

Addendum by the Green Group

Transport & Environment Committee

17 May 2018

Item 7.6 - Decriminalised Traffic and Parking Enforcement in Edinburgh

Retain all existing recommendations. Insert new recommendations as follows, and renumber the existing recommendation 1.1.3 as 1.1.9:

“Committee:

- 1.1.3 notes the very significant public anger at what is perceived to be a lack of enforcement in key areas of the city, including, but not limited to, Leith Walk, the High Street and the Grassmarket;
- 1.1.4 notes nonetheless the hard work and dedication of the parking attendants employed on the council’s behalf, agrees that they do an excellent job under difficult circumstances and thanks them for their service;
- 1.1.5 notes that the KPIs for the council’s parking enforcement contractor are agreed in September each year and agrees that a meeting will be held each year sufficiently in advance of those KPIs being signed off for the following year, at which the transport spokesperson for each group will be invited to attend, to brief councillors on the progress on improving parking enforcement in the preceding year and to discuss any possible changes to the KPIs for the parking enforcement contractor in the following year;
- 1.1.6 notes that a Transport Bill will be introduced to the Scottish Parliament shortly which will contain measures aimed to address the problem of pavement parking, but notes nonetheless that the price of a Penalty Charge Notice has remained static since 2001, notes the council does not currently have the powers to vary the price of a PCN and agrees that the Convener will make representations to the Scottish Government on devolving the power to set the rate of PCNs to Scottish Local Authorities;
- 1.1.7 agrees nonetheless that there are significant existing powers that can be used to tackle the problem of pavement parking, not least the installation of physical barriers such as Sheffield racks at the edge of footways which also provide cycle parking, as undertaken by Wandsworth Council and others, and agrees that similar measures should be introduced in Edinburgh;

1.1.8 agrees to receive a further report within two cycles examining the issue of parking enforcement in more detail, and specifically outlining options to address the following issues:

- a) that persistent parking offenders often know the loopholes to exploit, and setting out ways in which parking loopholes can be closed;
- b) that members of the public would like a quick, real-time method to report parking violations that can swiftly be passed to parking attendants for possible enforcement action, should they be in the area;
- c) that while council policy is currently to give those parking in contravention of the rules a 'grace period' of 5 minutes for cars and 10 minutes for commercial vehicles, nonetheless to examine whether this grace period is appropriate in all circumstances and specifically to examine whether the grace period could be shortened in areas of persistent parking violations;
- d) that, where there are no valid lines and signs, the parking enforcement contractor cannot operate, and therefore reviewing the timetable for installing new lines and signs when they are required;
- e) that while some drivers regard the cost of a parking ticket as a reasonable price to pay for the ability to park in the city centre, the majority do not want their vehicle to be towed, and therefore agrees to consider increasing the capacity to tow vehicles to the pound, and tightening the rules which allow this to be done;"

Moved by Chas Booth

Seconded by Steve Burgess