessibility by walking and cycling. More widely, we will also explore opportunities to increase Park & Ride provision at new or existing sites to cater for journeys into Edinburgh and also, potentially, into our major town centres by public transport. The justification for implementing Park & Ride will be based upon:

- The need to provide access to a town centre without increasing the parking supply available within the centre itself;

- Enabling the amount of parking in a town centre to be reduced to accommodate other developments;

- Removing long-stay parking and commuters from town centres; and

- Reducing traffic on roads leading to the town centre and relieving congestion.

**Parking Policy 11: The Council will support additional appropriate Park & Ride provision, wherever possible.**

We will also endeavour to ensure that Park & Ride car parks are used for this purpose and not by commuters to nearby employers or other such inappropriate uses. To do this we will seek to implement a system of car park charges which are refundable when users purchase a ticket for travel. ScotRail are already rolling out this policy across other station car parks where misuse by non-train users has been identified and we will work with them to deliver a similar system in Midlothian.

**Parking Policy 12: We will endeavour to ensure Park & Ride car parks are used solely for this purpose and not used for long-stay parking by non-travellers or other purposes.**

The Council will seek to ensure that public transport is not delayed or hindered by illegal parking in our towns or villages through a combination of reviewing existing restrictions and the implementation of more rigorous enforcement through DPE.

**Parking Policy 13: We will continue to give priority to public transport by ensuring that it is not hindered by illegal parking.**

## Event Management & Utilities

The Council are routinely required to provide parking related services in relation to events, such as the Dalkeith Show, Midstock and various gala days (we have a full list of these) and the suspension of parking during public utilities roadworks on the carriageway. These activities require Council Officers time both planning for the parking management in advance and delivery of it on the ground at the time. The Council consequently incurs costs for undertaking these activities which it will seek to recoup through the application of charges for parking event management services and suspension of parking for public utilities works. The fees will be determined on an event by event basis, depending on the level of input required.

**Parking Policy 14: The Council will apply charges for its parking services in relation to event management (temporary traffic orders) and public utilities works requiring on-street parking suspension.**

## Electric Vehicle Charging Points

Electric vehicles represent an increasingly realistic option in terms of future car ownership and travel; they have the potential to contribute substantially to an overall reduction in $CO_2$ emissions, improved air quality and delivering sustainable development.

The Council will support the implementation of infrastructure to encourage the use of electric vehicles including provision of public charging points. There are currently thirteen charging points in Midlothian and the Council are committed to extending charging facilities across council property, monitor the Development Management application register, encourage private developers to consider the issue in pre-planning application

# Car Club, Signage, Footways and Parking Zones

 Midlothian

## Car Club Spaces

Car clubs provides the convenience of owning a car without the hassle or costs of repairs, servicing or parking. Members can book cars locally for just an hour, up to a whole weekend, or longer.

Currently within Midlothian car clubs options are limited, although Enterprise acquired City Car Club in April 2015 and has since been operating a car club as part of the Enterprise CarShare network. There is only car club space in Midlothian, situated in Dalkeith.

The Council intend to set up access to membership of City Car Club for Midlothian Council employees and develop proposals for vehicles at new railway stations through discussions with City Car Club (Enterprise) and Scotrail.

**Parking Policy 16: The Council will continue to support the provision of Car Club parking spaces across Midlothian.**

## Signage

We will raise awareness of parking provision in our town centres through provision of appropriate information and directional signage. This will help to direct people to the most appropriate car park for them depending on whether they intend to park for a short-stay, medium-stay or long-stay. It will also reduce 'searching time' where traffic causes severance, noise, pollution and congestion whilst driving around our town centres looking for parking spaces. Primarily this will involve improvements to street signage and road markings but we will also continue to keep under review the case for introducing Variable Message Signs (VMS) which provide real time information on the availability of parking spaces (see the adjacent example).

**Parking Policy 17: The Council will implement improved signage to guide drivers to appropriate parking spaces in our towns.**

## Parking on Footways

The Scottish Parliament is currently considering legislation to introduce new national regulations to tackle problems caused by drivers parking on footways and at dropped footways, etc. and by double parking of vehicles. The Bill is designed primarily to enable freedom of movement for all pedestrians, maintaining their safety, cut down damage to footways, reduce the blockage of passage of emergency and service vehicles, and provide clarity for road users, the police and parking attendants.

**Parking Policy 18: We will implement appropriate measures associated with the Footway Parking and Double Parking (Scotland) Bill.**
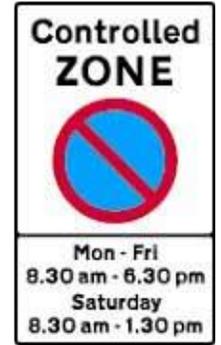
## Controlled Parking Zones (CPZs)

These require that all roads are covered either with waiting restrictions or parking places. Generally, waiting restrictions cover roads and junctions where parking is dangerous or the carriageway must remain unobstructed. Parking places are normally time limited and can be free or charged. Signs are provided at the entry and exit of CPZs to inform drivers of its extent and hours of operation. CPZs help give priority to residents and local businesses, who must display a parking permit or voucher. They are most appropriate in areas with various competing demands for parking and where it outstrips supply. The main aim is to discourage commuter and long-stay parking. In Midlothian, the application of CPZs will be considered where these competing demands exist and a structured approach to parking management is required. Comprehensive enforcement is critical if CPZs are to operate effectively and the introduction of DPE will be a fundamental requirement prior to any CPZs being created.

The use of Controlled Parking Zones offers advantages in comparison to Resident Parking Schemes as it allows spaces in the area to be used by both residents and non-residents.

**Parking Policy 19: We will continuously review the need to introduce Controlled Parking Zones in Midlothian.**

# Other Parking Considerations

## Parking at Schools

The Council will introduce measures to manage the roads surrounding schools will always ensure that safety is the primary consideration. Traditionally, the School Keep Clear markings have been an advisory road marking that were laid expecting to discourage inappropriate parking but there is still significant non-compliance. Zig-zags at schools marked "School Keep Clear" are now legally enforceable if accompanied by a sign to make them a TRO.

**Parking Policy 20: The Council will promote a Traffic Regulation Order to allow enforcement to take place around schools.**

## Cycle Parking

Installing cycle parking is key to encouraging and allowing the public to use bikes for more of the everyday journeys they make. Promoting active travel has many benefits in the community and our towns and cities, including better health, lower emissions and air pollution. Introducing cycle parking also compliments new initiatives around car parking in the local authority area and will help provide the public with an alternative mode of transport to the private car.

**Parking Policy 21: Cycle parking will be installed in the close vicinity of key public buildings, including schools, health centres and community centres. This will be reflected in Midlothian Council's forthcoming Active Travel Strategy which will use cycle parking standards in line with Cycling by Design (Transport Scotland, 2010).**

## Motorcycle Parking

Midlothian council will provide designated space for motorcycles at no charge . There are few existing standards for motorcycle parking, however Midlothian Council will supply facilities in line with Sestran Parking Standards which states ;

*"Residential cycle and motorcycle parking should consist of designated spaces with appropriate stands for cycles to be locked to. Provision should be covered and secure. At non-residential locations covered provision is less important but facilities should still be appropriate and secure. Good visibility and lighting will usually be sufficient to ensure security".*

**Parking Policy 22: Midlothian council will provide designated space for motorcycles at no charge and in line with Sestran Parking Standards.**

## HGV Parking

The SEStran Freight Action Plan explains that a number of Local Authorities raised concern about inappropriate HGV parking relating to littering, noise pollution from vehicle movement and refrigerated trailers running generators all night plus importantly that of driver and vehicle security.

Although there are no dedicated HGV parking facilities in Midlothian which provide food and driver washroom facilities, drivers can pass through the area in a relatively short period meaning there may be limited demand. Some of the large industrial estates in the area may provide a function in terms of overnight parking but there are no service stations.

**Parking Policy 23: Although there are no specific plans for providing dedicated facilities for HGV parking, the Council will consider any low cost initiatives for utilising existing public parking areas within towns during the night time hours for Heavy Goods Vehicle parking.**

## Industrial Estates / Business Parks

**Parking Policy 24: Midlothian Council will influence the location of new industrial activities to ensure they are suitably located. We will also encourage employers to prepare staff travel plans to reduce the impact on public roads.**

**For existing estates, Traffic Regulation Orders will be considered to control the right of passage and safety on public roads. The focus will be on controlling road space in the vicinity of industrial estates to ensure that safe passage is available for all road users.**

## Retail Parks

**Parking Policy 25: The Council will consider introducing appropriate restrictions on the access roads associated with retail parks to control road space in the vicinity of retail parks to ensure that safe passage is available for all road users.**

**5.** **Strategy Implementation & Interventions**

The delivery of the Parking Strategy is based upon a hierarchical approach to our settlements with extensive measures being applied in our larger towns where parking problems are more acute as previously identified. The overarching solutions proposed for each settlement are shown adjacent along with outline timescales for implementation. The solutions have been grouped under three main categories which include:

- implementation of minor measures to reduce demand for parking, resolve localised difficulties and ensure that Traffic Regulation Orders (TROs) are appropriate and enforceable;

- identification and implementation of a strategic hierarchy of parking designation in line with the model defined in Chapter 4; and

- introduction of enforcement mechanisms which will ensure that the measures implemented through the previous two elements are adhered to.

**Progressive increase in scale of interventions** →

| Towns | Demand Management Measures | TRO Amendments | Bottleneck Removal | Localised Measures at Problem Areas | Designate Waiting Restrictions for Off-street Parking | Resolve On-street Difficulties & Designations | Introduce DPE & CPZs |
|---|---|---|---|---|---|---|---|
| **Dalkeith & Eskbank** | Short | Short | Short | Short | Short | Short | Short – Medium |
| **Bonnyrigg, Penicuik** | Short | Short | Short | Short | Short | Short | Short – Medium |
| **Gorebridge, Loanhead, Newtongrange** | Short – Medium | Short – Medium | Short – Medium | Short | Medium | Medium | Short – Medium |
| **All other settlements** | Medium – Long | Medium – Long | Medium – Long | Medium | | | Short – Medium |

| Minor interventions implemented for all tiers | Development of Strategic Hierarchy of Parking Designation | Introduce Effective Enforce-ment Measures |
|---|---|---|

**Staged Implementation** →

**Indicative Timescales**

| Short | Up to 3 years |
|---|---|
| Medium | Between 3 to 6 years |
| Long | Between 6 to 10 years |

## Demand Management Measures

This would involve implementation of locally specific measures intended to encourage modal shift from cars to walking, cycling and public transport. This helps to reduce demand for parking and the pressure on the available parking facilities.

Whilst we have shown indicative timescales for the implementation of demand management measures across the settlements, opportunities should be taken whenever they arise to facilitate modal shift. As such, this should be an ongoing process across all the settlements. In particular, the development management process is a means through which sustainable travel can be encouraged on a continuous basis as proposals are brought forward and implemented.

## TRO Amendments

The purpose of this element is to ensure that the TROs which are in place are appropriate, and robust and to amend their extent where necessary. In particular, many minor problems can be addressed through the implementation of new or amended waiting restrictions.

It is also essential that TROs are legally enforceable to ensure that people cannot exploit loopholes which allow them to park illegally or which inhibit the ability to penalise illegal parking. This is of fundamental importance prior to implementing a Decriminalised Parking Enforcement regime.

Midlothian Council undertook an exercise to validate all TROs in 2016 and shortly after began to make changes to lines and signs on the ground. A new set of map-based Consolidated Orders will be prepared prior to DPE powers being implemented.

## Bottleneck Removal

This requires localised bottlenecks to be removed from the network to ensure smooth traffic flow and reduce the occurrence of congestion. In some instances this may necessitate reducing or moving parking provision where it is creating problems on the carriageway. In addition, clearways will be used to ensure unhindered access into our town centres.

## Localised Measures at Problem Areas

Many parking problems are caused by localised circumstances in a given area. They are consequently best addressed through tailored interventions in the local area.

In particular, on-street parking problems are frequently associated with overflow parking from locations like schools and railway stations. These are some of the main problems in the smaller settlements and require fairly localised solutions to resolve them. This can often be facilitated by simple measures without the requirement for significant investment.

These problems can consequently be addressed as 'quick wins' although the priority placed upon them should be proportionate to the level of problem that they create and the strategic importance of the location.

## Designate Waiting Restrictions for Off-street Parking

For the larger settlements off-street parking provision will be designated in line with the strategic parking hierarchy defined previously. A key requirement will be the identification of the existing parking stock available within a location and then allocating it to short, medium or long stay parking depending upon its situation and most appropriate function within the town.

Indicative time allocations for off-street parking which will be used are:

- Short-stay: free up to 60 minutes; and
- Other times— controlled by tariff.

## Resolve On-street Difficulties & Designations

This involves the creation of balanced on-street parking provision which takes account of the demands placed upon it by the area. In particular, it is necessary to ensure sufficient kerbside space is allocated for loading, buses, blue badge and resident parking where appropriate and that it is located in a sensible position. This is a key aspect in the designation of on-street parking provision.

The permitted duration of stay for on-street parking closest to local shops and services should be consistent throughout the local authority area and encourage a high turnover of vehicles. The Council intends to limit all on-street parking, in marked bays, to 30 mins (no return within two hours). This is deemed sufficient time for people to visit local shops and services with those wishing to stay longer reverting to off-street locations (car parks).

At other locations, such as the key routes into and out of towns, on-street parking can cause delays to traffic during the day but is less problematic at other times. On some routes parking will be prohibited between 08:00 and 18:00 (7 days or Monday to Saturday) keeping routes free for traffic but allowing parking outwith these times for use by residents and / or businesses with an evening / night-time presence (for example, restaurants).

## Introduce DPE & CPZs

The introduction of Decriminalised Parking Enforcement (DPE) in Midlothian will lead to the Council being responsible for enforcing waiting restrictions across the whole Council area. The introduction of DPE is the cumulative product of the other components of the parking strategy and will ensure that it operates as intended. Once the Council take on the powers there is no hand-back option.

Part of the process of applying for DPE powers requires consultation to be undertaken and the Council have engaged with key stakeholders and the public throughout the process, and as required. In general, there has been support for the Council taking on DPE powers with most of those engaged acknowledging the benefits it can bring.

An Option Appraisal exercise identified that a full DPE operation (enforcement and processing) should be externally resourced through a formal arrangement and service level agreement with the City of Edinburgh Council.

This would involve extending the contract and geographical scope of the existing Edinburgh DPE operation, which is well defined and has mature operating experience. Capital costs to the Council are minimised as the enforcement is a bolt on to an existing operation and the back-office processing is already in place and enforcement could be undertaken by an external team, limiting the involvement of Council resource and reducing management burden. Both enforcement and processing would simply be extended rather than set-up from scratch and would be included in a Service Level agreement over a defined period.

This option would still require some involvement for Midlothian Council staff (i.e. to deal with over-the-counter cash payments, challenges and appeals).

A Business Case has been prepared which predicts that DPE will not result in any financial gain for the Council but they have deemed the cost associated with running a DPE scheme to be worthwhile in relation the benefits it brings (see opposite).

The Business Case is based on a number of assumptions about future parking behaviour once DPE is implemented which are hard to accurately predict. However, once the Council have DPE powers they can chose to undertake enforcement however they see fit, altering the level of enforcement to minimise the financial deficit as required.

Similarly, they can alter enforcement to meet any of the Parking Strategy objectives, for example, focussing on parking around schools on in town centres with particular problems.

**Benefits of Decriminalised Parking Enforcement (DPE)**

Implementing DPE can be introduced to facilitate the management of roads; improve network capacity, improve economic viability and opportunity; improve road safety; and deliver sustainable transport solutions. It can also contribute to:

- delivering community regeneration by increasing short-stay parking opportunities in town centres and reducing congestion arising from illegally parked vehicles, to enhance access to shops and businesses and create a sustainable and successful local economy;

- a high quality natural and built environment;

- assistance in the development of well-connected communities with increased use of sustainable forms of transport.

- improving the quality and accessibility of public transport;

- meeting the needs of disabled people, some of whom will be unable to use public transport systems and depend entirely on the use of a car; and

- improved community safety by improving compliance with parking restrictions at pedestrian crossings, schools and junctions where visibility can be restricted by illegally parked vehicles.

# 6. Delivery Plan

# Timescales and Funding

## Timescales for Implementation

The interventions set out in Chapter 5 will be taken forward and implemented in accordance with the indicative timescales it defines. This focusses the immediate actions upon the larger settlements with a sliding scale of delivery where the simpler, easier to deliver measures are implemented initially and the more large-scale interventions are implemented over a longer timeframe. Subsequently, the smaller settlements will be the focus for latter attention once the main interventions in the larger settlements have been implemented.

It is anticipated that the strategy will be implemented over a period of up to 10 years with the majority of interventions in the larger settlements being scheduled for the initial 3 year period then implemented fully over the period up to 6 years. In the smaller settlements, most interventions will be implemented in the 3 year to 10 year period.

## Funding

The measures will be delivered making use of existing Midlothian Council capital and revenue funding budgets and any additional funding sources that can be identified during the lifetime of the strategy. In addition, to support the implementation of Decriminalised Parking Enforcement (DPE), the Business Case examines the range of funding options and scenarios that are available to enable a commercially viable scheme to be delivered. This may lead to additional funding sources being identified  and / or delivery of a DPE scheme. It is not envisaged that it will create an operating surplus that could assist in implementing other elements of the Parking Strategy. The Council will seek to explore all potential funding opportunities to support delivery of this Strategy.