

Meadows to George Street: Disabled Parking Analysis

Client name
City of Edinburgh Council

Project name
Meadows to George Street

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60579473

Prepared by
[REDACTED]

Revision History

Revision	Revision date	Details	Authorised	Name	Position
1.0	05/12/2019	Draft issue to Client	[REDACTED]	[REDACTED]	Project Manager

1. Introduction

- 1.1 Parking data collected in October 2018 has been analysed to provide an overview of disabled bay and blue badge parking demands on the project corridor.
- 1.2 Weekday and weekend data was available to analyse from the following dates, each across time period of 06:00 to 21:00:
 - Tuesday 9 October 2019;
 - Thursday 11 October 2019;
 - Saturday 6 October 2019; and
 - Sunday 7 October 2019.
- 1.3 The aim of this analysis was twofold; firstly to assess the average number of vehicles parked in disabled bays to determine occupancy; and secondly to assess where blue badge holders are parking along the project corridor and levels of activity.
- 1.4 Note I data set is limited to the above and does not capture a full week of parking activity, however, this will give a reasonable basis to demonstrate demand for blue badge parking on the corridor.
- 1.5 The locations of the existing disabled bays are shown in Figure 1 and Figure 2. Of the streets directly affected by our works and street changes, only Hanover Street currently has a formal disabled parking bay. The other disabled bays are generally available on streets directly adjacent to our corridor and are currently proposed to remain unaffected by the proposals.

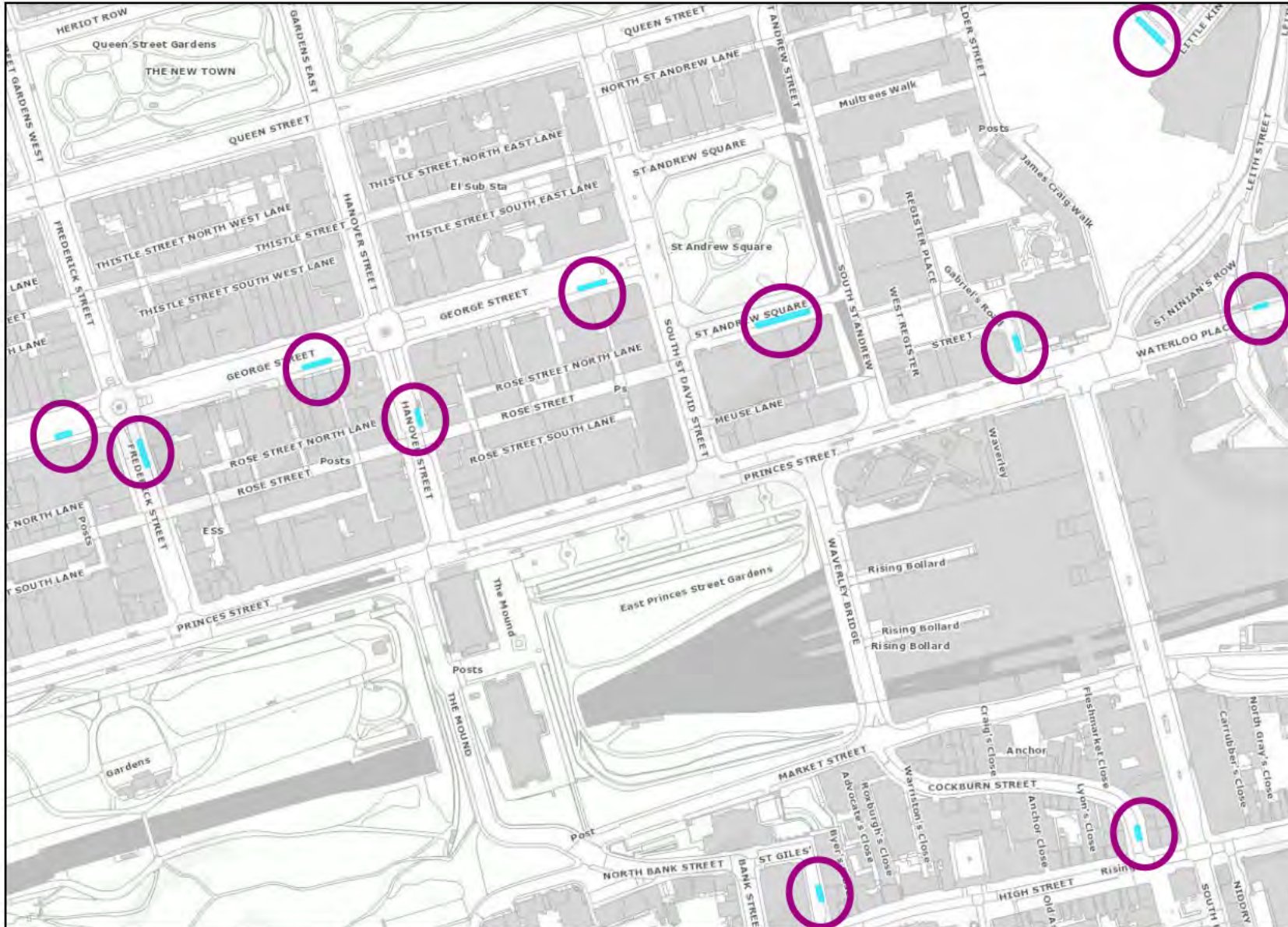


Figure 1 - Disabled parking bay locations (Plan 1 of 2 –New Town)

Source: CEC (<https://www.arcgis.com/apps/webappviewer/index.html?id=9dfa229ba4004f7ca642ed3bd9702094>)

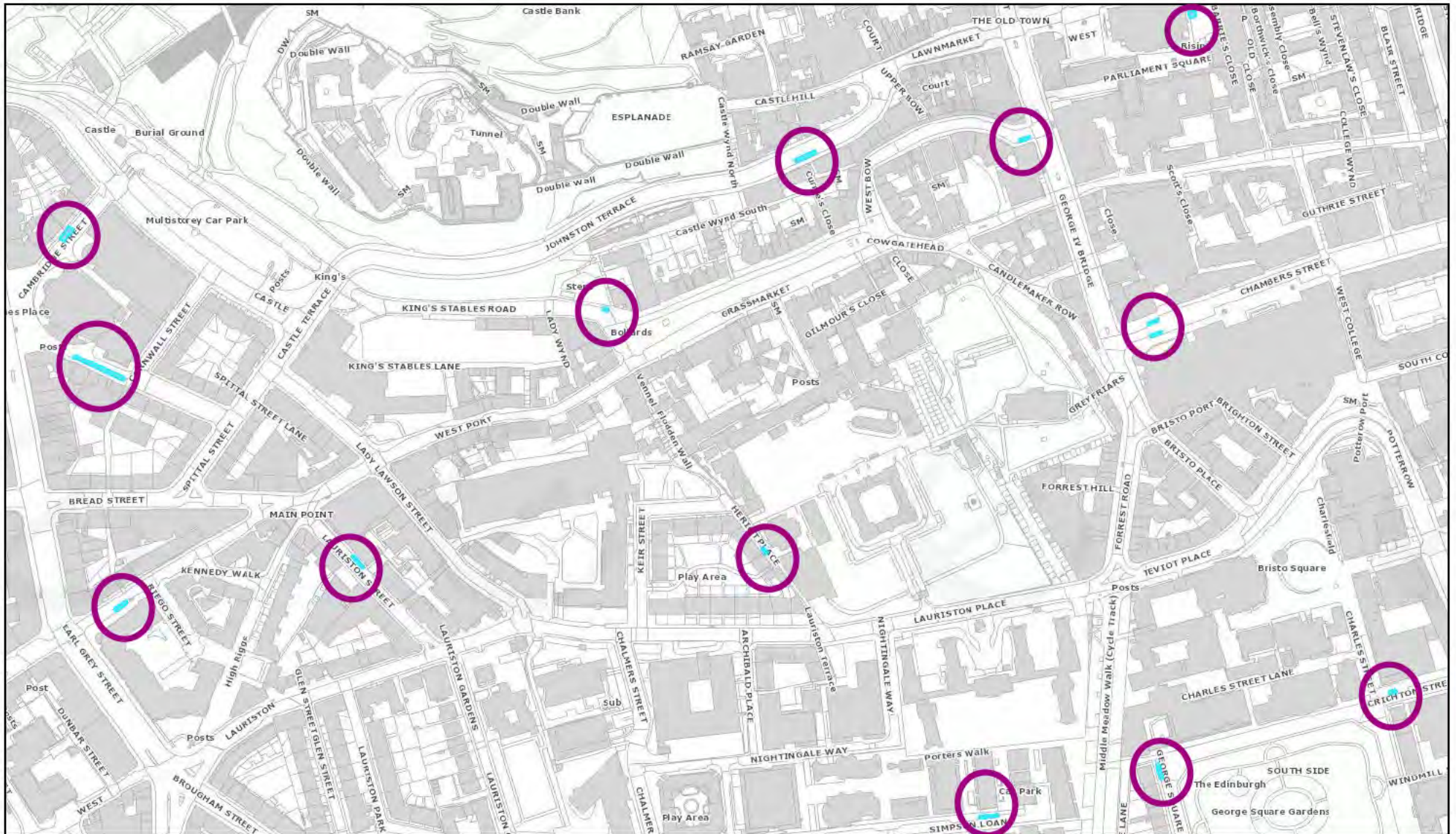


Figure 2 - Disabled parking bay locations (Plan 2 of 2 – Old Town)

Source: CEC (<https://www.arcgis.com/apps/webappviewer/index.html?id=9dfa229ba4004f7ca642ed3bd9702094>)

2. Analysis – disabled bay occupancy

- 2.1 To assess the number of vehicles parked in the four disabled bays highlighted in Figures 1 and 2, the data was filtered by the 'Class' to distinguish all vehicles parked in a disabled bay. Of the 106 instances of vehicles parking in a disabled bay across the 4 surveyed days, only 32 recorded the vehicle displaying a disabled / blue badge.
- 2.2 Three taxis were recorded waiting or picking up passengers in a disabled bay, while there were 5 LGVs and 2 OGVs recorded using the disabled bays to park or load. Abuse by taxis was recorded on Chambers Street (2 instances) and St Giles Street (1 instance), with each of these instances being recorded on the Saturday that was surveyed. Abuse by LGVs and OGVs was recorded on Victoria Street (2 instances); St Giles Street (2 instances); and Chambers Street (3 instances). Six of the seven instances of abuse by LGVs or OGVs were recorded on either the Tuesday or Thursday that were surveyed.

2.3 Hanover Street

There is one disabled bay currently on Hanover Street with a length of around 6.5m. Figure 3 and Figure 4 show both the average weekday parking in this disabled bay and average weekend parking.

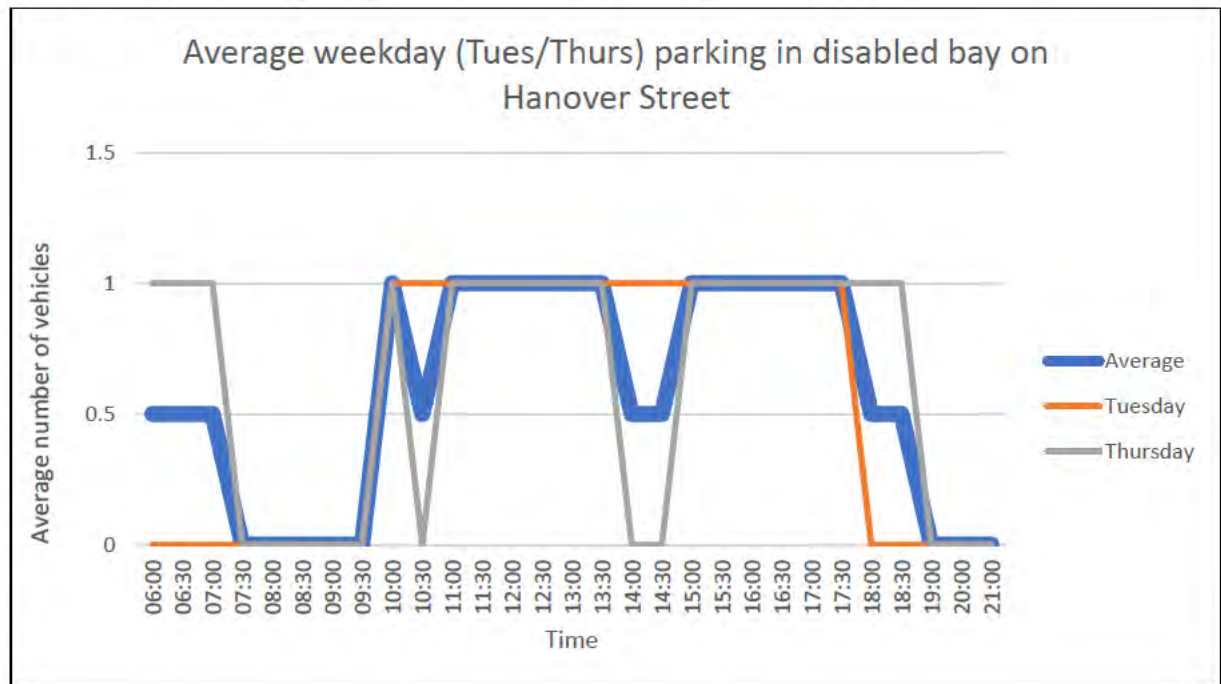


Figure 3 - Average weekday parking in disabled bay on Hanover Street

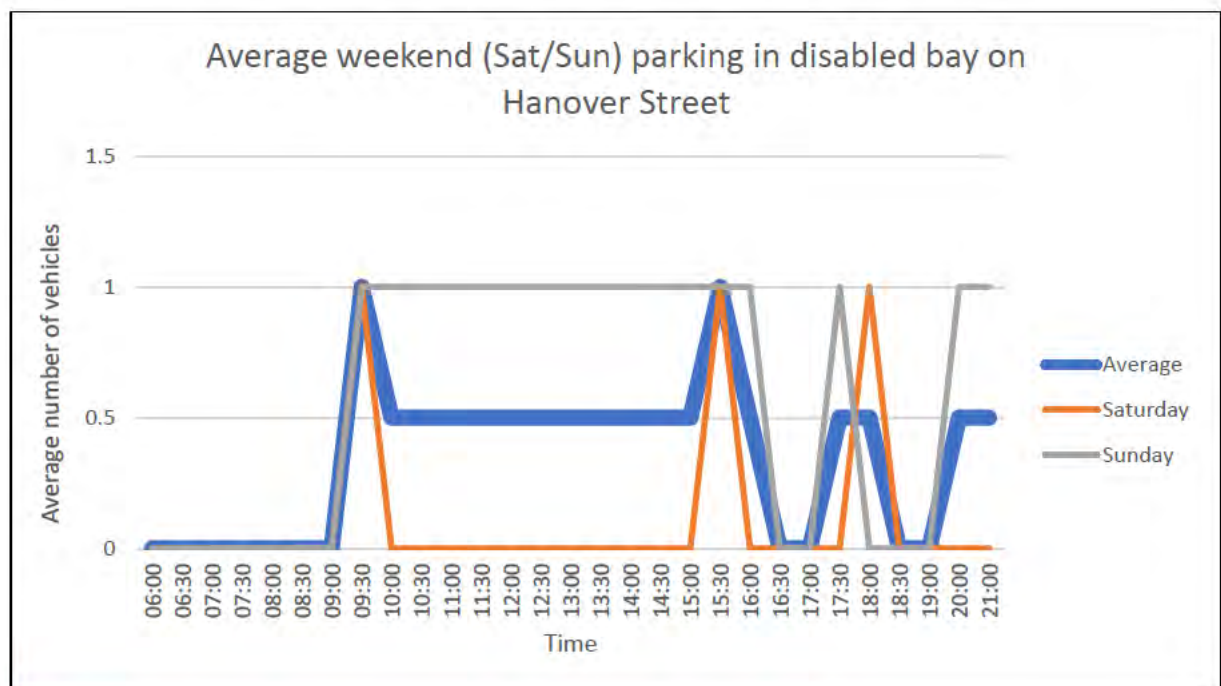


Figure 4 - Average weekend parking in disabled bay on Hanover Street

- 2.4 The graphs show that on average on the surveyed weekdays, the disabled space was occupied the most between 11:00-14:00 and 15:00-17:30, which can be expected seeing as these are working days. The disabled bay was found to be occupied more on Sunday compared to on Saturday, especially between the times of 09:30 and 16:00.

2.5 Victoria Street

There is one disabled bay on Victoria Street with a length of around 8.8m. Figure 5 and Figure 6 show both the average weekday and weekend parking in this bay.

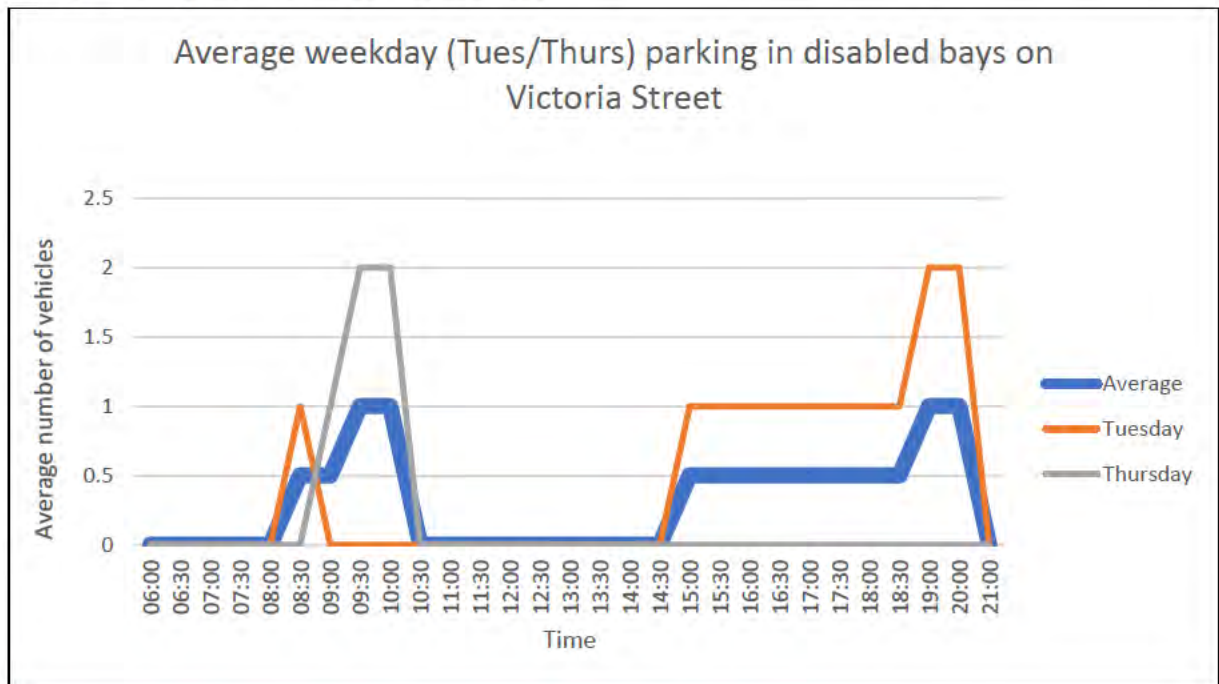


Figure 5 - Average weekday parking in disabled bays on Victoria Street

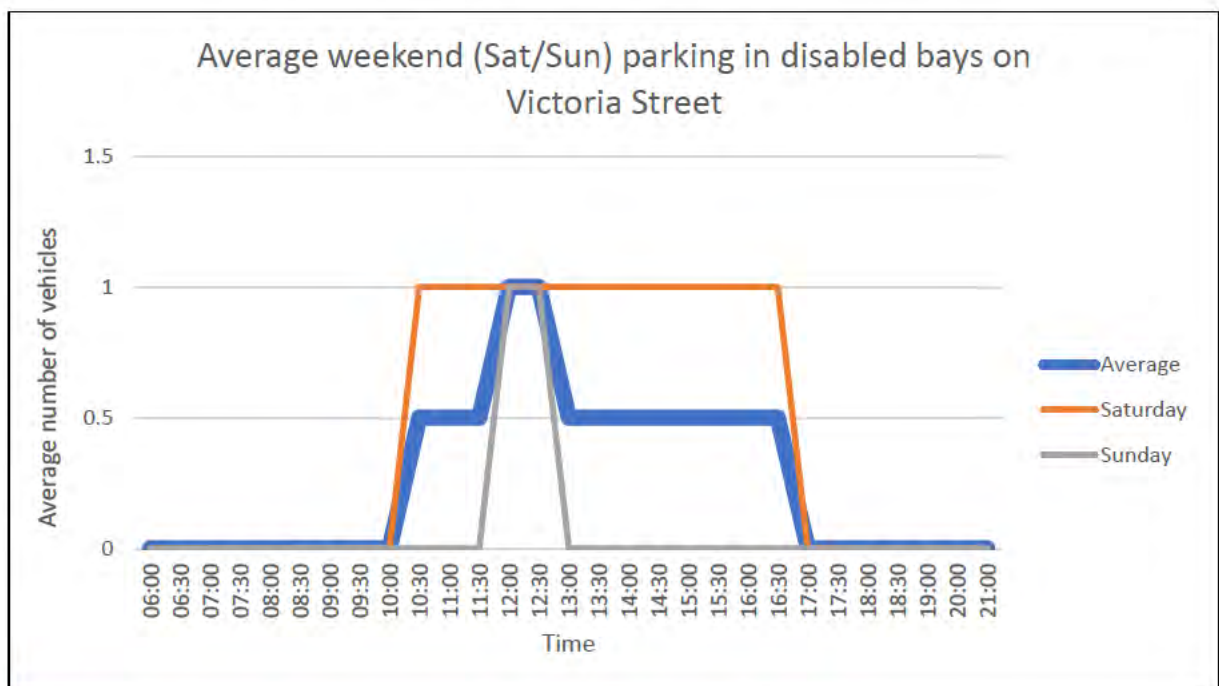


Figure 6 - Average weekend parking in disabled bays on Victoria Street

- 2.6 The graphs show that on a weekday the space was occupied most between 09:00-10:00 and 15:00-20:30. At the weekend the highest occupancy was between 10:30-16:30, and the disabled parking was generally more utilised on Sunday.

2.7 Chambers Street

There are 5 disabled bays on Chambers Street with a combined length of around 26m. Figure 7 and Figure 8 show both the average weekday and weekend parking in these bays.

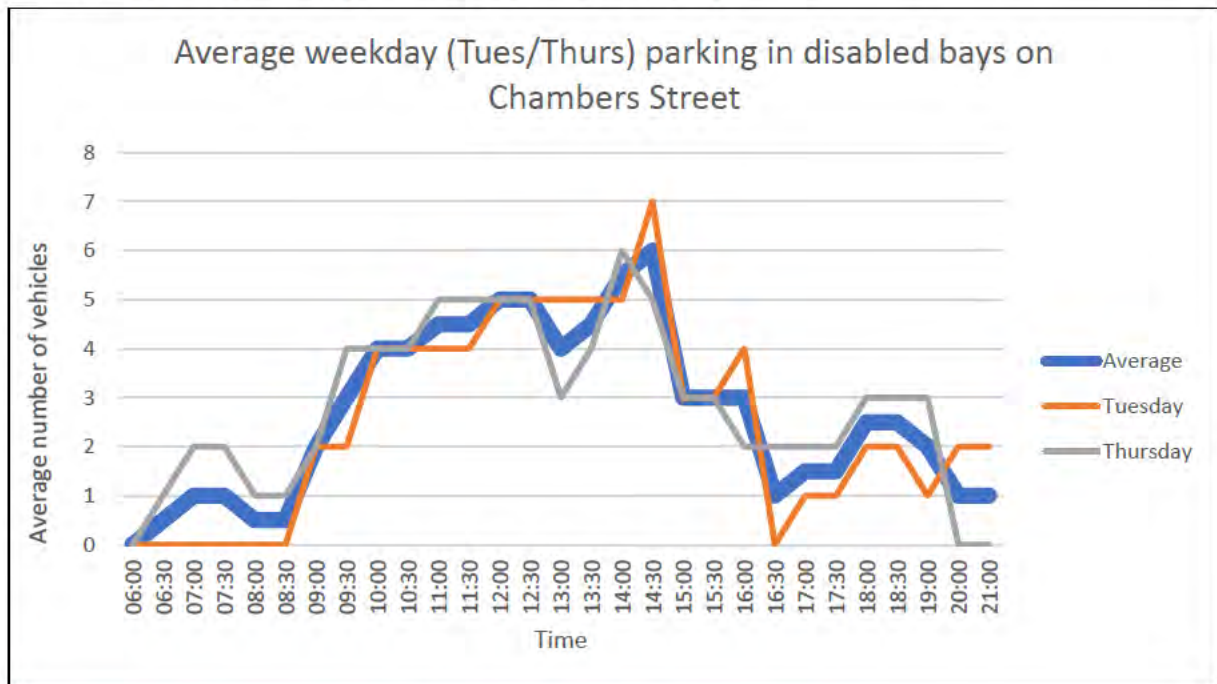


Figure 7 - Average weekday parking in disabled bays on Chambers Street

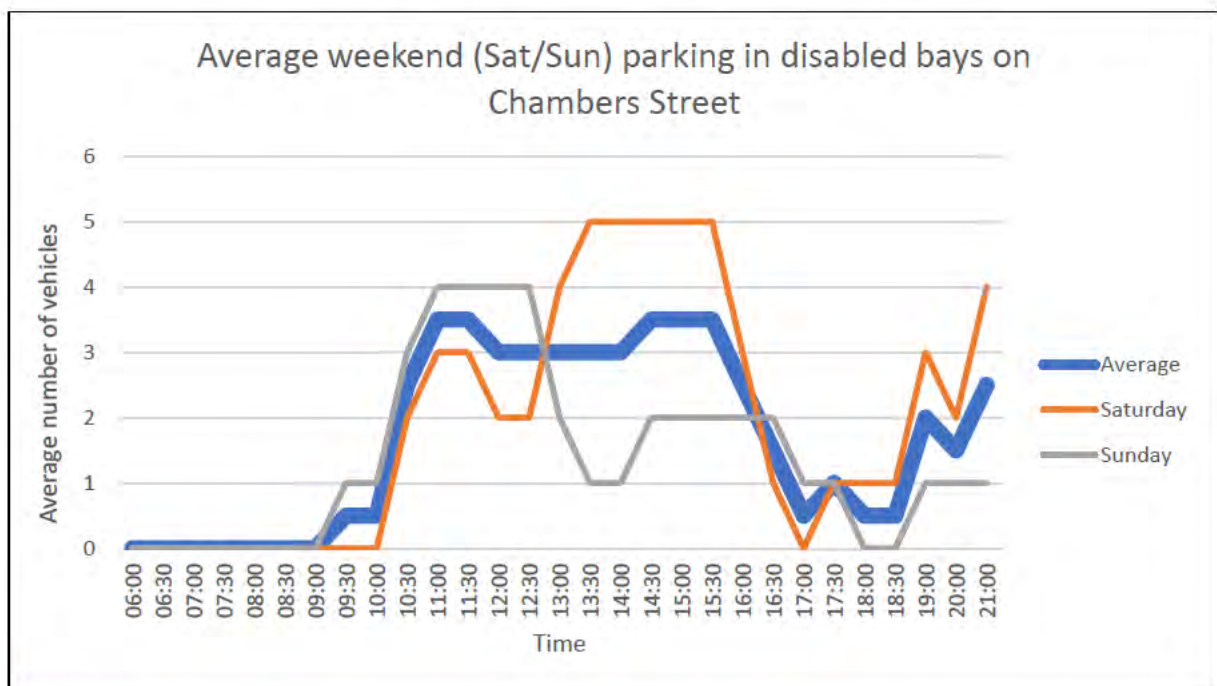


Figure 8 - Average weekend parking in disabled bays on Chambers Street

- 2.8 The graphs show that on the weekdays that were surveyed, use of the disabled bays was most frequent between 09:00-16:00, which is expected as these are working days. The highest occupancy at the weekend occurred between 10:30-16:00, and the occupancy was generally higher on the surveyed Saturday.

2.9 St Giles' Street

There are 2 disabled bays on St Giles' Street with a combined length of around 11m. The graphs below show both the average weekday and weekend parking in these bays.

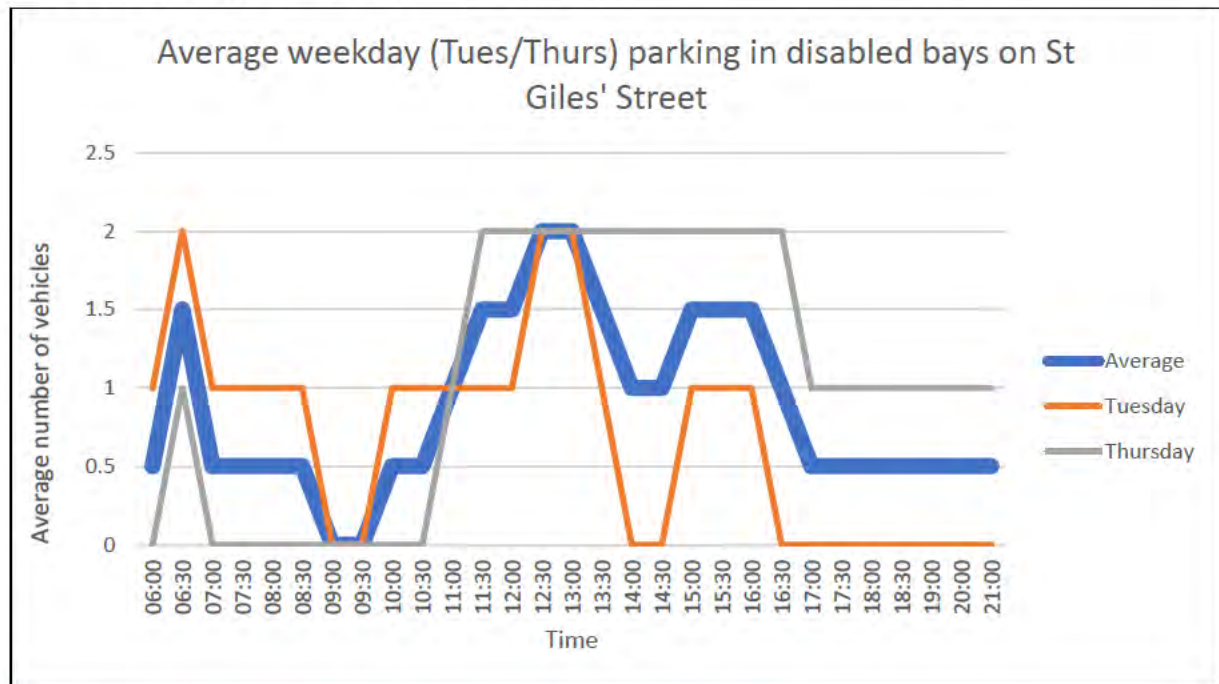


Figure 9 - Average weekday parking in disabled bays on St Giles' Street

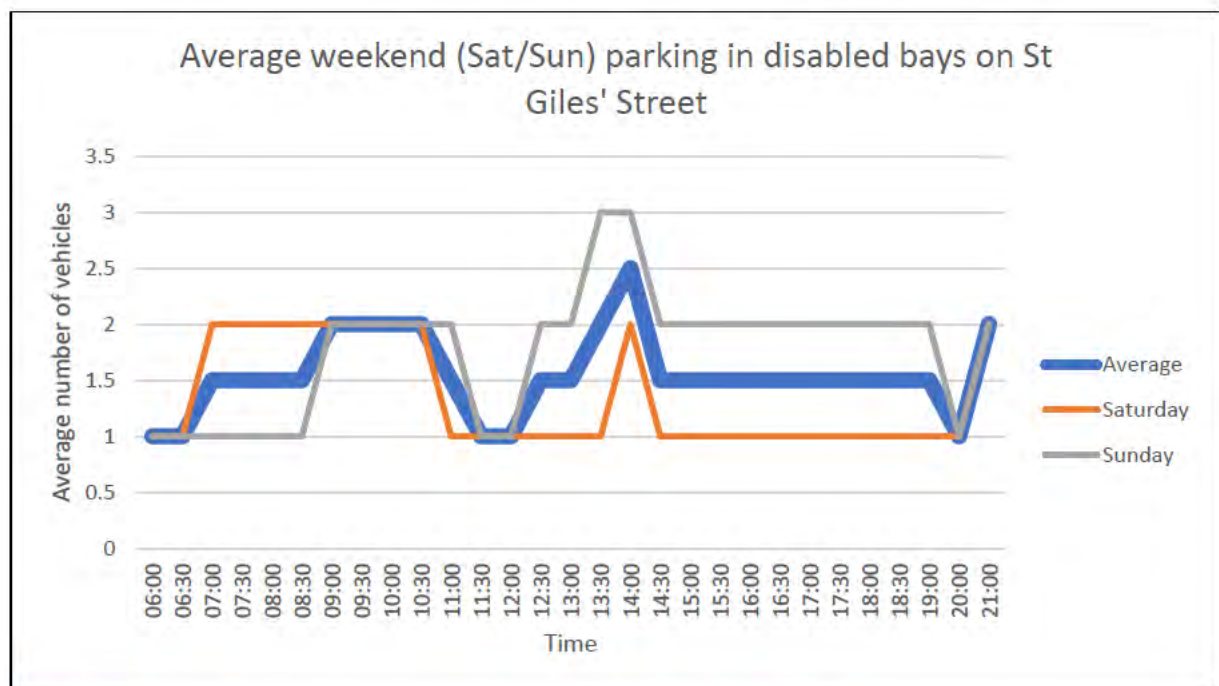


Figure 10 - Average weekend parking in disabled bays on St Giles' Street

- 2.10 The graphs show that on the surveyed weekday, the bays were occupied the most in the early morning (06:30) and between 10:00-16:30. At the weekend, the bays were occupied mainly in the morning 07:00-10:30 and afternoon/evening between 12:30-19:00. The occupancy is generally observed to be higher on the surveyed Sunday with respect to Saturday.

3. Analysis – Blue Badge holder parking

- 3.1 To analyse where else blue badge holders were parking along the route, the survey data was filtered by 'Ticket Type' (Disabled) only. This data was tied to a Link ID which had previously been used to break down the project corridor into small sections per street. This data was input into QGIS to display the disabled parking hotspots graphically. The maps in Figure 11 and Figure 12 show where blue badge parking is most prevalent during the week and weekend.
- 3.2 The weekday map, shown in Figure 11, highlights that disabled users are parking mostly on Victoria Street, Candlemaker Row, Teviot Place, east Chambers Street and west Market Street.
- 3.3 As shown in Figure 12, there is a similar pattern of parking at the weekend, with an increased number of disabled users parking on Victoria Street. There appears to be less parking on St Giles' Street, Chambers Street and Candlemaker Row.



Figure 11 - Weekday blue badge holder parking out with disabled bays (total across surveyed weekdays)

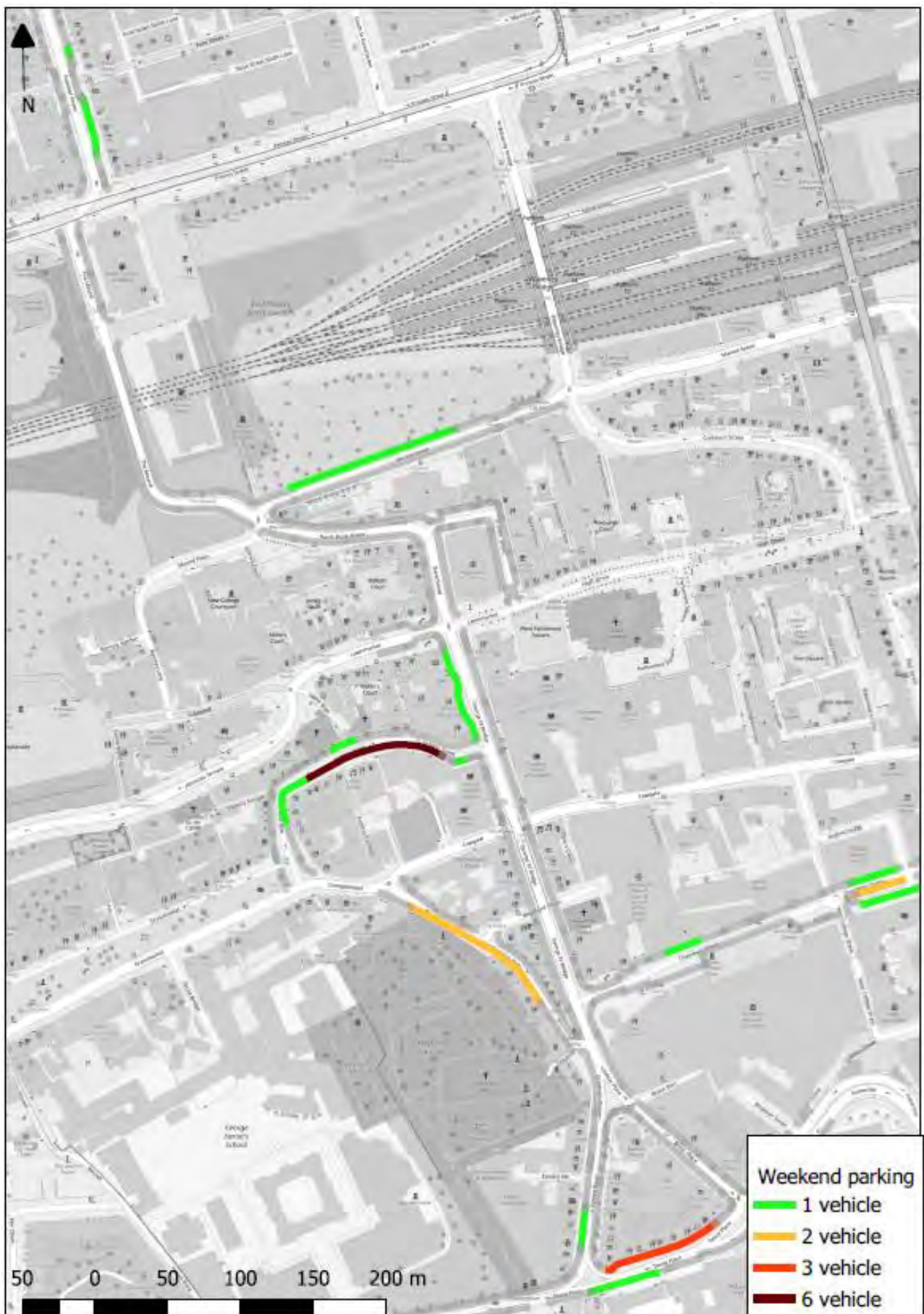


Figure 12 - Weekend blue badge holder parking out with disabled bays (total across surveyed Saturday / Sunday)

3.4 Figure 13 and Figure 14 below show the average stay of the vehicles represented above during the week and the weekend.



Figure 13 - Weekday blue badge holder parking out with disabled bays average stay

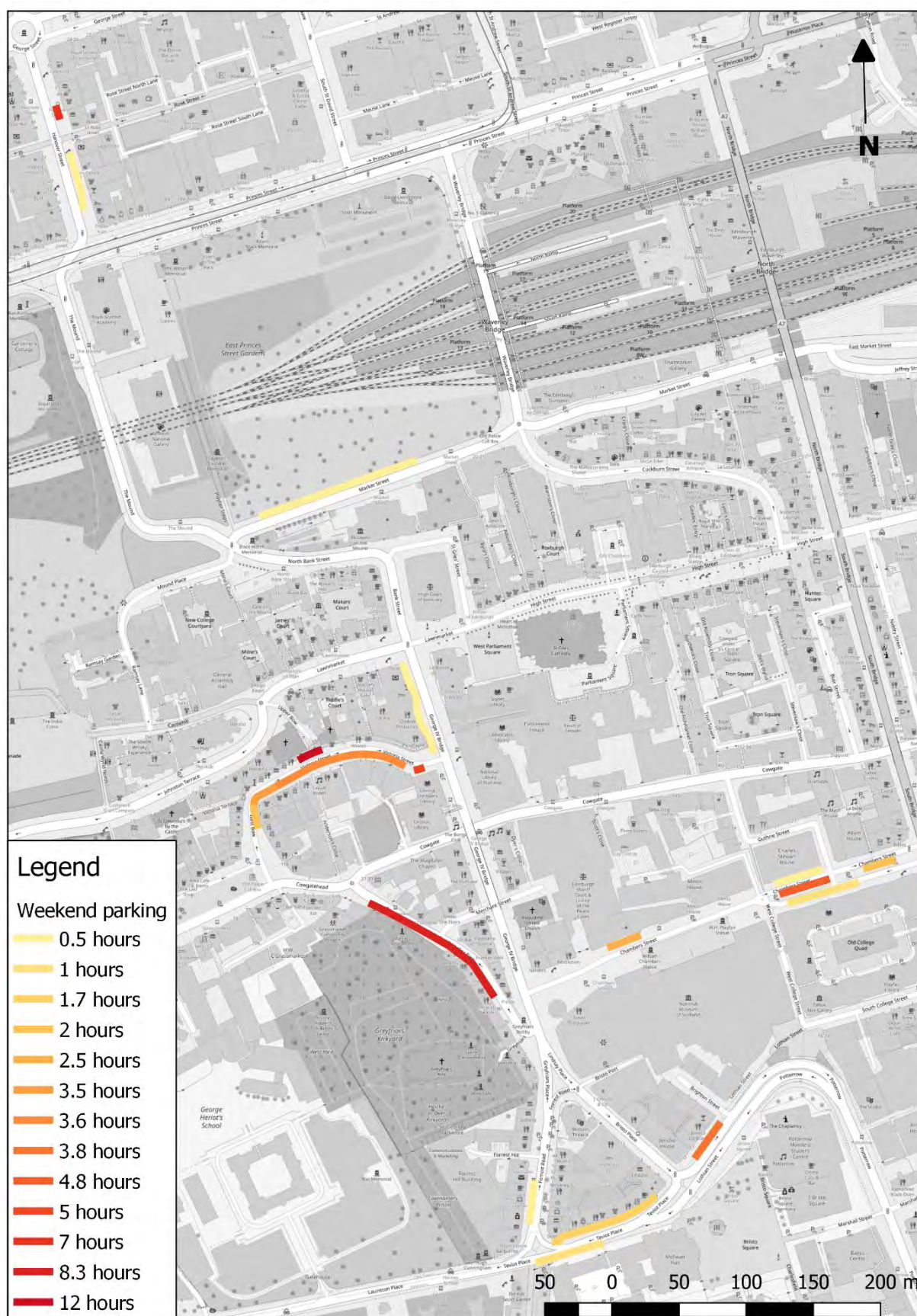


Figure 14 - Weekend blue badge holder parking out with disabled bays average stay

- 3.5 The weekday map, shown in Figure 13, highlights that blue badge holders are parking for the longest duration (6+ hours) on St Giles' Street, Chambers Street and Victoria Street.
- 3.6 The weekend map, shown in Figure 14, highlights that blue badge holders are parked for the longest duration (5+ hours) on Candlemaker Row and Victoria Street.
- 3.7 During the weekday surveys, Teviot Place, Chambers Street, Candlemaker Row, Victoria Street and Market Street are observed to be popular locations for blue badge holders to park and where they also tend to stay for longer periods. The locations where this was also found to be true during the weekend surveys were Teviot Place, Chambers Street, Candlemaker Row and Victoria Street.

4. Summary

- 4.1 Of the streets directly affected by the proposals, it is recommended access for Blue Badge parking is considered and accommodated around the areas of:
- Hanover Street;
 - Candlemaker Row; and
 - Teviot Place.
- 4.2 Taxis, LGVs and OGVs have been recorded abusing disabled parking bays, specifically on Chambers Street, St Giles' Street and Victoria Street.
- 4.3 Hanover Street, Victoria Street and Chambers Street disabled bays were observed to be more occupied at the weekday (on average).
- 4.4 St Giles' Street disabled bay was observed to be more occupied on weekend (on average).
- 4.5 When analysing where else blue badge holders park on the route other than designated disabled bays, it was found that on a weekday, blue badge holders are parking mostly on Victoria Street, Candlemaker Row, Teviot Place, east Chambers Street and west Market Street.
- 4.6 At the weekend, blue badge holders park in similar locations with an increased number of disabled users parking on Victoria Street. There appears to be less parking on St Giles' Street, Chambers Street and Candlemaker Row.
- 4.7 When analysing how long blue badge holders are parking in these spots, it was found that blue badge holders are parking for the longest duration (6+ hours) on St Giles' Street, Chambers Street and Victoria Street (on average) on weekdays. At the weekend the longest parking duration (5+ hours) occurs on Candlemaker Row and Victoria Street.