

Parking enforcement activity and public attitudes to enforcement: a case study of Edinburgh, Scotland (UK) in the context of the EU Push and Pull project

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Introduction and structure of presentation

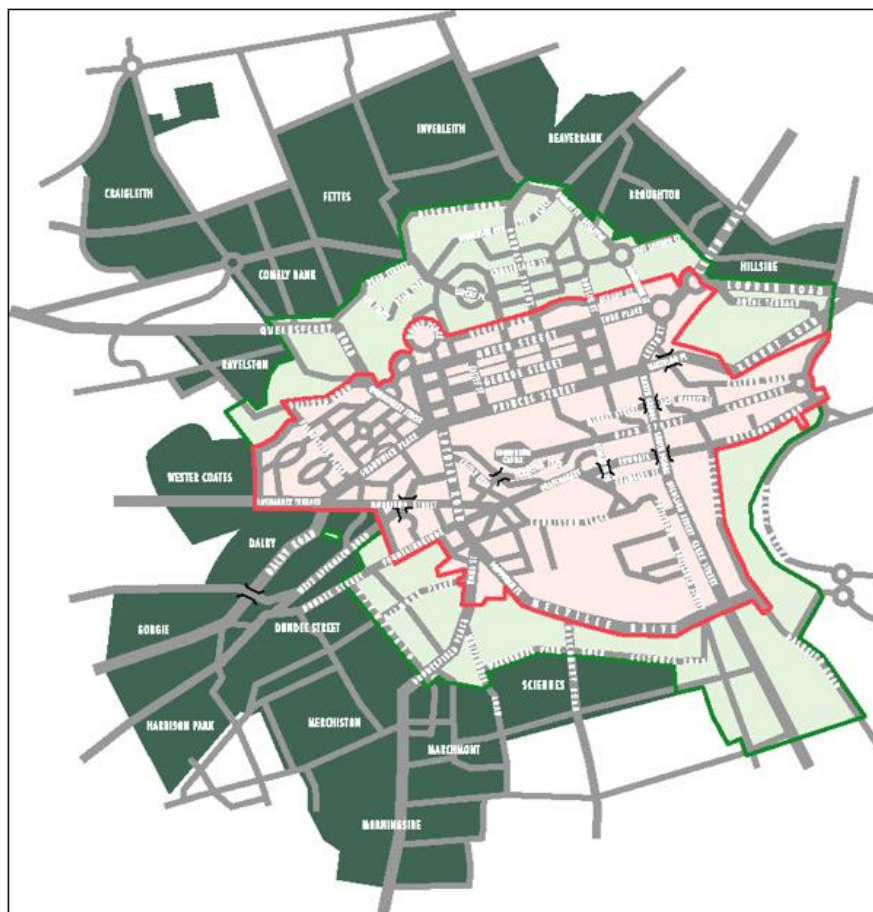


- ▶ Empirical investigation:
 - ▶ Relationship between compliance and enforcement
 - ▶ Public attitudes to enforcement
- ▶ Current literature
- ▶ Case study city
- ▶ Methods
- ▶ Results
- ▶ Conclusions

- ▶ Very important topic – always comes up in Push and Pull project cities BUT...
- ▶ Very limited and old literature, especially empirical case studies. What exists shows:
 - ▶ Decriminalisation increases enforcement
 - ▶ Increased enforcement – increased compliance
 - ▶ Non-compliance/enforcement/level of fine complicates parking pricing as demand mgmt tool
 - ▶ Actual probability of illegal parking act being enforced – 3-5% (Cullinane and Polak 1992)
 - ▶ Perceived probability much higher
 - ▶ Many drivers admit to parking violation and don't find it serious (Jones 1990)



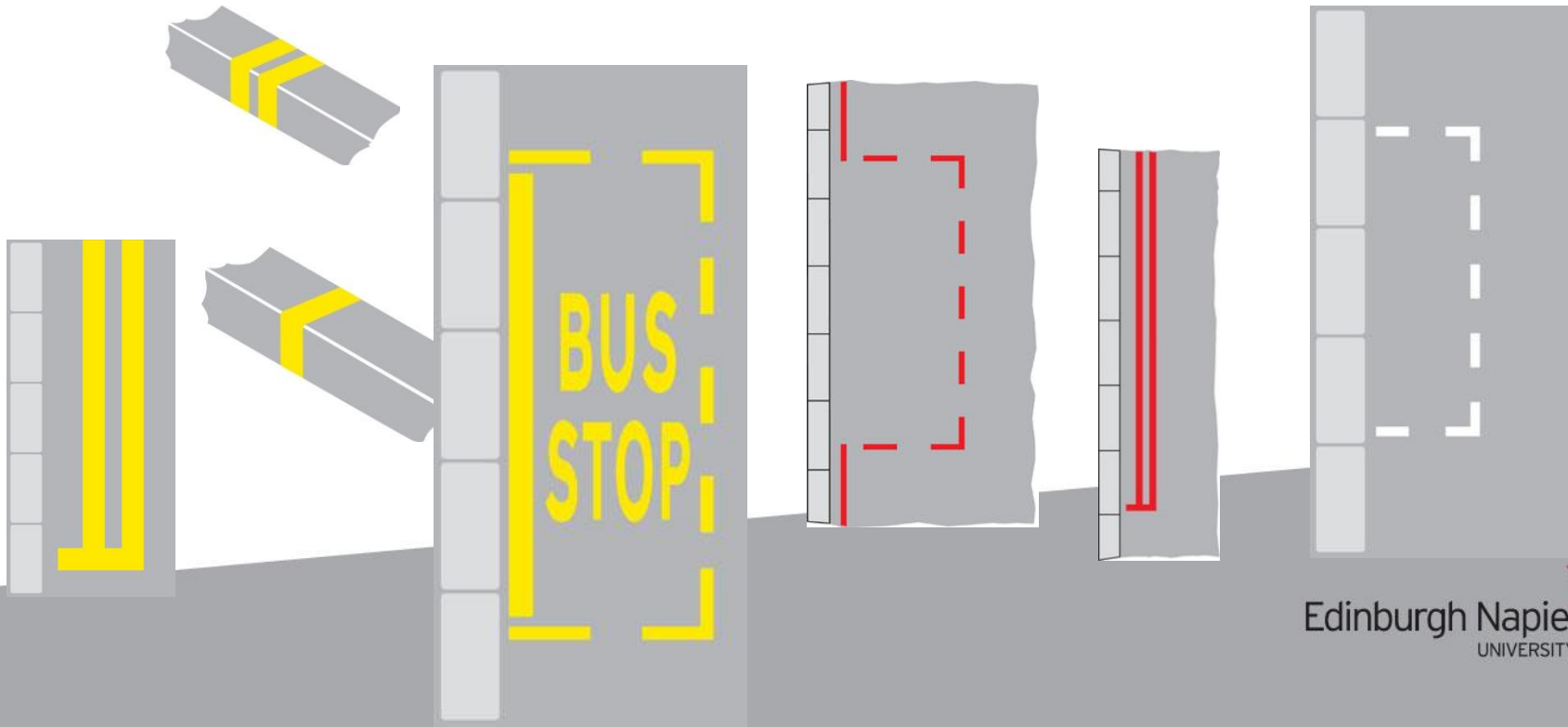
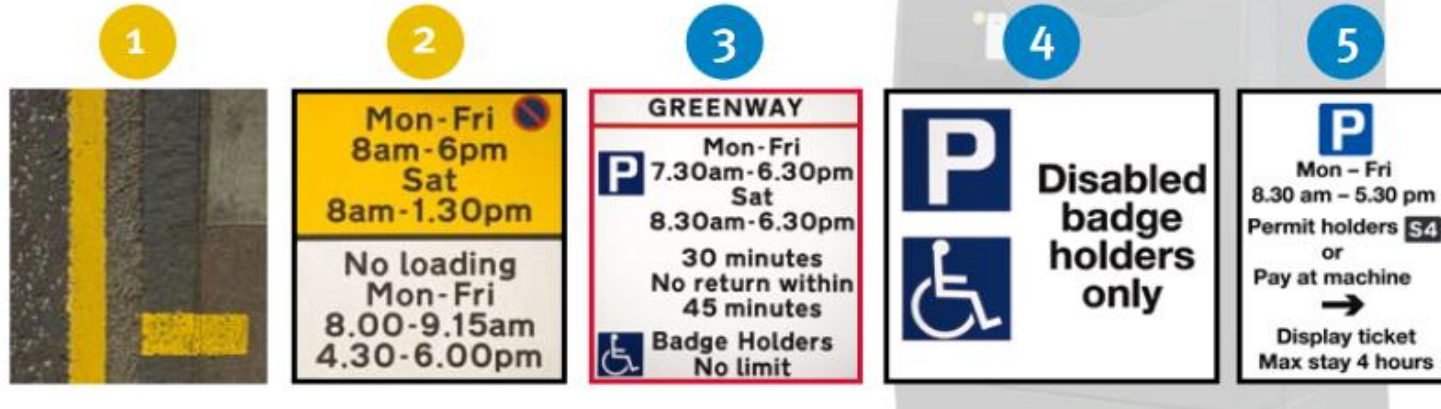
Case study city - Edinburgh



Inner zone – existing Central CPZ
Middle zone – existing peripheral CPZ
Dark outer zone – proposed extended CPZ
White areas – outside existing or planned CPZ

1 mile/
1.6 km

Types of parking restriction



Parking enforcement in Edinburgh



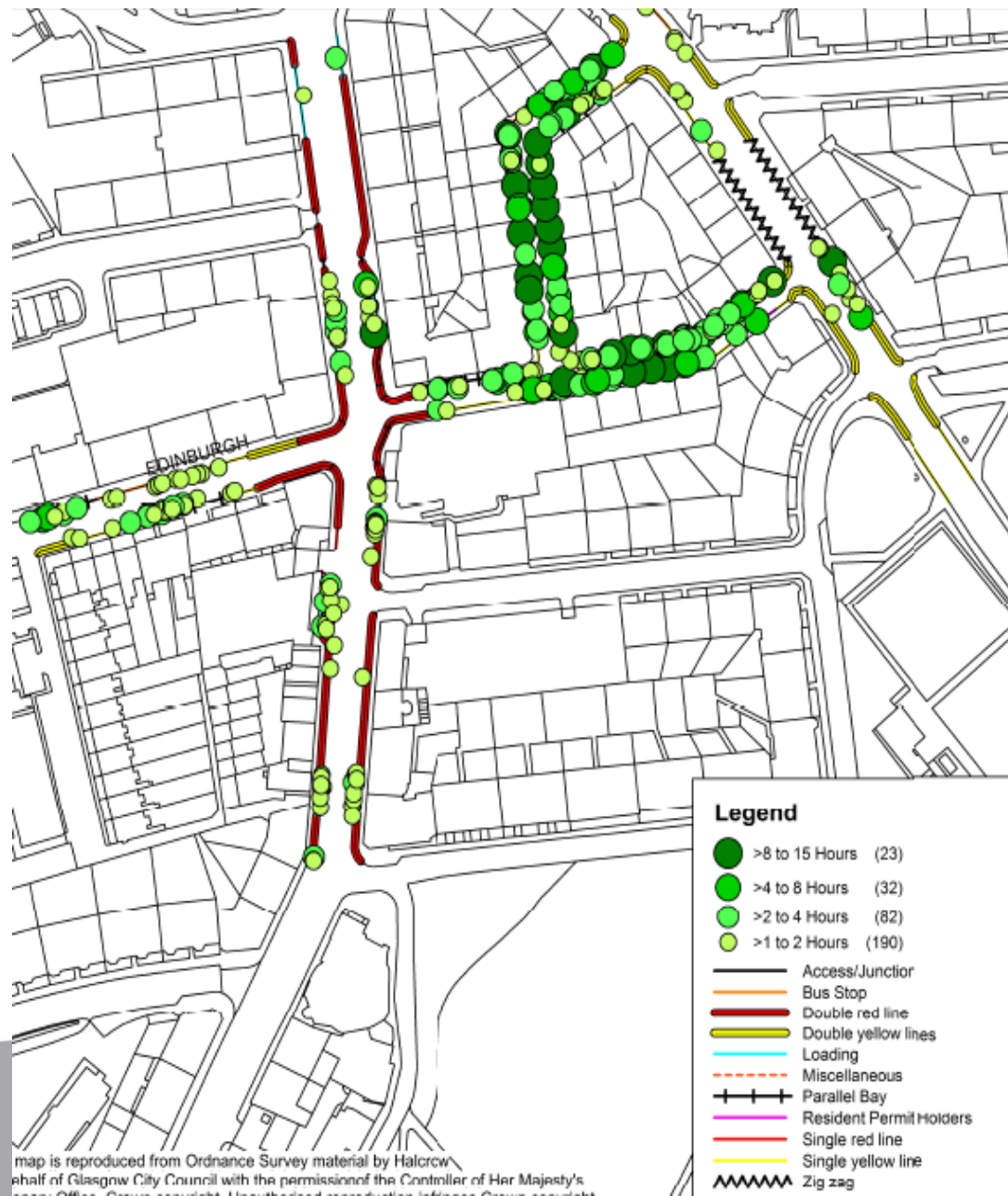
- ▶ 30,573 parking places and 500km restrictions
- ▶ Entirely decriminalised. Standard £80 fine.
- ▶ All net revenue kept by Council (£19.5 million, 2015/16; £5.3 million of this from 185,000 fines)
- ▶ City Council has contract with private company NSL to run operation including enforcement cost £5.6 million
 - ▶ Majority of parking attendants at work in interpeak period – fewer in peaks
 - ▶ Parking attendants tracked so can monitor their position – comply with contract to be on certain streets at certain times



Available info on compliance and enforcement levels in Edinburgh

- ▶ Compliance: do people parking follow regulations?
- ▶ In total 2013/14 181,000 fines of which 20% "yellow lines" but not clear whether this main roads or side roads
- ▶ Asked City Council for data
- ▶ Via FOI, Council said that they have no specific data on compliance
- ▶ Then obtained some parking **and loading** compliance surveys from another part of same Council department

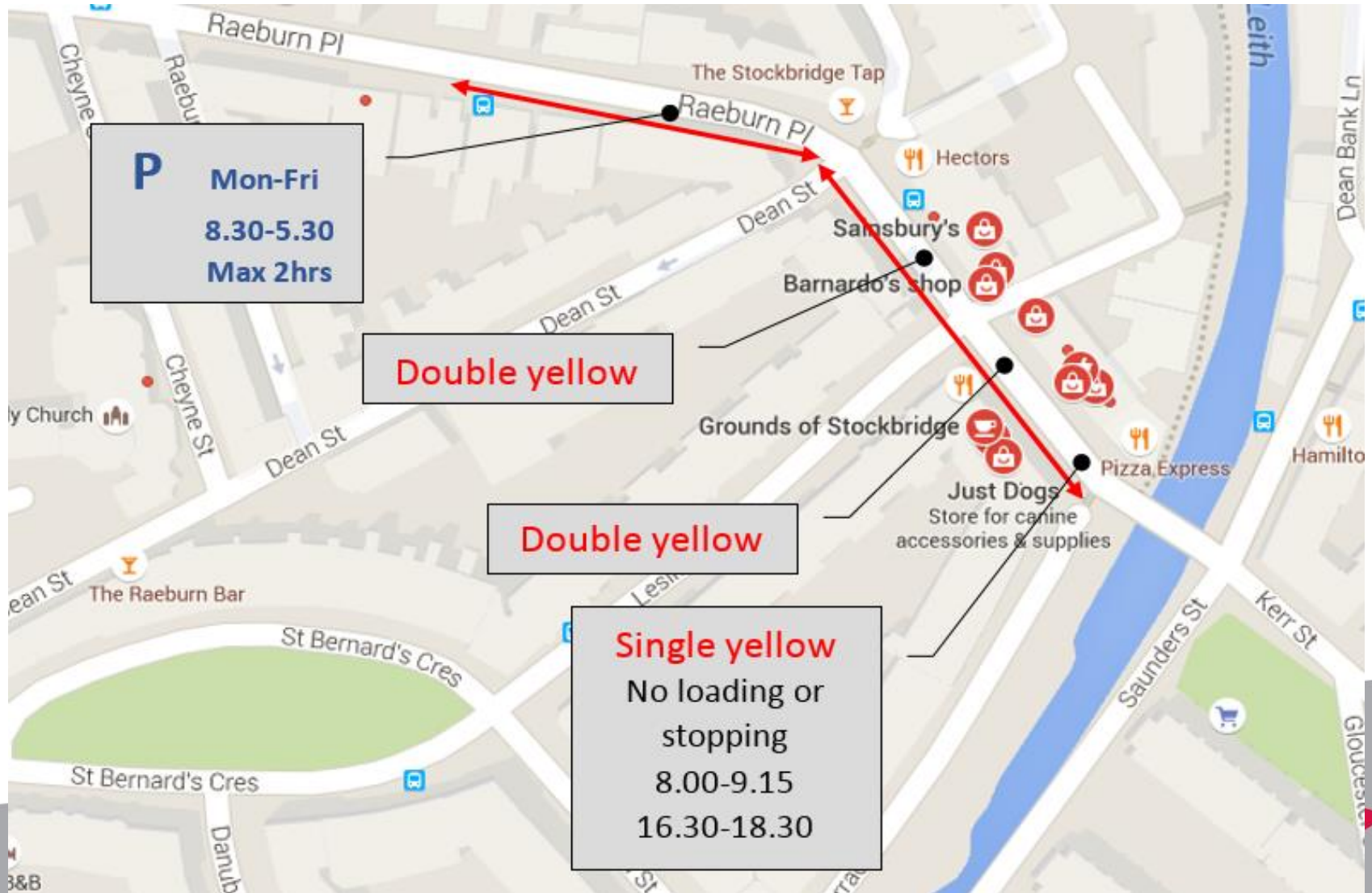
Council data (2013)





- ▶ Observation surveys in selected locations not city centre
- ▶ Monitoring number of non-complying vehicles
- ▶ Observing parking attendant visits and activity
- ▶ 8 street sections: 1 residential, 5 arterial with yellow lines, 2 arterial with red lines
- ▶ 5 2 hour visits per street
- ▶ Public attitude surveys – on-street and online emailed out to sample, mainly Napier staff
- ▶ 158 completed attitude surveys obtained

Typical street section for observation survey



Informing decisions.
Shaping policy.

Typical streets surveyed



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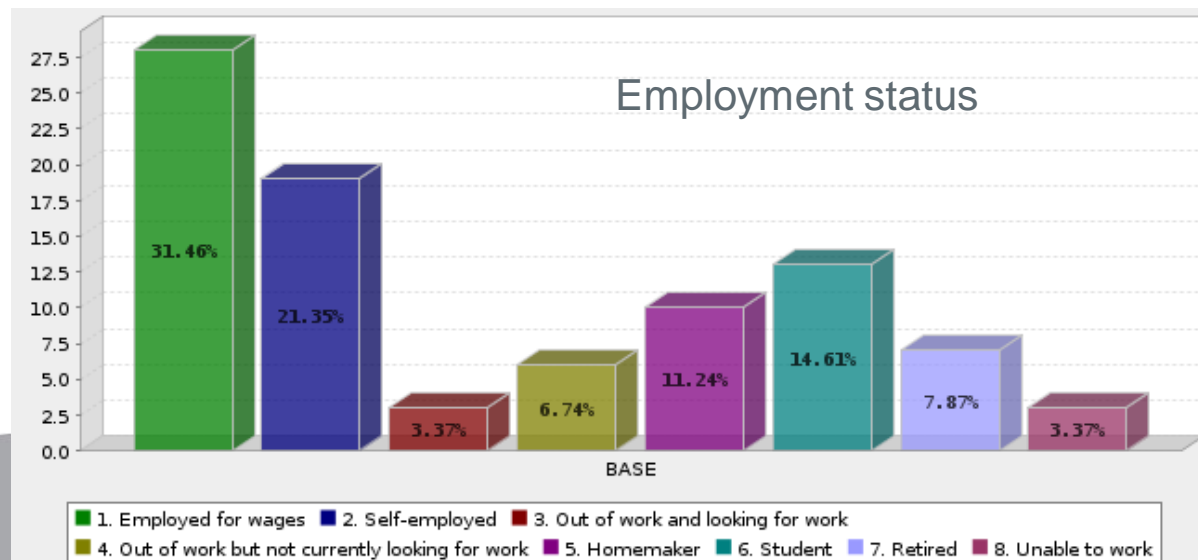
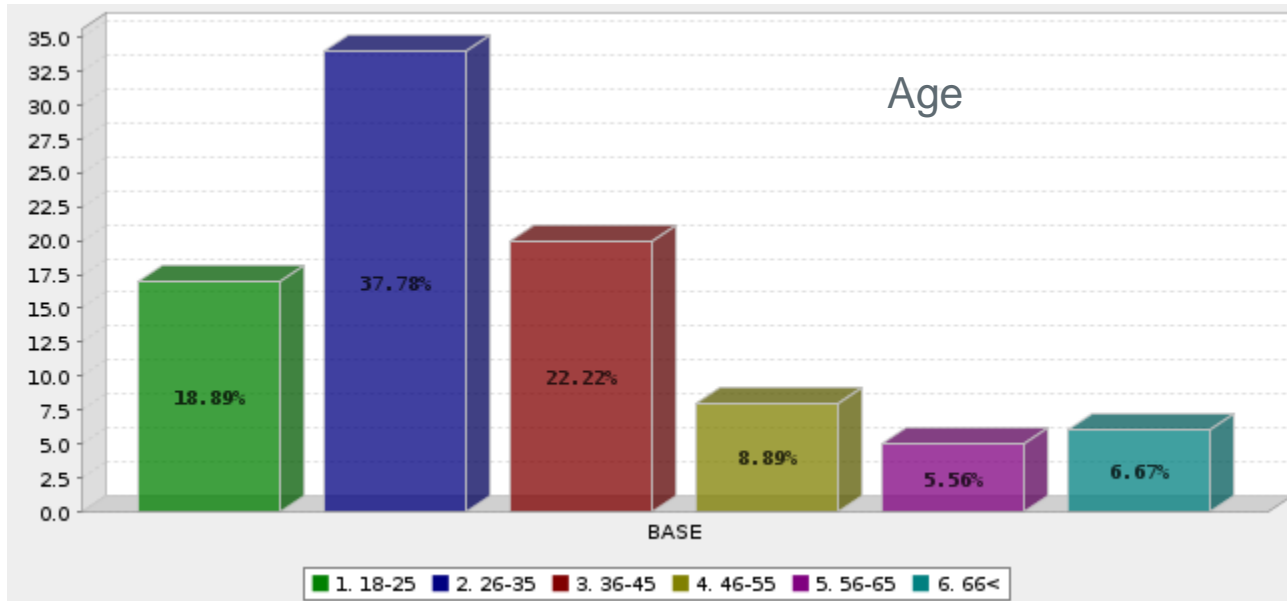
Results (averaged over 5 days)



Street	Violations	Mean length of stay (min)	Mode length of stay (min)	Parking Attendant Visits	Penalties	Penalties/violation
Blantyre Terrace	4.6	38.4	-	0.6	0.8	17.4%
Clerk St	20.2	18	-	1.2	0.8	4.0%
Great Junction St	22.4	17.2	5	0	0	0.0%
Southbridge	29.4	11.4	2	1	0.4	1.4%
Stockbridge	3.6	12.4	-	0.2	0.2	5.6%
Hanover St bus stops	2.2	3.4	3	0	0	0.0%
Roseburn T am	19.8	14.4	5	0	0	0.0%
Roseburn T interpeak	10.8	16.2	5	0	0	0.0%
Home St am	11.2	25.4	5	4.6	0	0.0%
Home St interpeak	6.4	42	5	3.4	0	0.0%

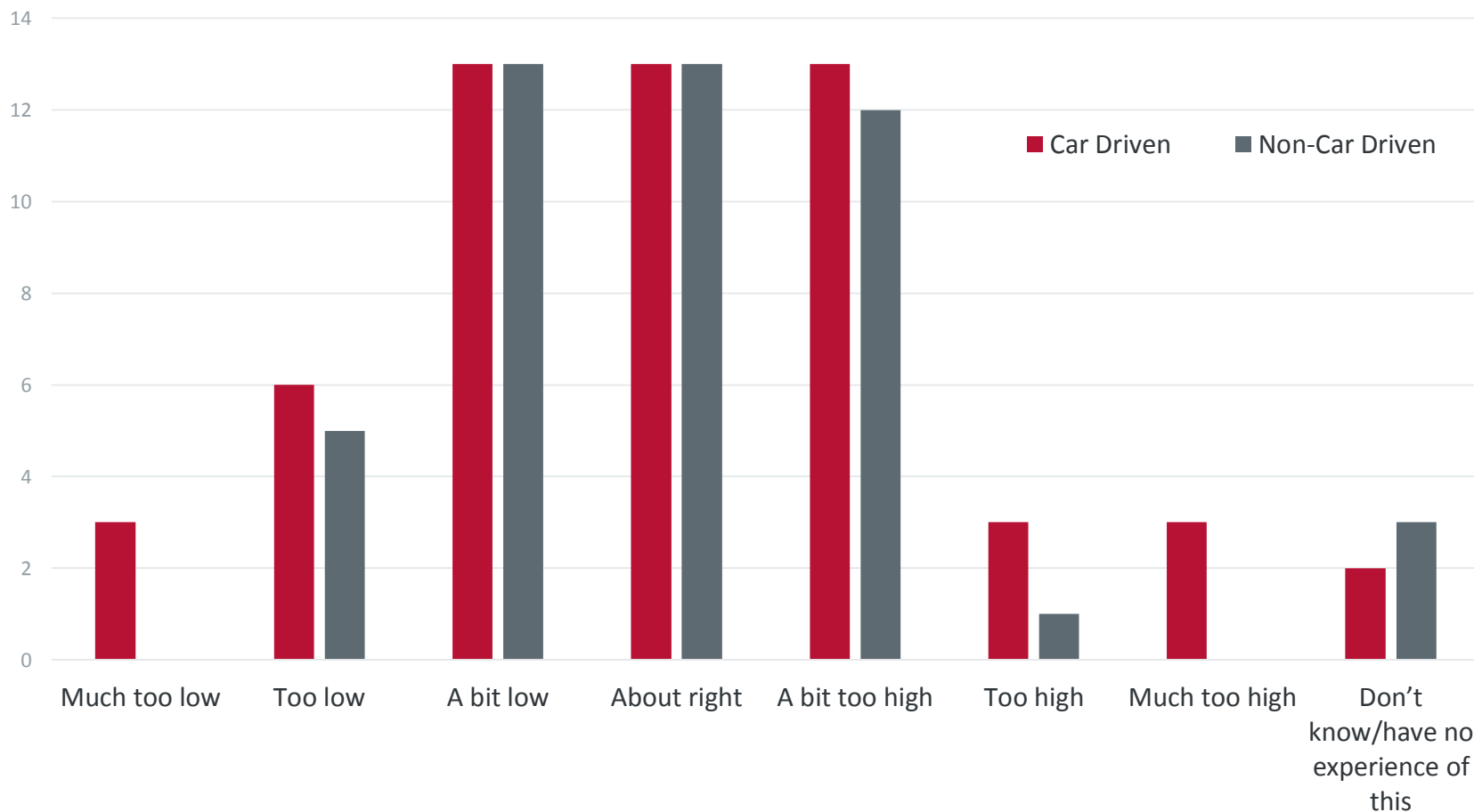
► Most violations **not** for non-payment but for overstaying or stopping when not permitted

Sample attitudinal survey



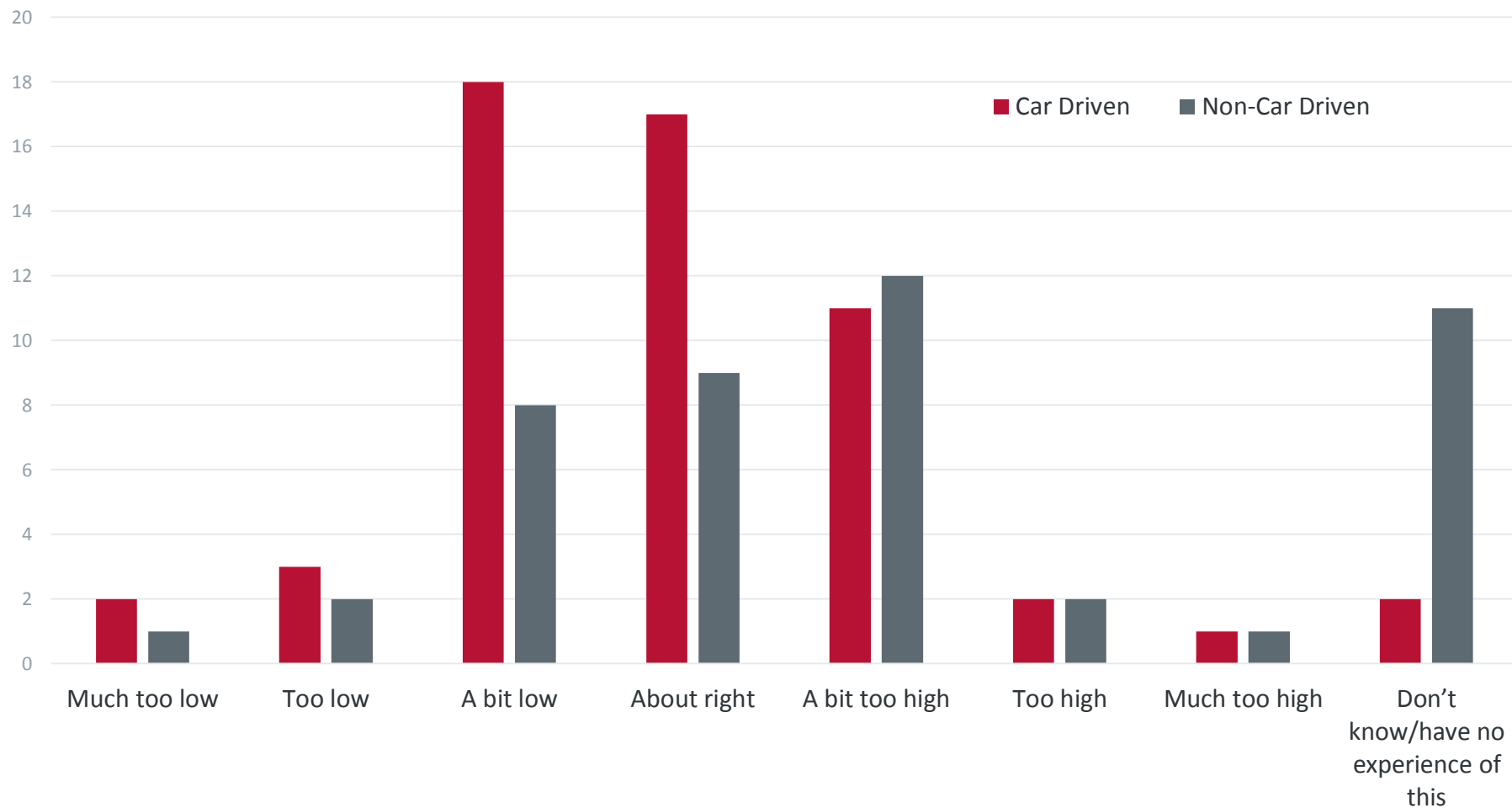
Results attitudinal survey

The level of enforcement of parking and loading regulations for cars that are parked on residential streets is



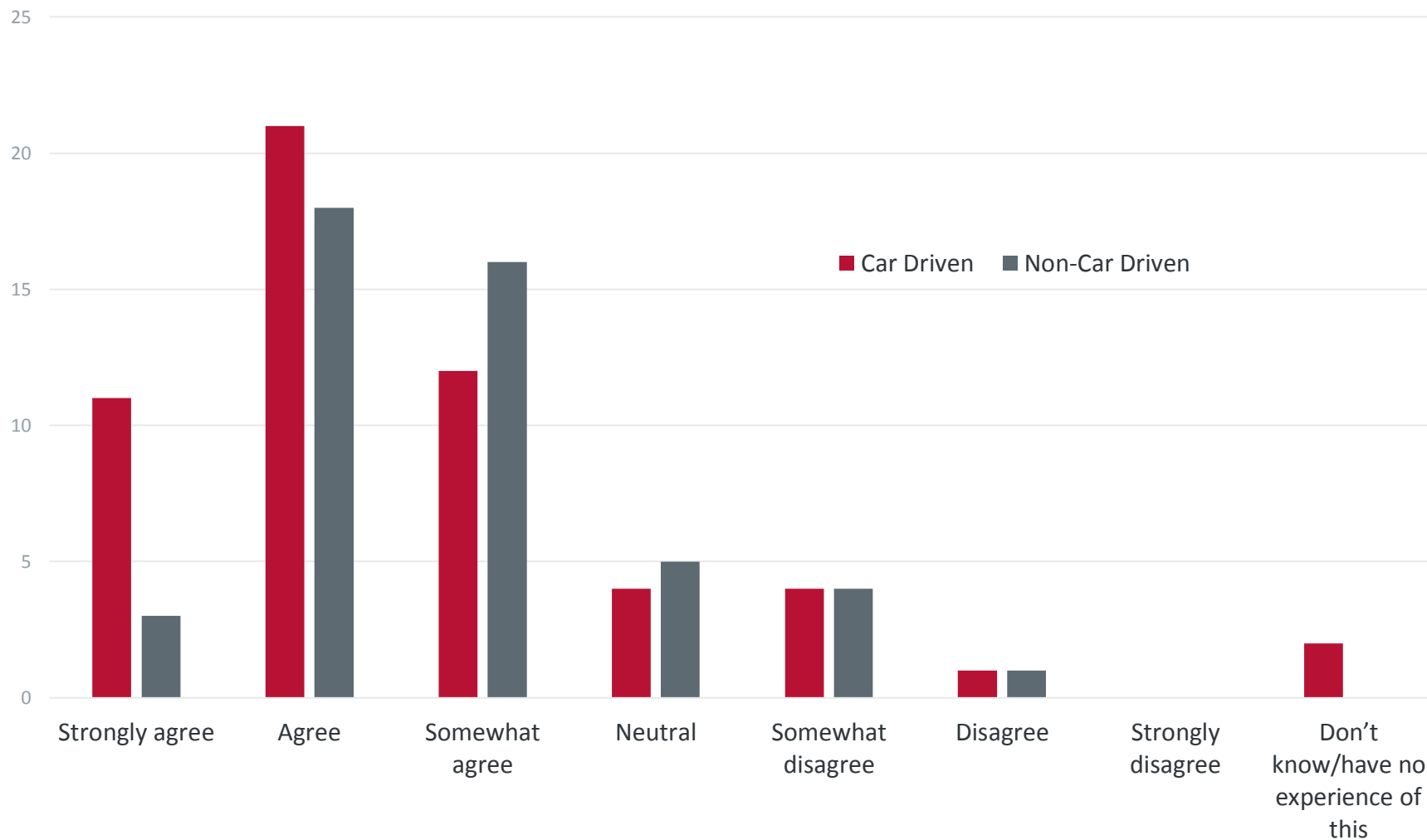
Results attitudinal survey

The level of enforcement of parking and loading regulations for vans and trucks that are loading and unloading on main roads in rush hour is



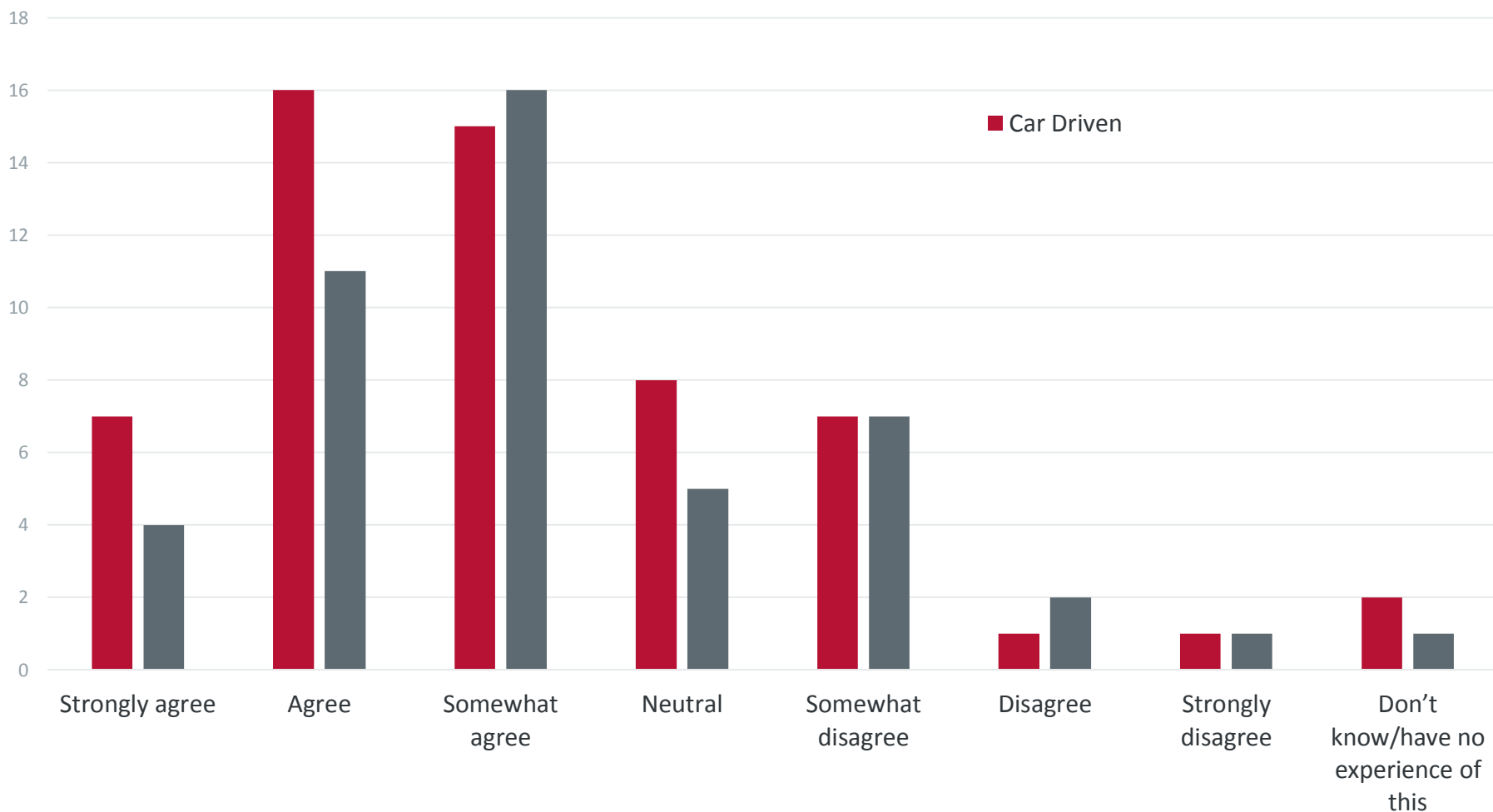
Results attitudinal survey

I often see parking wardens giving tickets on main roads



Results attitudinal survey

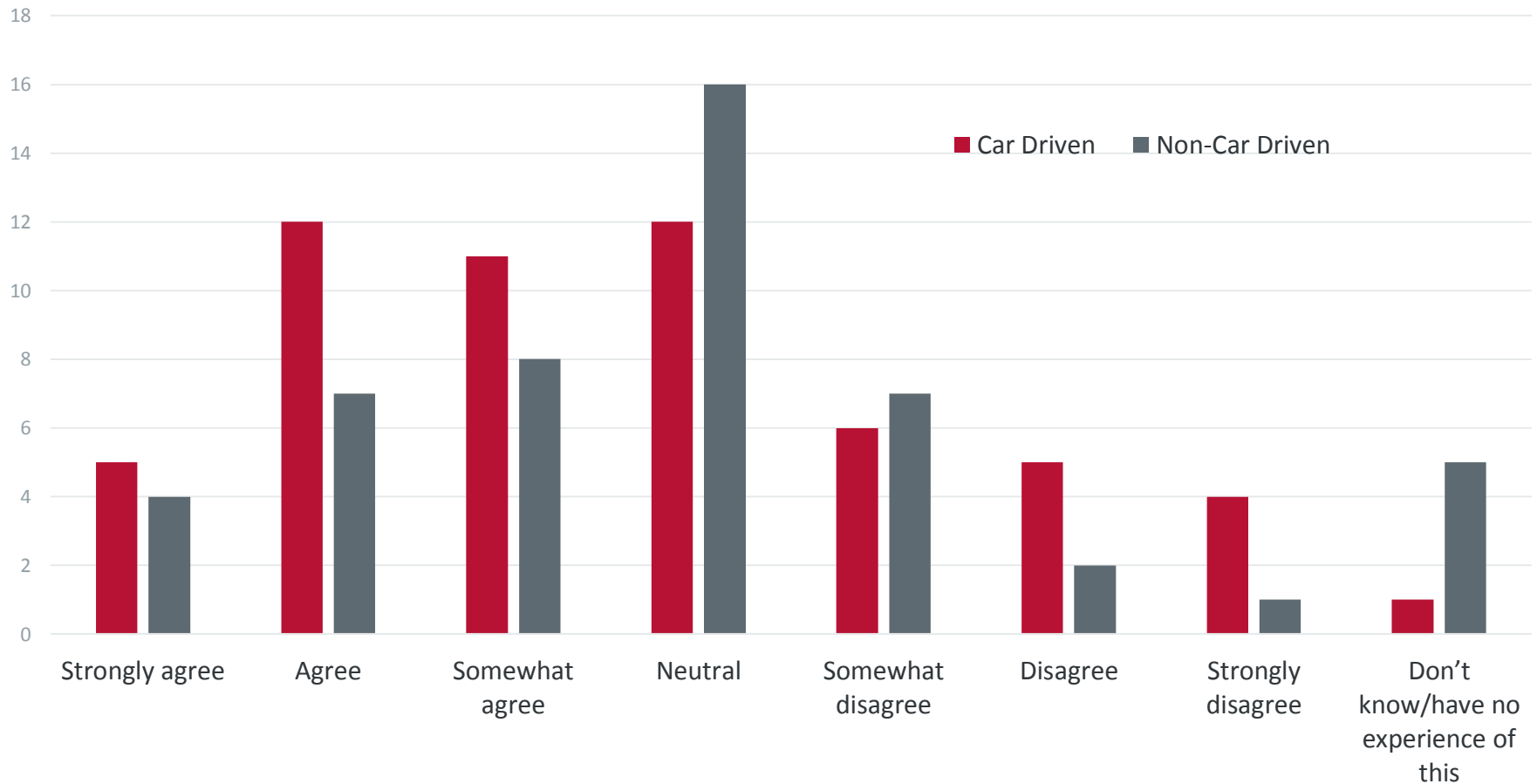
I often see parking wardens giving tickets on residential streets



Results attitudinal survey



Enforcement of parking controls in Edinburgh is fair – everyone who breaks a regulation has an equal chance of getting a parking ticket



Anything to conclude?



- Gathered some new data on attitudes to parking enforcement in decriminalised environment
- In Edinburgh, highest chance of getting fine – on residential street
- Highest non-compliance – on main roads
- Public does not perceive this however
- Somewhat different attitudes between those who are regular car users and those who aren't
- From point of view of Push and Pull project – enforcement can remain problematic even in decriminalised environment
- Anything generalisable from this? Not sure! Suggestions welcome...

General idea of PUSH&PULL

The big problems in urban transport are

1. Overwhelming and steadily increasing use of cars in cities with all the negative impacts
2. Lack of (financial) resources to encourage use of sustainable modes of transport

General idea of PUSH&PULL

Funding mechanism from the revenues of parking management (push) used to encourage the use of energy-efficient modes of transport (pull)



Consortium – Implementation partners

- Krakow (PL)
- Iasi (RO)
- Uni Ljubljana (SL)
- Bacau (RO)
- Gent (BE)
- Tarragona (ES)
- Nottingham (UK)
- Örebro (SE)



Expected main outputs and products

- Catalogue of proven parking and mobility measures
- Description of best implementation of parking space management
- Concept for a core funding mechanism and process
- Fact sheets of activities of all 8 implementation cities / institutions
- Training material and courses on parking space management and MM activities
- Brochure and video clip on good reasons for Parking Management
- Final publishable report on activities

Contact Details

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