

Transport and Environment Committee

10.00am, Thursday, 12 September 2019

Strategic Review of Parking – Review Results for Areas 4 and 5 and Proposed Implementation Strategy

Executive/routine Wards Council Commitments	Executive All 18,19
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1. Recommendations

- 1.1 It is recommended that Committee:
- 1.1.1 notes the results of the initial investigation of parking pressures in Area 4 – South-east Edinburgh and Area 5 – North Edinburgh as detailed in Appendix 3 and Appendix 4;
 - 1.1.2 recognises the potential economic, traffic management and air quality benefits of reducing commuter parking around the city centre, as well as in our local centres and urban villages;
 - 1.1.3 notes the overall results for Areas 1 through 5 of the Strategic Review, as detailed in Appendix 5 and Appendix 6; and
 - 1.1.4 approves the detailed recommendations that are listed in paragraphs 4.32 – 4.64.

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Executive Director of Place

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Strategic Review of Parking – Review Results for Areas 4 and 5 and Proposed Implementation Strategy

2. Executive Summary

- 2.1 In [August 2018](#), Committee approved the commencement of a Strategic Review of Parking that would look at parking pressures across the entire Edinburgh area. This review would help to form a citywide strategy for addressing parking pressures, taking a proactive approach on policy and strategy grounds.
- 2.2 This report provides the results of that review for the south-east and north areas of the city, draws together the results from the three, previously reported areas and makes recommendations based on the full results from across the city.

3. Background

- 3.1 In August 2017 Committee approved a protocol that determined how the Council would approach new requests for parking controls within Edinburgh. The protocol explained the key requirements that would need to be met before any investigation would be commenced. The protocol has been applied to all new requests for parking controls that the Council has received since it was approved.
- 3.2 Since the protocol was adopted, however, it became apparent from enquiries received, from discussions with ward Councillors, Community Councils and residents that there was increasing support for new parking controls as a result of the significant and widespread impacts of non-residential parking. With several key areas (such as Corstorphine, Shandon and Leith) showing interest in the introduction of parking controls it was considered that there was clear justification for the Council to take a more strategic look at parking problems across the city.
- 3.3 In August 2018, Committee approved the commencement of a Strategic Review of parking that would look at parking pressures across the entire Edinburgh area. The review split the city into five geographical areas, with the results from Areas 1, 2 and 3 having been considered by Committee in [March](#) and [June](#) of this year. This report provides the results of the review for Area 4, South East Edinburgh and Area 5, North Edinburgh.

4. Main report

- 4.1 This report provides the results for the remaining two areas to be assessed as part of the Council's Strategic Review of Parking:
 - 4.1.1 Area 4: South East Edinburgh; and
 - 4.1.2 Area 5: North Edinburgh
- 4.2 This report also draws together the previously reported results from areas 1, 2 and 3 and, along with the results from areas 4 and 5, provides a full picture of parking pressure levels across the entirety of the city.
- 4.3 Previous reports on the Strategic Review have made some recommendations in respect of the potential first and second phases of implementation of new parking controls. This report will look at the results as a whole, making further recommendations in terms of which areas would benefit from parking controls, as well as the proposed consultation strategy, implementation phasing and the anticipated timetable for delivering the proposals arising from those recommendations.

The Strategic Citywide Review

- 4.4 An overview of the aims of the review can be found within Appendix 1.
- 4.5 The main aim of the review is to identify areas of parking pressure and to propose and prioritise measures designed to address those pressures.
- 4.6 The results for Areas 1, 2 and 3 have been previously reported to Committee, with approval having been given to move forward with initial designs and consultation exercises for the two areas identified as experiencing the greatest parking pressures.
- 4.7 With the results for Areas 4 and 5 having now been received, this report details their findings and provides a full picture of parking pressures across the city.

Citywide Review: Area 4

- 4.8 Area 4 covers the south-east of the city, covering an area that extends from the Braid Hills eastwards to Niddrie and Fort Kinnaird, bounded by the city bypass in the south and the current boundary of the Controlled Parking Zone (CPZ) in the north. A plan showing the extent of Area 4 can be found in Appendix 2.
- 4.9 The full results of the review of parking in Area 4 can be found in Appendix 3. Those results were prepared on the Council's behalf by the appointed consultants, The Project Centre.
- 4.10 The results for Area 4 show that much of this part of the city is not subject to the same pressures that exist elsewhere, although there are distinct pockets of pressure that warrant either action or further consideration.

- 4.11 It should be noted that the assessments in this part of the city were carried out in May 2019, at which time the academic year at the University of Edinburgh's King's Buildings campus had already concluded, leading to a potential reduction in the amount of on-street parking taking place. The review areas of Blackford, B6, Cameron Toll and Inch West will be reassessed at the beginning of upcoming academic year in order to provide further detail on the parking situation. The results of this further assessment will be reported to a future meeting of this Committee, with additional consideration being given at that time to the need for parking controls and, should measures be proposed, where those measures should sit within the proposed phasing.
- 4.12 Reference should be made to Appendices 6, 7 and 8 for further detail of the proposals for this area and the proposed phasing. The overall recommendations arising from the review can be found at the end of this report.

Citywide Review: Area 5

- 4.13 Area 5 covers the north of the city, from Silverknowes in the west to Trinity in the east and bounded to the south by Corstorphine Hill, Ravelston Dykes Road and the existing boundary of the CPZ. A plan showing the extent of Area 5 can be found in Appendix 2.
- 4.14 The results for Area 5 show that little of this area is subject to parking pressure of a degree that would necessitate the introduction of parking controls. Those pressures that do exist are confined to areas that are in closest proximity to the city centre and on the boundary of the existing CPZ.
- 4.15 Reference should be made to Appendices 6, 7 and 8 for further detail of the proposals for this area and the proposed phasing. The overall recommendations arising from the review can be found at the end of this report.

Proposed Implementation Strategy

- 4.16 With all five areas of the Strategic Review now complete, it has now been possible to assess the relative parking pressures across the entirety of the city and its outlying towns and villages and to make recommendations on a proposed strategy for implementing new parking controls.
- 4.17 The approach that has been approved for Phase 1, where the initial design of proposals designed to address the identified parking pressures would be immediately followed by an informal consultation exercise, will form the basis of the proposed strategy in each of the phases detailed in this report. That work will be accompanied by the gathering of further evidence of the need for control and monitoring exercises designed to assess adjacent areas before, during and after the implementation of controls.
- 4.18 Further consideration will also be given to the potential impacts on parking of ongoing or planned development, with monitoring exercises to be conducted in those areas likely to be affected by the completed developments.

- 4.19 Details of these different elements can be found in Appendix 9. A plan showing the proposed phasing and the areas where further monitoring will be carried out can be found in Appendix 11.

Sighthill Industrial Estate

- 4.20 Further consideration has now been given to the situation that exists not only in Sighthill Industrial Estate, but also in a number of similar locations across the city. Full details can be found in Appendix 10.

Potential Implications of Proposed Development

- 4.21 While the proposals that have emerged as a result of the work carried out under the Strategic Review recognise the current parking situation in each of the 104 areas assessed, there are potential implications for parking that arise as a result of ongoing, proposed and future development within the Edinburgh Area.
- 4.22 Within the context of the Strategic Review, a number of key developments have been identified as having the potential to impact upon parking, either within their own area or in adjacent areas. The identified areas are located adjacent to, or in relatively close proximity to, areas where there are existing parking pressures and where parking controls are either being proposed or require further consideration. Those developments are:
- 4.22.1 Cammo/West Craigs;
 - 4.22.2 Western Harbour;
 - 4.22.3 Royal Edinburgh Hospital;
 - 4.22.4 West Edinburgh (including the Garden District and IBG); and
 - 4.22.5 Meadowbank.
- 4.23 The above list is not exhaustive, with many other developments of varying sizes under construction, moving through the planning process or in the pre-application stages. Some of these, including developments at Ocean Drive and in the vicinity of Salamander Street, are in areas where the Strategic Review recommends the introduction of parking controls. Others, like Granton and Muirhouse/Pilton are not in areas currently highlighted by the Strategic Review as requiring either parking controls or further monitoring.
- 4.24 In many instances development will be granted planning permission on the basis that the development meets the parking standards set by the Council's Design Guidance. These parking standards actively seek lower levels of parking provision in order to help create more liveable neighbourhoods with a lower reliance on car ownership and use. This is part of the council's vision for a greener and healthier city.

- 4.25 However, where development is proposed in areas not subject to existing or proposed parking controls, or where they are in close proximity to uncontrolled areas, there is a risk that some new residents will still choose to move to the neighbourhood with a car despite lack of access to parking facilities. The issue then is that they will choose to park in adjacent or nearby streets. In the case of non-residential development there is an additional risk that commuter or visitor parking could have a similar impact on neighbouring areas. This would reduce the intended benefit from the council's policy and impact on neighbouring residents' quality of life.
- 4.26 With the Strategic Review of Parking, the Council has adopted an evidence based approach to addressing existing parking pressures. The proposals arising from the Review are entirely based on observations of parking pressures that currently exist and which are already impacting upon residents and businesses in many parts of the city.
- 4.27 The Review does recognise the potential for the migration of existing pressures and for new development to have further impact on parking, with a monitoring process planned that will highlight any resultant parking pressures that arise. However, further consideration should also be given, through the planning process, to the potential impacts on parking from large-scale development, with contributions being sought, where considered necessary, from developers to fund the design and implementation of measures to mitigate against any consequential parking pressures in the surrounding streets/neighbourhoods.
- 4.28 At its meeting of 4 June 2013 Committee approved a revised approach to the eligibility criteria for residents' permits following development or redevelopment. The eligibility criteria, which limits the number of permits that can be issued to newly built or subdivided/converted properties, apply specifically to situations where development takes place within an area where permit schemes are already in operation. It is considered that the content of this report necessitates further revisions to the scope of those criteria as a means of ensuring that development not currently in areas subject to permit parking would be subject to similar permit limitations. A report will be submitted to a future meeting of this Committee.

Transport Projects

- 4.29 Also outwith the scope of the Strategic Review of Parking are other Council projects which may impact on parking and which may necessitate the introduction of permit parking schemes. As an example, the [West Edinburgh Link](#) (WEL) proposes to remove all on street parking on South Gyle Crescent and Bankhead Avenue. Public consultation highlighted that local residents would favour some form of parking permit restrictions, in order to protect their streets from non-resident parking. This is being further investigated in conjunction with the local community and the Council's parking team.

Stadiums Review Update

- 4.30 In addition to the work carried out on the Strategic Review of Parking, a review of parking around three of Edinburgh's sporting venues has also been undertaken. Whilst the results of the Stadiums Review have now been received, further work is required to assess the available options and to determine how any proposals that arise could be combined with the proposals from the Strategic Review of Parking. Details of this review will be submitted to this Committee in February 2020.

Full List of Changes and Recommendations

- 4.31 The following paragraphs contain full details of recommended actions relating to the Strategic Review of Parking. They also summarise all the changes that have been proposed as part of this report. While some detail is provided for each recommendation, reference should be made to the relevant Appendix for further details.

- 4.32 The recommendations arising from this report are as follows:

New Parking Controls

- 4.33 To continue with the processes that have begun based on previous Committee decisions to investigate and consult upon the introduction of a first phase of new parking controls into the Leith Walk and Gorgie/Shandon areas, as detailed within Appendix 6 and as shown in the proposed phasing detailed in Appendix 8.
- 4.34 To note that a further three phases of new parking controls are proposed, as detailed within Appendix 8, with an indicative timetable for delivering these four phases also detailed in that Appendix.

Design and Consultation

- 4.35 To proceed with the consultation process for Phase 1 and to report the findings to this Committee at the earliest opportunity.
- 4.36 To commence the design and consultation processes for the remaining three phases as indicated by the timetable in Appendix 8.
- 4.37 To note the proposed consultation strategy described in Appendix 9.
- 4.38 To note that elected members in wards affected by each phase of the proposals will be provided with progress updates at key milestones.
- 4.39 To note that the results of each consultation process will be reported in full to Committee before seeking a decision on whether to proceed with the promotion of a traffic order for new parking controls.

Monitoring

- 4.40 To note the outline monitoring strategy as described in Appendix 9.
- 4.41 To note that additional areas have been added to the list of areas requiring further monitoring and consideration.

- 4.42 To note that further reports will be submitted as required, seeking authority to amend phasing or to add new phases of implementation should a need for additional controls be identified because of this monitoring.

Impact of new development

- 4.43 To note that consideration is being given to the potential impacts on parking of a number of large-scale residential and commercial developments and that where those impacts are not currently mitigated by proposals for new parking controls, monitoring processes will be put in place in order to gauge the extent and severity of any impacts that arise.
- 4.44 To note that further reports will be submitted as required, seeking authority to amend phasing or to add new phases of implementation should a need for additional controls be identified.
- 4.45 To note that this monitoring covers the following developments:
- 4.45.1 West Craigs;
 - 4.45.2 Western Harbour;
 - 4.45.3 Royal Edinburgh Hospital;
 - 4.45.4 Garden District;
 - 4.45.5 IBG; and
 - 4.45.6 Meadowbank.

Changes to recommendations, by Investigation Area

- 4.46 These changes reflect further consideration of the early results of the review, where the full results have allowed a more holistic view to be taken. They also reflect further consideration of the potential impacts of other, new controls and the need to ensure that any changes to parking are identified and mitigatory measures proposed at the earliest opportunity.
- 4.47 Full details of the reasons behind each change can be found in Appendix 6.

Investigation Area 1 – West Edinburgh

- 4.48 Saughton area originally proposed for CPZ, changed to Further Monitoring.
- 4.49 Corstorphine South originally proposed for CPZ, changed to Further Monitoring.
- 4.50 West Craigs originally had no action proposed. It is now proposed that this area be subject to further monitoring on the basis of the potential migration of parking and the potential impact of nearby development. This area could be added to a phase or form part of a further phase as required.
- 4.51 Corstorphine North originally proposed for CPZ, changed to Further Monitoring.
- 4.52 South Gyle changed from No Action to Further Monitoring, recognising the potential impact of nearby development.

Investigation Area 2 – South West Edinburgh

- 4.53 South Morningside, B2 and Cluny areas changed to CPZ subject to further monitoring, recognising the decision to expand B2 and the potential impact from the Royal Edinburgh Hospital.
- 4.54 Stenhouse changed from CPZ to Further Monitoring.
- 4.55 Sighthill/Parkhead and Calder changed from No Action to Further monitoring, recognising the proposals for Sighthill Industrial Estate described in Appendix 10.
- 4.56 Broomhouse changed from CPZ to Further Monitoring.
- 4.57 Sighthill Industrial Estate changed from Further Monitoring to Further Consideration. With that Further Consideration now having been undertaken, there is a recommendation for action in Appendix 10, repeated in the specific section, below, on this area.

Investigation Area 3 – North East Edinburgh

- 4.58 Piershill area changed from No Action to Further Monitoring in recognition of the potential for parking to migrate.
- 4.59 Newhaven North remains with a status of Further Monitoring, with further regard being given to the potential impact of development.
- 4.60 East Leith area changed from No Action to Further Monitoring on the basis of the potential for parking to migrate.
- 4.61 Restalrig area changed from No Action to Further Monitoring in recognition of the potential impact of development.

Investigation Area 4 – South East Edinburgh

- 4.62 Fort Kinnaird changes from Further Monitoring to Further Consideration, based on the potential implications of the proposals for managing parking in Sighthill Industrial Estate, as detailed in Appendix 10.

Investigation Area 5 – North Edinburgh

- 4.63 Blackhall East changed from No Action to Further Monitoring in recognition of the potential for parking to migrate.

Sighthill Industrial Estate

- 4.64 In recognition of the need to address commuter parking pressures in areas like Sighthill Industrial Estate, it is proposed that:
 - 4.64.1 a trial of Partial Parking Control be proposed for Sighthill Industrial Estate, with full details of the extent of controls and the associated charges for parking, be reported to Committee within two cycles;
 - 4.64.2 this proposal will include details of the proposed monitoring in neighbouring areas;

- 4.64.3 if successful, a similar approach could be introduced in other similar areas around the city; and
- 4.64.4 priority will be given to addressing commuter parking pressures in residential areas, and that this trial will be taken forward separately to the proposed phasing of the proposed rollout of parking controls as detailed in this report.
- 4.65 To note that further detail on the justification behind the above recommendations can be found in Appendix 10.
- 4.66 To ensure that consideration is given to the consequential impact of large scale development as part of the planning process and that, where considered necessary, development contributions are sought to fund suitable mitigatory measures.
- 4.67 To note that a further report on amendments to the eligibility criteria for residents permits will be submitted to a future meeting of this Committee.

5. Next Steps

- 5.1 The next steps in the Strategic Review will be to:
 - 5.1.1 conduct further investigations designed to collect more detailed information about parking in the highlighted areas;
 - 5.1.2 prepare initial designs for the areas where measures are proposed, prioritised as stated within Appendix 8;
 - 5.1.3 complete the ongoing consultations within those areas identified as forming Phase 1 and undertake further consultations in other areas where parking controls are proposed;
 - 5.1.4 report the consultation results for those areas forming Phase 1 to Committee at the end of 2019, or at the latest, the beginning of 2019; and
 - 5.1.5 begin the process of monitoring in those areas where that approach has been recommended.

6. Financial impact

- 6.1 The Strategic Review of Parking has to date incurred costs of £77,065, which represents the consultant's fees involved in delivering the review and associated report for Areas 1 through 5.
- 6.2 There will be a cost involved in appointing consultants to carry out the next stages of the review. Those next stages will involve more detailed consideration of the parking issues and the design of measures designed to address parking pressures. The cost of this work, in the areas highlighted in this report, has been estimated at £300,000.

- 6.3 It is anticipated that this cost will be met from within the existing budget allocation for parking.
- 6.4 New parking controls will incur implementation costs and ongoing operational costs, whilst also resulting in potential new revenue streams for the Council. Future reports will detail the anticipated costs associated with implementation and enforcement, as well as giving indicative figures for potential future income.

7. Stakeholder/Community Impact

- 7.1 The Strategic Review of Parking grew entirely from public engagement, with residents, Community Councils and elected members raising concerns about the impact of parking in their areas. In two of the areas that have now been considered, the problems being experienced were highlighted to the Council by community-led petitions calling on the Council to take action.
- 7.2 The successful implementation of any form of parking control will rely heavily on effective public engagement. As the proposals move forward from the high-level approach taken by the review to a more in-depth assessment and preparation of detailed designs, there will be detailed community engagement and consultation. Once the extent of the proposals has been established, detailed consideration will be given to the potential impacts, both positive and negative, on the communities affected.
- 7.3 Should it be considered that any of the areas identified are to see the introduction of parking controls, the legal process required to introduce such controls involves two further stages of statutory consultation, during which the Council is legally required to invite comments and objections to the proposals. It is anticipated that the consultation strategy will ensure that engagement is in excess of that which is legally required, with extensive community engagement being undertaken using a range of different consultative methods to ensure that the Council gathers maximum feedback from affected stakeholders.
- 7.4 It is considered that the introduction of parking controls will help the Council to meet the general Priorities of Delivering a Sustainable Future and specifically commitments 18 and 19, which refer to improving air quality and reducing congestion.
- 7.5 It is anticipated that parking management measures will have a positive impact on carbon impacts, reducing unnecessary journeys made by private vehicle and encouraging users to utilise more sustainable methods of transport, such as public transport or active travel. The reduction in journeys will, in turn, make improvements to traffic movement and congestion.

7.6 The introduction of such measures will also provide improvements to road safety, introducing restrictions and enforcement that will help pedestrians, cyclists and drivers to travel safely within the areas affected. Parking controls also provide benefits in terms of creating equality of opportunity in terms of access to local facilities, as well as providing for improved accessibility for those with mobility issues.

8. Background reading/external references

- 8.1 Report to the Transport and Environment Committee on 20 June 2019 entitled [Strategic Review of Parking - Review Results for Areas 2 and 3 and South Morningside Consultation Results](#)
- 8.2 Report to the Transport and Environment Committee on 5 March 2019 entitled ["Strategic Review of Parking – Results of Area 1 Review and Corstorphine Consultation Results"](#)
- 8.3 Report to the Transport and Environment Committee on 9 August 2018 entitled ["Strategic Review of Parking"](#)

9. Appendices

- Appendix 1 – Strategic Review of Parking: Overview
- Appendix 2 – Plan showing Investigation Areas
- Appendix 3 – Strategic Review – Area 4 Results
- Appendix 4 – Strategic Review – Area 5 Results
- Appendix 5 – Action List - Interim
- Appendix 6 – Summary of Results for Areas 1 through 5
- Appendix 7 – Action List - Final
- Appendix 8 – Proposed Phasing and Timetable
- Appendix 9 – Implementation and Monitoring Strategy
- Appendix 10 – Sighthill Industrial Estate
- Appendix 11 – Plan of Proposed Phasing

Appendix 1: Overview of the Strategic Review of Parking

Background

The Strategic Review of Parking originated from an increased interest in the introduction of new parking controls from residents of various locations across the city.

Where the 2006 expansion of the Controlled Parking Zones (CPZ) was led by complaints about parking pressures by residents living just outside the original CPZ, similar concerns have led the Council to take a strategic look at parking. With indications that parking pressures have increased across the city, not just in areas nearest to the city centre, the review looks at the entire city, including all satellite towns and villages.

While it has been the case that the Council's approach has been to only take action on parking problems where there is strong support, the strategic review recognised the need for a more proactive approach.

While there are existing commitments to conduct investigations in some areas of the city, the extent of those investigations tends to be set by existing ward or Community Council boundaries, or limited geographically to those areas where there are sufficient parking issues to elicit public interest or support.

The strategic review looks beyond such boundaries, using a consistent approach to assess parking issues wherever they occur and consider the overall impact of potential new parking controls both in the wider local area and across the city.

Review process

The review consists of a study designed to identify the location, extent and severity of existing parking pressures.

The results will provide the Council with sufficient information to determine:

- where there is a need to consider parking controls;
- the extent of any potential parking controls;
- the type of parking control required; and
- where parking controls might be required in future.

With the potential displacement of parking pressures being a significant concern, the review will aim to identify such potential and identify the need to consider different types of control in order to ensure that problems are not simply displaced or relocated.

The review will also look at parking in Council-run car parking areas across the city, assessing their usage and determining whether there might be any benefit from improved management of these facilities.

The Review Areas

The study splits the city into six work packages, consisting of five geographical areas and one package containing specific sites. Each work package area is being separately assessed, with the order of assessment having been chosen to represent the existing hierarchy of investigation priority. The six work packages are as follows:

1. West Edinburgh (including Corstorphine);
2. South West Edinburgh;
3. East Edinburgh (including Leith);
4. South East Edinburgh;
5. North Edinburgh; and
6. Specified Locations.

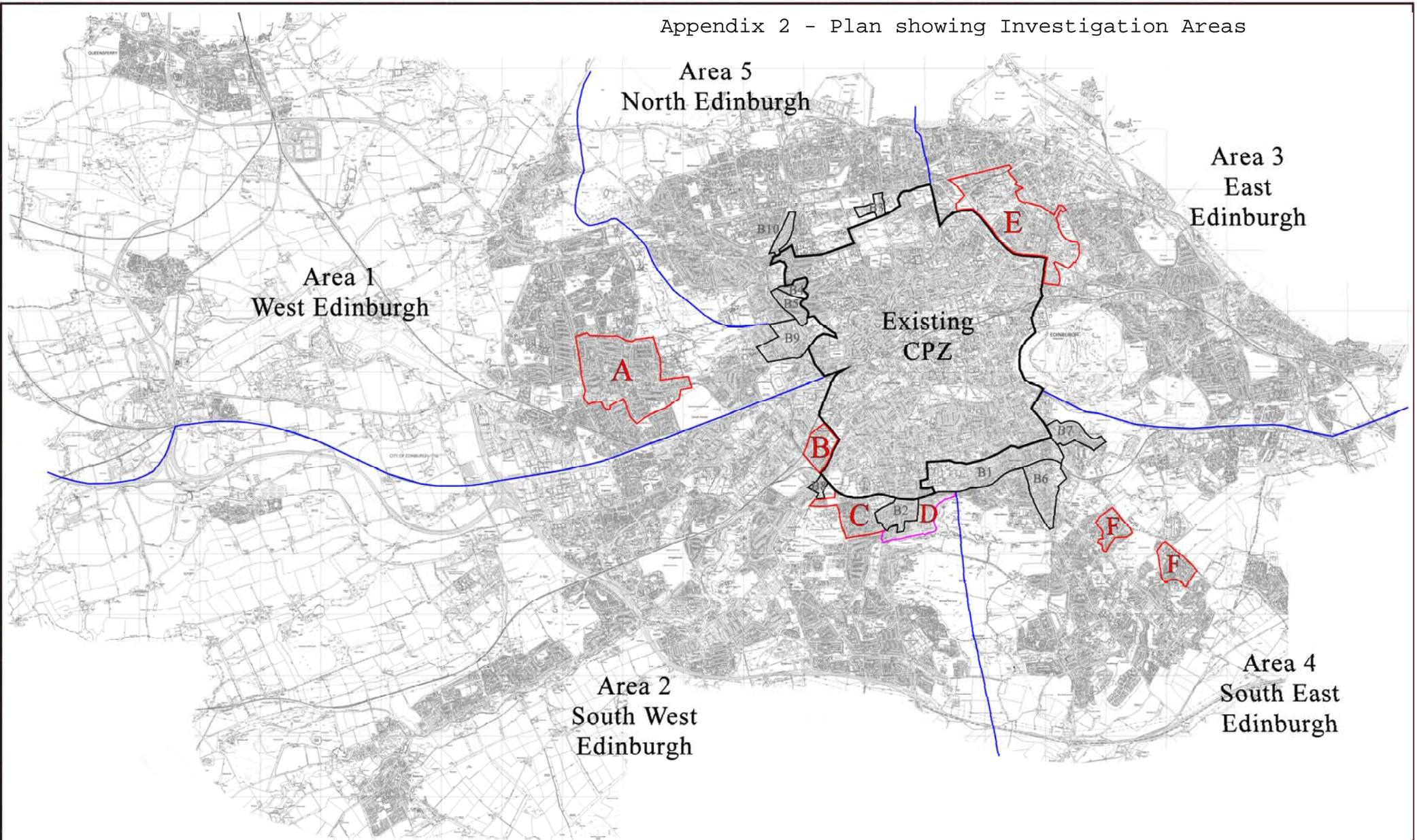
Outcomes

At the end of the review process the individual data for each area will be compiled into a full list, covering the entire Edinburgh area, with parking pressure data for each area.

While the individual reviews for the five separate areas of the city will result in recommendations for those areas, the full list can be used to determine where there is the greatest demand for consideration to be given to the introduction of new parking controls. For the first time, we will be able to draw direct comparisons between different parts of the city and determine where the greatest parking problems are likely to exist.

This report makes an interim assessment of the resulting priorities, based on the three review areas completed thus far. This data, and the priorities, will be updated once the remaining two areas have been reviewed, so that final decisions can be taken as to where resources should be concentrated in order to address the most pressing parking issues.

Appendix 2 - Plan showing Investigation Areas



Note: Areas A through F indicate locations where there are current investigations relating to parking controls

Strategic Review of Parking
Review Areas and current investigations

Scale: N.T.S.

Date: April 2019

Drawn By: AJM

Drawing No:



Edinburgh Citywide Parking – Area 4

Strategic Parking Review

City of Edinburgh Council

Document Reference: 1000005209
May 2019

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1000005209	01	Edinburgh Citywide Parking – Area 4	Matt Bush 29.05.19	Daniel Hanshaw 30.05.19	Andy Brookfield 31.05.19

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EXECUTIVE SUMMARY

The City of Edinburgh Council (CEC) has commissioned Project Centre to investigate and identify areas of parking pressure throughout the city of Edinburgh. The primary aim of the project is to determine the current and potential future need for parking controls across the Edinburgh area and to deliver a prioritised plan of potential Controlled Parking Zones (CPZ) and Priority Parking Areas (PPA).

The investigation will include a survey of existing parking conditions, assessment of potential need for parking controls across the city, a prioritised list of areas where new parking controls are to be considered if necessary or where there may be a future need and provide recommendations for the type of parking controls considered necessary.

The Controlled Parking and Priority Parking protocol (Parking Action Plan 2017) issued by CEC provides a standard procedure for dealing with any request for Controlled Parking Zones (CPZ) or Priority Parking Areas (PPA). The protocol states that the Council may act for reasons of policy, planning, or strategy to investigate into the potential introduction of parking controls and thus a review of citywide parking has been commissioned.

A CPZ is a zone where all available kerb space is controlled either by parking bays or yellow lines. CPZs consist of different types of parking bays that allow parking and loading by a range of users. A PPA allocates some of the available kerb space for parking to permit holders. The PPA usually operates for a short period each day to prevent commuters from parking in the available spaces and therefore allowing residents and their visitors to park near their homes.

A desktop assessment was carried out on all roads in Area 4 – South East Edinburgh and the existing PPAs B1, B6 and B7, to identify generators of parking pressure such as local shops, offices or public transport routes and the availability of parking provision. Data was collected on potential generators of parking pressure and then used to determine if a correlation was present between the generators identified and the existence of parking pressure on a road. All the roads in both areas have been assessed on their availability of parking provision which was categorised to indicate whether a road was considered to have; no access, limited access or significant access to off-street parking.

Finally, all roads in Area 4, B1, B6 and B7 were visited to survey the level of parking pressure on the road; this was done by determining the free kerb space for parking.

The data obtained through the parking pressure survey has been used to produce heat maps which highlight the extent and relative severity of parking pressure on each road of Area 4 B1, B6 and B7.

The severity of parking pressure has been categorised into the following groups based on the percentage of usable kerb-side space occupied by parked vehicles:

- Low – Less than 40%
- Medium – Between 40% and 75%
- High – More than 75%

Using the results of the data collected and the protocol issued by CEC 2017, the outlined areas listed below in Area 4 – South East Edinburgh have been considered and recommended for the introduction of a CPZ or PPA parking controls.

Priority for the introduction of a CPZ should be given to the following areas, as shown in the heat maps, based on the results of the parking pressure investigation:

- B1 (medium)
- B7 (medium)

Consideration for the introduction of a PPA should be given to following area based on the results of the parking pressure investigation:

- Prestonfield (medium)

Further monitoring for the introduction of formalised parking controls either in the form of a CPZ or PPA are recommended for:

- B6
- Blackford
- Cameron Toll
- Inch West
- Fort Kinnaird

Future reviews of areas, that have not been recommended as requiring parking controls but have future housing and transport developments planned which could impact parking pressure levels, include the housing developments around the Edinburgh Bypass, in Greendykes and the development at Broomhill's are substantial in size. As well as the Moredunvale Road development in the Moredun area.

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1. CLIENT REQUIREMENTS

1.1 Introduction

- 1.1.1 The City of Edinburgh Council (CEC) has commissioned Project Centre to investigate and identify areas of parking pressure throughout the city of Edinburgh. The primary aim of the project is to determine the current and potential future need for parking controls across the Edinburgh area and to deliver a prioritised plan of potential Controlled Parking Zones (CPZ) and Priority Parking Areas (PPA).
- 1.1.2 The investigation will include a survey of existing parking conditions, assessment of potential need for parking controls across the city, a prioritised list of areas where new parking controls are to be considered if necessary or where there may be a future need and provide recommendations for the type of parking controls considered necessary.
- 1.1.3 The area to be investigated for parking pressure is the city of Edinburgh in its entirety, with some exceptions. The exceptions are areas where existing Controlled Parking Zones (CPZ) are in place e.g. Zones 1 to 8, Zones N1 to N5, S1 to S4 and Zone K.
- 1.1.4 The investigation area has been divided into six separate packages, five of which are geographical splits of the city; West, South-west, East, South-east and North Edinburgh. The remaining package is to include specific locations identified by CEC.
- 1.1.5 This report will focus on Area 4 – South East Edinburgh and the existing PPAs B1, B6 and B7 through the assessment of parking pressure, Project Centre will consider recommendations for areas that would benefit from the introduction of parking controls in the form of a CPZ or PPA.
- 1.1.6 These recommendations will follow the conditions set out by CEC in the Controlled Parking and Priority Parking protocol, particularly those set out in Section 2 Part A of the investigation criteria.

1.2 Background

- 1.2.1 The City of Edinburgh Council's Local Transport Strategy (LTS) recognises the importance of managing parking demand, particularly with respect to improving accessibility and supporting the needs of residents and local businesses.

- 1.2.2 CEC has received several representations from residents, businesses and local elected members seeking the introduction of new parking controls. However, the full extent of parking pressures caused by non-residents or other users is not immediately apparent. The investigation carried out by Project Centre will seek to provide an assessment on the full extent of parking pressures in the city.
- 1.2.3 The Controlled Parking and Priority Parking protocol (Parking Action Plan 2017) issued by CEC provides a standard procedure for dealing with any request for Controlled Parking Zones (CPZ) or Priority Parking Areas (PPA). The protocol states that the Council may act for reasons of policy, planning, strategy, etc. to investigate into the potential introduction of parking controls and thus a review of citywide parking has been commissioned.
- 1.2.4 The introduction of parking controls can help to prioritise parking space for residents - determining who may park in a parking bay and for how long, assist disabled people or those who have mobility problems, improve accessibility to shops and businesses, and in some cases, reduce car ownership.
- 1.2.5 Existing parking controls currently implemented in Edinburgh are CPZ, PPA, standalone parking places and waiting restrictions (yellow lines). Parking controls have benefits for pedestrians and cyclists through general improvements in road safety as well as promoting the use of other modes of transport, such as public transport which is more sustainable.
- 1.2.6 A CPZ is a zone where all available kerb space is controlled either by parking bays or yellow lines. CPZs consist of different types of parking bays that allow parking and loading by a range of users.
- 1.2.7 A PPA allocates some of the available kerb space for parking to permit holders. The PPA usually operates for a short period each day to prevent commuters from parking in the available spaces and therefore allowing residents and their visitors to park near their homes.

2. METHODOLOGY

2.1 Desktop Assessment

2.1.1 A desktop assessment was carried out on all roads in Area 4 – South East Edinburgh and the existing B1, B6 and B7 PPAs to identify generators of parking pressure such as local shops, offices or public transport routes and the availability of parking provision.

2.1.2 Data was collected on potential generators of parking pressure, listed below, and then used to determine if a correlation was present between the generators identified and the existence of parking pressure on a road:

- Local shops, shopping areas and shopping centres
- Industrial sites or business parks
- Factories or other stand-alone industrial units
- Offices
- Hospitals and other medical facilities, including doctors and dental practices
- Public transport facilities such as bus terminus, bus routes or train stations
- Schools, colleges and universities

2.1.3 All of the roads in the investigation area have been assessed on their availability of parking provision and this was categorised to indicate if a road was considered to have:

- No access to off-street parking
- Limited access to off-street parking
- Significant access to off-street parking

2.1.4 Finally, all of the roads in Area 4, B1, B6 and B7 were visited to survey the level of parking pressure on the road which was done by determining the percentage of usable kerb-side space occupied by parked vehicles.

2.2 Parking Pressure Survey

2.2.1 A site visit was undertaken to all roads in Area 4 to complete a parking pressure survey. The survey was carried out over four separate days; 14th, 15th 16th and 23rd of May and all surveys were undertaken between the hours of 10am and 5pm.

- 2.2.2 The parking pressure survey was undertaken through observations of usable kerb-side space to determine the severity of the identified parking pressures. The level of severity was measured based on the percentage of usable kerb-side space occupied by parked vehicles on a road by road basis and has been shown either as low, medium or high.
- 2.2.3 The data collected in the parking pressure survey was inputted into the geographical information system software QGIS, to provide a visual data output that shows the varying levels and extent of parking pressures on each road of Area 4.
- 2.2.4 As B1, B6 and B7 are existing PPAs, further observations of available kerb-side space have been taken to assess the level of parking pressure for the controlled parking spaces and uncontrolled parking spaces. Where parking spaces are controlled, the level of use of these spaces has been measured. The level for the availability of the uncontrolled parking kerb-side space has also been measured.
- 2.2.5 Photographs have been taken on the site visits to provide evidence of parking pressures, inconsiderate parking practices, road safety concerns and obstructive parking causing traffic congestion.

2.3 Average Parking Pressure

- 2.3.1 An overall average parking pressure has been calculated for each area surveyed by dividing the total parking pressure recorded across all roads in the defined area by the number of roads in the defined area. This average score for parking pressure for each area can be used to rank the areas and highlight where there are, on average, high levels of parking pressure in Area 4.

3. HEAT MAPS

3.1 Area 4

3.1.1 The data obtained through the parking pressure survey has been used to produce heat maps which highlight the extent and relative severity of parking pressure on each road of Area 4. The methodology follows on from the previous studies undertaken in Area 1, 2 & 3.

3.1.2 The severity of parking pressure has been categorised into the following groups based on the percentage of usable kerb-side space occupied by parked vehicles:

- Low – Less than 40%
- Medium – Between 40% and 75%
- High – More than 75%

3.1.3 On longer roads, or where parking pressures vary from one part of the road to another, the road has been subdivided as best as possible to show the different levels of parking pressure.

3.1.4 The heat maps have been named according to the nearby residential area e.g. Alnwickhill or Gilmerton. However, they do not define exact residential areas and have been used for analysis purposes only.

3.1.5 An overview of the location of the heat map areas in Area 4 can be found in Appendix A. The heat maps for each specific area are provided in Appendix B and the existing PPA heat maps are shown in Appendix C.

3.2 B1, B6 and B7

3.2.1 Similar to the Area 4 heat maps, the data obtained through the parking pressure survey has been used to produce heat maps which highlight the extent and relative severity of parking pressure on each road in B1, B6 and B7. The same categories for levels of parking pressure used in the Area 4 heat maps; low, medium and high, have been shown on the heat maps for B1, B6 and B7.

3.2.2 As B1, B6 and B7 are existing PPA further observations were taken to consider the parking pressure of the controlled parking spaces and the uncontrolled parking spaces. Therefore, additional heat maps, using the same

methodology, have been produced to show the pressures of controlled and uncontrolled parking spaces in B1, B6 and B7.

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4. FINDINGS – AREA 4

4.1 Summary

4.1.1 The heat maps for Area 4 have been divided into residential areas, although these areas do not define exact residential boundaries. Where possible, roads have been included or excluded from an area in their entirety to avoid overlaps. Any reference to an area below is made in relation to the corresponding heat map found in Appendix B. Based on the results of the parking pressure survey each area has either been recommended for future parking controls or for no action to be taken at this time.

4.2 Alnwickhill

4.2.1 The majority of the area recorded roads with a low level of parking pressure.

4.2.2 Alnwickhill Road and a small section of Mortonhall Park Drive had high levels of parking pressure. Residential properties on Alnwickhill Road have considerable access to off-street parking facilities. Bus routes along A701 Liberton Gardens in Gracemount and possibly high car ownership levels on Alnwickhill Road may likely generate the high pressure.

4.2.3 The section of high-level parking pressure displayed on Mortonhall Park Drive is located outside multiple flat properties. These properties lack off-street parking facilities, perhaps causing increased demand for kerbside parking space.

4.2.4 There are a few roads that were observed to have medium levels of parking pressure in Alnwickhill which included Howden Hall Way, Howden Hall Gardens and sections of Howden Hall Drive and Alnwickhill Drive. All these roads consist of residential properties with significant access to off-street parking facilities. However, there are no generators of pressure nearby, therefore medium parking pressure levels observed are likely due to higher car ownership levels.

4.2.5 Low levels of parking pressure are present on Netherbank, Netherbank View, Mortonhall Park Gardens, Mortonhall Park Avenue and Howden Hall Crescent. These roads have good access to off-street parking and there are no identified generators of parking pressure.

4.2.6 Coulter Crescent, Talla Street, Portmore Drive and Cowgill Gardens are located in a newly built residential estate, to the west of Gracemount. The

properties have significant access to off-street parking facilities, sustaining low levels of parking pressure.

4.2.7 No action is required at this time.

4.3 Blackford

4.3.1 The area of Blackford recorded varied levels of parking pressure throughout. Blackford is located near the PPA's of B1 and B6, as well as the University of Edinburgh King's Buildings which could perhaps generate further parking pressure in the area.

4.3.2 The roads that recorded low levels of parking pressure include Blackford Hill Grove, Blackford Hill View and Blackford Hill Rise, due to significant access to off-street parking.

4.3.3 Macdowall Road, Ross Gardens and Savile Place, when surveyed, had limited access to off-street parking facilities, which likely is a cause of the high levels of parking pressure observed. In addition, bus routes exist close by, on West Savile Terrace, which may generate further pressure. High levels of parking pressure were recorded on West Savile Terrace, Blackford Avenue and West Mains Road. The roads were observed to have both limited access to off-street parking for residential properties and generators of pressure including St Crispins School, local shops and bus routes. Furthermore, The University of Edinburgh, King's Buildings Campus, located outside the Blackford boundary, is likely causing extra parking pressure on West Mains Road, Rankin Drive and Rankin Avenue.

4.3.4 Observatory Road and Rankin Road recorded medium levels of parking pressure. The residential properties present had significant access to off-street parking facilities. The medium pressure generated could be caused by high car ownership levels. Additionally, Observatory Road will perhaps have further parking pressure as Craigmillar Golf Club entrance is located within close proximity.

4.3.5 Roads including Rankin Drive, Ladysmith Road and Langton Road recorded medium to high levels of parking pressure. Langton Road consists of dense residential flat properties with no access to off-street parking facilities. Ladysmith Road and Rankin Drive also consist of residential properties with no access to off-street parking. In addition, The University of Edinburgh is

within proximity to Rankin Drive which may generate additional pressure, sustaining the varying levels of medium and high levels of parking pressure observed.

- 4.3.6 Noting the significance of the University's King's Buildings likely impact on parking pressures in the area in term time from students, lecturers and workers, it is recommended that Blackford is monitored further. As the site visit was carried out towards the end of term time, an additional site visit should be carried out during the autumn university term time in order to repeat the parking pressure review and to assess the impact of the University on pressure levels in the area.

4.4 Burdiehouse

- 4.4.1 The area is located to the north of the A720 bypass with the majority of roads within the area recording low levels of parking pressure. The Murrays and The Murrays Brae recorded low parking pressure, and when surveyed, these areas contained significant residential off-street parking.
- 4.4.2 Furthermore, Southhouse Broadway, Southhouse Crescent, Southhouse Avenue and Southhouse gardens, all recorded low parking pressure. When measured, these roads had substantial off-street parking provisions for the residents.
- 4.4.3 Medium levels of parking pressure were recorded on Southhouse Grove and Southhouse Terrace. Residential properties along Southhouse Grove consisted of houses and flats, with limited off-street parking facilities. Residential properties along Southhouse Terrace have no access to off-street parking facilities, resulting in a medium level of parking pressure.
- 4.4.4 Burdiehouse Terrace, Burdiehouse Avenue, Burdiehouse Drive and Burdiehouse Street recorded varying levels of low to medium parking pressures. When surveyed, access to off-street parking differs along the roads, with limited access observed in the medium levels of pressure and access observed in the low levels of parking pressure.
- 4.4.5 A Community Centre and local shop potentially generate medium levels of parking pressure along a section of Southhouse Road. The remaining section of Southhouse Road displays low levels of parking pressure as there is significant off-street parking facilities.

4.4.6 Lasswade Grove is the only road observed to have a high level of parking pressure. When surveyed, residential properties had limited access to off-street parking facilities. There is a small off-street parking bay provided, however, it does not contain enough spaces for the car ownership level of the road.

4.4.7 There is currently ongoing development at Clippens Drive and the surrounding roads, therefore some of these roads have not been surveyed.

4.4.8 No action is required at this time.

4.5 Cameron Toll

4.5.1 The Cameron Toll area includes generators of parking pressure such as schools, a community centre, a shopping centre and is situated close to the Edinburgh University King's Buildings campus.

4.5.2 When surveying Inch Park, low levels of parking pressure are present on majority of the road as double yellow parking restrictions are present. However, parking pressures increase near generators of parking along the road. Liberton Primary School and Inchview Care Home generate high levels of parking pressure on the west section of the road. A medium level of parking pressure exists on Inch Park near the Inch Park Community Sports Club as vehicles are parked in bays along the road. In addition, The Inch Nursery generates a small part of medium parking pressure. To the east of the nursery, low levels of parking pressure are recorded as residential properties have good access to off-street parking.

4.5.3 The Cameron Toll shopping centre, accessed through Sharpdale Loan, has a significant availability of off-street parking facilities.

4.5.4 High pressures were observed outside the Liberton Primary School on Gilmerton Road with vehicles parking in the cycle lanes on both sides of the carriageway. This parking pressure is likely generated by the school and the bus routes on the road.

4.5.5 Mid Liberton, Orrok Park and Cameron March all recorded low levels of pressure as these roads had access to off-street parking facilities.

4.5.6 Further monitoring of the area is recommended in order to account for the potential parking pressures from King's Buildings that exist during the university term time.

4.6 Craigmillar

4.6.1 Craigmillar recorded varied parking pressure levels.

4.6.2 Castlevue Drive, Castlevue Grove, Castlebrae Green and Castlebrae Glebe had significant access to off-street parking facilities. In addition, there are no generators of parking pressure nearby, producing low parking pressure.

4.6.3 Peffer Place, Kings Haugh and Craigmillar Castle Avenue displayed varied levels of parking pressure. Peffermill Industrial Estate is situated on Kings Haugh. When surveyed, no vehicles were parked within the section near the entrance, showing low levels of parking pressure. However, parking pressure levels began to change along Kings Haugh from low pressure to medium, followed by high pressure. These changes coincide with the increasing number of industrial units. Peffer Place consisted of residential properties lacking off-street parking facilities, with additions of industrial units, increasing the parking pressure of the road.

4.6.4 When surveying Craigmillar Castle Avenue, changes in parking pressure became apparent when the category of residential property changed. The section to the west of Craigmillar Castle Avenue, consisted of residential houses with substantial off-street parking facilities, sustaining low parking pressures. However, after the junction of Craigmillar Castle Loan and Craigmillar Castle Avenue, residential properties changed to flats. These properties have no access to off-street parking, producing high levels of parking pressures. Furthermore, Castlevue Primary School and Castlevue Community Centre are also located on the same section, likely generating extra parking pressure. Greendykes Early Years Centre likely generates the high parking pressure recorded after the junction of Niddrie Farm Grove and Craigmillar Castle Avenue.

4.6.5 A high level of parking pressure was observed on Craigmillar Castle Loan. When surveyed, residential flat properties had minimal access to off-street parking facilities. The combination of minimal access to off-street parking,

local shops and bus routes, located on A6095 Niddrie Mains Road, likely produces the high level of parking pressure.

4.6.6 Medium levels of parking pressure were recorded on Craigmillar Castle Gardens, Castlepark Gait and Drybrough Crescent. Residential properties along Craigmillar Castle Gardens and Castlepark Gait had varying levels of off-street parking facilities. In addition, Craigmillar Child & Family Centre generates additional pressure on Craigmillar Castle Gardens. Drybrough Crescent consists of residential flat properties, with on-street parking bays. When surveyed, the majority of the bays were being utilised.

4.6.7 No action is required at this time.

4.7 Ferniehill Area

4.7.1 The Ferniehill area recorded mostly low and medium levels of parking pressure.

4.7.2 Areas including Candlemaker's Park, Moredun Park Drive, Moredun Park View, Drun Crescent and Fernieside Drive all displayed low levels of parking pressure. When surveyed, residential properties had substantial access to off-street parking facilities, sustaining low levels of parking pressure.

4.7.3 Medium levels of parking pressure were recorded on roads in Ferniehill including Fernieside Crescent, Fernieside Avenue. These roads when surveyed, had varying access to off-street parking, with some properties having no access. The varying access has likely generated the medium pressures recorded as there are no significant generators of pressure nearby.

4.7.4 High levels of parking pressure were recorded on the west section of Ferniehill Road and a section of Ferniehill Avenue. These high levels of parking pressure are possibly generated by the local shops, a medical facility and a nursery, all situated on Ferniehill Road.

4.8 Fort Kinnaird

4.8.1 The area of Fort Kinnaird comprises of numerous generators of parking pressure in the Kinnaird Retail Park.

4.8.2 Whitehill Road recorded low and high levels of parking pressure. When observed, the section of Whitehill Road displaying low level parking pressure

consisted of shopping facilities with significant access to car parking facilities, generating low pressure.

4.8.3 However, on sections of the road there are minimal car parking facilities, with cars parking on footpaths, causing obstructions. The presence of car dealerships is most likely generating the high level of parking pressure on this section on Whitehill Road and Lawhouse Toll.

4.8.4 The parking issues that exists with the car dealerships in the Fort Kinnaird area require further monitoring. Although the area is not a residential area and is predominately used by visitors and workers using the industrial / shopping centre, the high density of parking on Whitehall Road warrants further investigation to determine if there is a benefit in managing the parking demand through the introduction of parking controls.

4.9 Gilmerton

4.9.1 Gilmerton has recorded a variety of parking pressure across its area.

4.9.2 Gilmerton Road has limited access to parking, combined with a number of generators of parking pressure including shops and bus routes, potentially initiate the high pressure of parking recorded.

4.9.3 Moredun Dykes Road recorded varying levels of medium and high parking pressure. When surveyed, residential properties outside Gilmerton Primary School had significant off-street parking, however, medium level of parking pressure was observed. This is most likely generated from the primary school and Britedental, located at the junction of Moredun Dykes Road and A772 Gilmerton Road. The section of high parking pressure is located where residential properties consist of flats and have no access to off-street parking facilities.

4.9.4 Hyvots Bank Avenue and Hyvot Park, displayed medium levels of parking pressure. These roads consisted of residential properties with varying access levels to off-street parking, creating the medium pressure.

4.9.5 Gilmerton Dykes Avenue and Hyvot Loan consisted of low parking pressure. Residential properties along Gilmerton Dykes Avenue had varying access to off-street parking, but no high parking pressure was recorded.

4.9.6 No action is required at this time.

4.10 Gilmerton Dykes

- 4.10.1 Gilmerton Dykes has recorded a variety of parking pressure across its area. Ravenscroft Street and Drum Street have limited access to parking, combined with high levels of car ownership, potentially initiate the high pressure of parking recorded. Furthermore, Drum Street has many generators of pressure including shops and bus routes present, likely generating extra parking pressure.
- 4.10.2 Roads including Hyvots Bank Avenue, Hyvot Park, Gilmerton Dykes Crescent and Gilmerton Dykes Terrace displayed medium levels of parking pressure. These roads consisted of residential properties with varying access levels to off-street parking, creating the medium pressure.
- 4.10.3 Newtoft Street displayed high level of parking pressure. When surveyed, residential properties had limited access to off-street parking facilities. In addition, Blossom Tree Children's Nursery, Gilmerton Community Centre, Gilmerton Library, local shops and bus routes are present, generating additional parking pressure on Newtoft Street.
- 4.10.4 Gilmerton Place, Venturefair Drive and Kinloch Road consisted of low parking pressure. Venturefair Drive and Kinloch Road consist of newly developed residential properties which have significant access to off-street parking facilities, sustaining low parking pressure.
- 4.10.5 When surveying A772 Gilmerton Road, residential properties had limited access to off-street parking facilities. Vehicles were parked on the narrow carriageway, restricting vehicle flow to one-way along sections of the road. This road is also used as a bus route and there are local shops located along it, generating additional parking pressure.
- 4.10.6 No action is required at this time.

4.11 Gracemount

- 4.11.1 The area of Gracemount mainly recorded low to medium levels of parking pressure. Even though numerous generators of parking are present including four educational facilities, medical facilities and local shops.
- 4.11.2 Medium levels of parking pressure were recorded on Balmwell Grove, Captain's Drive and Burnhead Loan. Balmwell Grove and Captain's Drive consist of residential properties with limited access to off-street parking

facilities and consequently generate parking pressure. Additionally, local shops on a section of Captain's Drive may likely generate further parking pressure.

- 4.11.3 Housing properties on Burnhead Loan have significant access to off-street parking. However, the flat properties on the road have no access to off-street parking, creating medium level of parking pressure.
- 4.11.4 Balmwell Avenue and Captain's Row contain residential house and flat properties, with minimal access to off-street parking. Furthermore, St Catherine of Alexandria Catholic Church, St Catherine's RC Primary School and Gracemount Medical Practice, all likely generate additional parking on Balmwell Avenue and Captain's Row as Gracemount Drive has double yellow line restrictions. The combination of parking generators and minimal off-street parking produces high levels of parking pressure.
- 4.11.5 Burnhead Crescent, Gracemount Avenue and Gracemount Square recorded varying levels of parking pressure. Gracemount Avenue and Gracemount Square have limited access to off-street parking, however, recorded low and medium levels of parking pressure. The changes in parking pressure may likely be due to varying car ownership levels as no generators of parking are nearby.
- 4.11.6 Burnhead Crescent recorded medium levels of parking pressure, with a section displaying high levels of parking pressure. The road had minimal access to off-street parking and no generators of parking are nearby. As a result, the changes in parking pressure, could possibly be caused by varying levels of car ownership.
- 4.11.7 No action is required at this time.

4.12 Greendykes North

- 4.12.1 When surveyed, Greendykes Road experienced a high level of parking pressure near Castlebrae Community High School. Furthermore, vehicles parked along this section also consisted of work vans as the entrance to the construction sites is located on Greendykes Road.
- 4.12.2 Areas sustaining medium levels of parking pressure include Niddrie House Park, Niddrie Marishcal Road, Lurie Place, Woolmet Place and Matthew Street. Residential properties along Niddrie House Park and Niddre Marishcal

Road have limited access to off-street parking. Also, the local shop located on Niddrie House Park may generate extra parking pressure.

- 4.12.3 Lurie Place, Woolmet Place and Matthew Street are located in a newly built residential area. These residential areas have limited access to off-street parking in relation to the car ownership levels of the area, generating medium parking pressure levels.
- 4.12.4 Low levels of parking pressure were recorded on Niddrie House Avenue, Niddrie and Marischal Drive. When these roads were surveyed, they had significant access to off-street parking facilities.
- 4.12.5 It should be noted that ongoing development around Greendykes Loan prevented the survey from being undertaken on these roads.
- 4.12.6 No action is required at this time.

4.13 Greendykes South

- 4.13.1 Majority of the area has recorded low levels of parking pressure.
- 4.13.2 Sandilands Close and a section of Pringle Drive are the only roads to record high levels of parking pressure. When surveyed, Sandilands Close consisted of residential flats, with parking bays provided. However, there are not enough bays for the level of car ownership and as a result, numerous vehicles were observed parking on the grass verge and footpath on Pringle Drive, generating high levels of parking pressure.
- 4.13.3 Lingerwood Lane and Dunkeld Street, both recorded medium levels of parking pressure. When surveying Lingerwood Lane, residential properties had substantial off-street parking facilities. However, there is not enough parking space to accommodate the car ownership levels as vehicles were parked on the road, generating medium level of parking pressure.
- 4.13.4 Roads including Hewson Way, Milligan Drive, Tobias Street and Bowes Place all displayed low levels of parking pressure. The roads consisted of newly built housing properties, which have significant off-street parking provisions, sustaining low levels of parking pressure.
- 4.13.5 The Royal Infirmary Edinburgh located on Little France Drive, generates no extra pressure on the road due to its on-site parking facilities and the double yellow line restrictions present. However, vehicles were observed parking on

the grass verge between the hospital and the bus gate, although this was off the road.

4.13.6 No action is required at this time.

4.14 Inch East

4.14.1 The Inch has displayed a variety of parking pressure across its roads with increased pressures observed in the south of the area, possibly due to the location of the Royal Infirmary on Little France Crescent.

4.14.2 High levels of parking pressure were recorded on Ochiltree Gardens, Lammermoor Terrace and Redgauntlet Terrace. Redgauntlet Terrace consists of residential properties that have limited access to off-street parking. Ochiltree Gardens and Lammermoor Terrace also contain residential properties with limited access to off-street parking facilities. On these roads there are yellow line restrictions in place, reducing the available kerbside space for residents. Limited off-street parking combined with possible additional pressure from the Royal Infirmary, may likely be the cause of the high levels of parking pressure recorded.

4.14.3 Glenallan Drive also recorded varying levels of parking pressure. Residential properties at the beginning of Glenallan Drive consist of flats with no off-street parking. The lack of off-street parking possibly produces the high level of parking pressure. However, access to off-street parking facilities on Glenallan Drive increases to the east, reducing parking pressure levels of the road.

4.14.4 Ellangown Terrace, Dinmont Drive, Fairford Gardens, Walter Scott Avenue and Hazelwood Grove recorded medium levels of parking pressure. Residential properties along Hazelwood Grove and Fairford Gardens have limited access to off-street parking, sustaining medium levels of parking pressure. Walter Scott Avenue has recorded medium levels of parking pressure. When surveyed, residential properties had limited access to off-street parking facilities. Furthermore, local shops located on Walter Scott Avenue, could likely be generating additional parking pressure.

4.14.5 Ellangown Terrace had limited access to off-street parking facilities. The road has also been marked with double yellow line restriction, alternating between sides to reduce parking and improve vehicle flow. As there are no generators

of parking nearby, the medium level recorded may be due to varying car ownership levels.

4.14.6 Low levels of parking pressure were recorded on Ruthven Place, Headrigg Row, Hazeldean Terrace and Ashton Grove. Ruthven Place has substantial off-street parking for residents, maintaining a low parking pressure. Headrigg Row, Ashton Green and Hazeldean Terrace, when surveyed, had limited access to off-street parking facilities. However, due to low car ownership levels, no additional pressure is created.

4.14.7 No action is required at this time.

4.15 Inch West

4.15.1 The majority of roads in the Inch West recorded medium levels of parking pressure. Most of the properties in this area had limited to no access to off-street parking.

4.15.2 Springwood Park and Mannering Place consisted of residential properties with limited access to off-street parking facilities, resulting in high levels of parking pressure.

4.15.3 The sections of Ivanhoe Crescent and Glenvarloch Crescent outside the primary school recorded high levels of parking pressure which is likely being generated by the school as well as the roads having limited access to off-street parking.

4.15.4 Medium levels of parking pressure were recorded on Claverhouse Drive. Claverhouse Drive have limited off-street parking provisions, generating parking pressure on the road. Furthermore, Liberton Northfield Parish Church and Nursery, situated on Claverhouse Drive, could likely generate extra parking pressure.

4.15.5 Residential areas of East Clapperfield and Tressilian Gardens recorded low levels of parking pressure. The roads consist of residential properties with significant access to off-street parking facilities, sustaining low levels of parking.

4.15.6 Further monitoring of the area is recommended in order to account for the potential parking pressures from King's Buildings that exist during the university term time.

4.16 Liberton East

- 4.16.1 The Liberton East area recorded mainly low levels of parking pressure throughout due to the majority of properties having significant access to off-street parking.
- 4.16.2 Residential properties along Carnbee Crescent, Carnbee Park and Carnbee Avenue have substantial off-street parking facilities. As a result, the roads have recorded low levels of parking pressure. Liberton Hospital and Ellen's Glen House nearby generate no extra pressure on the residential area.
- 4.16.3 Residential areas of Malbet Park, Yewlands Gardens, recorded low levels of parking pressure. The roads consist of residential properties with significant access to off-street parking facilities, sustaining low levels of parking.
- 4.16.4 When surveying A772 Gilmerton Road, residential properties had significant access to off-street parking facilities. However, vehicles were parked in the cycle lane, obstructing cyclists. This road is also used as a bus route and there are local shops located along it, generating additional parking pressure.
- 4.16.5 Pockets of high pressure were observed on Park Crescent leading to Mount Vernon Road and Lassawade Road. As the properties on Park Crescent have significant access to off-street parking, the pressure is likely caused by the local shops on Lasswade Road and the Nursery on Mount Vernon Road.
- 4.16.6 No action is required at this time.

4.17 Liberton West

- 4.17.1 The area recorded varying levels of parking pressure with generators of parking identified as local shops, bus routes, educational and medical facilities.
- 4.17.2 When surveying A701 Liberton Brae, a section of road had vehicles parked in the cycle lanes obstructing cyclists, producing a high level of parking pressure. However, residential properties had access to off-street parking, so the parking pressure may likely be generated from Braeside House Care Home and bus stops which are present, combined with possibly greater car ownership levels at these properties.
- 4.17.3 Kirk Brae when surveyed, displayed low levels of parking pressure except for a section which had a high level of pressure. Residential properties on the

road had significant access to off-street parking, generating low parking pressure. However, after the junction of Claverhouse Drive and Kirk Brae, residential properties change to terrace housing with no access to off-street parking, producing high levels of parking pressure. Furthermore, a nursery is located on this section also, generating additional parking pressure. Following the junction of Orchardhead Road and Kirk Brae, residential housing on Kirk Brae has significant access to off-street parking, with the parking pressure reducing to low levels.

- 4.17.4 Additionally, medium levels of parking pressure were recorded on Wolrige Road, Rutherford Drive and Kirkgate. Kirkgate have limited off-street parking provisions, generating parking pressure on the road. Rutherford Drive consists of residential flat properties with no access to off-street parking facilities. However, low car ownership levels maintain the parking pressure at a medium level.
- 4.17.5 Residential areas of Leadervale Road and Clackmae Road recorded low levels of parking pressure. The roads consist of residential properties with significant access to off-street parking facilities, sustaining low levels of parking.
- 4.17.6 No action is required at this time.

4.18 Moredun

- 4.18.1 The majority of Moredun recorded mostly low levels of parking pressure.
- 4.18.2 Moredunvale Loan and a section of Moredun Park Road recorded high levels of parking pressure. Moredunvale Loan consisted of residential properties with varying access to off-street parking. There is a bus stop nearby combined with the presence of potentially greater car ownership levels, a high level of pressure was recorded. The section of high parking pressure on Moredun Park Road may likely be generated by the local convenience store, the Post Office, Moredun Library and also Craigour Park Primary School, as they are all located on the same section of road.
- 4.18.3 Medium levels of parking pressure were recorded on roads in Moredun including Craigour Crescent and Craigour Grove. These roads when surveyed, had varying access to off-street parking, with some properties having no access. The varying access has likely generated the medium pressures recorded as there are no significant generators of pressure nearby.

4.18.4 No action is required at this time.

4.19 Newcraighall

4.19.1 The area of Newcraighall comprises of numerous generators of parking pressure including, Newcraighall Primary School and Newcraighall train station. However, in comparison to the quantity of generators, the area mainly recorded low levels of parking pressure.

4.19.2 The newly built residential properties located on Hopper Gardens, Flockhart Gait and Ostler Loan, have significant off-street parking facilities, generating a low parking pressure. The entrance to the new residential area, Bauld Drive, was observed having a medium level of parking pressure due to visitors and trade vehicles parked by the show room.

4.19.3 Low parking pressure levels were likewise observed on Maingait Medway. When surveyed, the road consisted of newly built residential properties, which had significant access to off-street parking, sustaining a low level of parking pressure.

4.19.4 A section of A6095 Newcraighall Road recorded a high level of parking pressure. This section of high parking pressure level is located outside the front of Newcraighall Primary School, which is likely generating the pressure.

4.19.5 No action is required at this time.

4.20 Niddrie

4.20.1 Overall the area mostly recorded low and medium levels of parking pressure.

4.20.2 Niddrie Mains Drive, Harewood Crescent and sections of Greendykes Road, Harewood Drive and Niddrie Marischal Gardens recorded high levels of parking pressure.

4.20.3 High levels of parking pressure recorded on Harewood Drive and Harewood Crescent, are likely to be generated from individuals using Craigmillar Library or visiting the local shops present. In addition, bus routes are located nearby on A6095 Niddrie Mains Drive, perhaps adding to the parking pressure.

4.20.4 Additionally, Wauchope Terrace also recorded high levels of parking pressure. Residential properties had good access to off-street parking facilities when surveyed. However, Moffat Early Years Campus located on the road, could possibly be causing the high level of parking pressure.

4.20.5 Low levels of parking pressure were recorded on Hay Gardens, Hay Place and Niddrie Mains Terrace. When these roads were surveyed, they had significant access to off-street parking facilities.

4.20.6 It should be noted that ongoing development at Harewood Crescent and prevented the survey from being undertaken on these roads.

4.20.7 No action is required at this time.

4.21 Niddrie Mill

4.21.1 The area of Niddrie Mill recorded low to medium levels of parking pressure across its roads.

4.21.2 A small part of Niddrie Mill Drive and Blackchapel Close are the only areas to record high levels of parking pressure. When surveyed, the section of high parking pressure on Niddrie Mill Drive was recorded outside the local shop. This generator of parking pressure is likely the reason for the high level of parking pressure. On the high-pressure section of Blackchapel Close, there is limited off-street parking facilities and possibly higher demand for spaces from greater car ownership levels.

4.21.3 Low levels of parking pressure were observed on Cleikminfield, Niddrie Mill Avenue, Bonnybridge Drive, Cleekim Road and Blackchapel Close. When surveying these roads, Bonnybridge Drive, Cleekim Road, Blackchapel Close and Cleikiminfield, all comprised of residential properties with substantial access to off-street parking facilities, producing low levels of parking pressure.

4.21.4 However, Niddrie Mill Aveune had limited access to off-street parking facilities. Yet, the lack of off-street parking facilities does not generate any high levels of pressure, as car ownership levels may likely be low for the road, sustaining the low levels of parking pressure recorded.

4.21.5 When surveying Niddrie Mill Crescent and Peacocktail Close, the residential properties had limited access to off-street parking. Limited parking for residents, combined with varying levels of car ownership, results in medium parking pressure being observed. Likewise, Wisp Green and Cleikiminrig also recorded medium levels of parking pressure. The roads consisted of residential properties with limited access to off-street parking.

4.21.6 No action is required at this time.

4.22 Prestonfield

- 4.22.1 The area has recorded parking pressure levels ranging from low to high pressure with generators of parking pressure identified as bus routes on Prestonfield Avenue, as well as three educational facilities in the area. Low levels of parking pressure were present in King's Meadow and sections of Prestonfield Road.
- 4.22.2 King's Meadow consists of residential housing with good access to off-street parking, generating the low parking pressure recorded. When surveying Prestonfield Road, low levels of parking pressure were observed by the entrance of Prestonfield Primary School. In addition, the lack of residential properties on this section of road, similarly keeps parking pressure at a low level.
- 4.22.3 Medium levels of parking pressure were recorded on Clearbrun Crescent, Clearbrun Gardens, Clearbrun Road and Cameron Park. The medium levels of parking pressure are most likely produced from residential parking as the roads have minimal off-street parking facilities.
- 4.22.4 Cameron House Avenue recorded a high level of parking pressure. The road is within close proximity to Cameron House Nursery School and Prestonfield Primary School, likely producing extra parking pressure. In addition, residential properties located on Cameron House Avenue have no access to off-street parking facilities, adding further parking pressure.
- 4.22.5 Similarly, Prestonfield Gardens, Prestonfield Terrace and the majority of Prestonfield Avenue also displayed high levels of parking pressure. On Prestonfield Avenue, residential properties have minimal off-street parking provisions, in addition, a local express store is located there, along with bus routes. These all generate high levels of parking pressure together. Prestonfield Terrace when surveyed, lacked off-street parking facilities, which combined with high car ownership levels, sustains high levels of parking pressure.
- 4.22.6 It is recommended that a PPA should be introduced in Prestonfield due to its proximity to recommended CPZs in B1 and B7. There is likely to be displacement parking from the potential CPZs in B1 and B7 however, a PPA in Prestonfield will prioritise space in the area for resident parking.

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5. FINDINGS – B1, B6 AND B7 EXISTING PPA

5.1 B1 Summary

5.1.1 The roads in existing B1 PPA, along with the other PPAs have been surveyed using the same methodology as Area 5 with regard to observations taken of available kerb-side space. The results of the observations for the PPAs can be found in Appendix C. The map shows that most of the roads in B1 experienced high levels of parking pressure. The majority of properties had limited access to off-street parking which perhaps added to the high pressure observed on the roads. This limited access combined with pressure generators such as bus routes and local shops on Blackford Avenue and Mayfield Road, and proximity to the existing CPZ on the north boundary increase the demand for available kerbside space for parking vehicles.

5.1.2 It should be noted that at the time of the site visit there was ongoing construction works in the area particularly on Oswald Road and the western part of South Oswald Road where parking was suspended and the southern section of St Thomas Road which was closed. All of these areas are indicated as green on the maps as a zero score has been given for parking pressure. The other road to record a low pressure was Newlands Park.

5.2 B1 – Controlled Parking Spaces

5.2.1 The controlled parking spaces in B1 recorded a varying level of usage. South Oswald Road as mentioned had parts of the carriageway suspended for parking. This may have impacted the high level of occupancy of the controlled spaces observed on the east of the road. Similarly, Oswald Road had high pressure in its controlled bay which may have been impacted by the parking suspension on the road. Fountainhall Road, Findhorn Place, Moston Terrace and Mentone Terrace all recorded a high usage of controlled spaces with minimal free spaces on these roads.

5.2.2 Blackford Avenue, Grange Terrace, St Albans Road and Relugas Road all had a medium pressure levels for their controlled spaces, many spaces were in use however there were still available spaces for residents. Likewise, roads to the east of Mayfield Road such as Bright's Crescent, Glenorchy Terrace, and Mentone Gardens had controlled spaces available. Peel Terrace was observed to have a number of controlled spaces unused.

5.3 B1 – Uncontrolled Parking Spaces

5.3.1 The uncontrolled parking spaces in B1 had an increased demand as shown by the widespread high levels of parking pressure on roads throughout the area. The pockets of low pressure are associated with parking suspensions, yellow line restrictions and private roads. The only roads in the area to recorded medium levels of parking pressure in the uncontrolled parking spaces were Trotter Haugh, which had off-street bays available for residents, and the southern section of McLaren Road.

5.4 B1 – Recommendations

5.4.1 It is recommended that the B1 area becomes a CPZ due to the high levels of parking pressure observed. The area borders the existing CPZ and is likely experiencing displaced parking, adding to the pressure levels recorded. In addition, the limited access to off-street parking and generators of pressure such as the bus routes and local shops on Blackford Avenue and Mayfield Road create additional demand on parking space.

5.5 B6 Summary

5.5.1 The overall parking pressure in as shown in the B6 map is varied across its roads. Generators of parking pressure in B6 were identified as the school and medical facility on Suffolk Road, bus routes on Mayfield Road and Craigmillar Park, as well as the University King's Buildings. B6 also shares its northern boundary with B1. Properties in the south of the B6 area had more access to off-street parking compared to those in the north which may give reason for the higher pressures observed on roads in the north of the area. The roads in the south however are likely to experience additional parking pressure during term time due to the proximity of the University.

5.5.2 East Suffolk Park and Esslemont Road both recorded low parking pressure levels as did Mayfield Road, mainly due to private grounds and yellow line restrictions. Medium parking levels were observed on East Saville road, Crawford Road, Lygon Road, Ross Road and Blackbarony Road. High levels of parking pressure were observed on the entirety of Gilmour Road and Hallhead Road.

5.6 B6 – Controlled Parking Spaces

5.6.1 Most of the controlled parking spaces in B6 were well used, although there were spaces available for residents shown by the medium parking pressure.

Sections of East Suffolk Road and Gordon Terrace had low usage of controlled bays with Gordon Terrace having access to off-street parking. In contrast pockets of high parking pressure present on Granby Road and Gilmour Road where off-street parking was limited. The section of Gordon Terrace with limited access to off-street parking had a high level of parking pressure.

5.7 B6 – Uncontrolled Parking Spaces

5.7.1 The majority of the uncontrolled parking spaces on roads in B6 were observed at a high level of utilisation. Roads with access to off-street parking such as Hallehead Road, Ross Road and Blackbarony Road all had minimal space available in uncontrolled spaces for residents. More kerbside space was available in the west section of Wilton Road, Gordon Terrace and East Suffolk Park, although East Suffolk Park had private grounds and restrictions in place.

5.8 B6 – Recommendations

5.8.1 Noting the significance of the University's King's Buildings likely impact on parking pressures in the area during term time, it is recommended that B6 is monitored further. As the site visit was carried out towards the end of term time, an additional site visit should be carried out during the autumn university term time in order to repeat the parking pressure review and to assess the impact of the University on pressure levels in the area.

5.9 B7 Summary

5.9.1 The B7 overall parking pressure map shows a concentration of high levels of parking pressure on roads such as Kilmaurs Terrace and Marchhall Place to the west of the area, adjacent to Dalkeith Road. There is also a school present on Kilmaurs Road as well as a Tennis Club located on Kirkhill Road. The pressure eases on roads further from Dalkeith Road such as Kirkhill Gardens and Kirkhill Terrace with low pressure recorded in Priestfield Avenue. This pattern also followed the provision of off-street parking which was limited in roads such as Kilmaurs Road and significant in Kirkhill Gardens and Priestfield Avenue. There are generators of parking pressure located on Dalkeith Road such as two medical facilities, bus routes and shops. The B7 area also shares its western boundary with both the existing CPZ and B1.

5.10 B7 – Controlled Parking Spaces

5.10.1 The controlled parking spaces in B7 were utilised more on roads such as Kilmaurs Terrace and Marchhall Crescent which had high levels of parking

pressure and both roads had limited access to off-street parking. Roads with a number of controlled spaces available were Kirkhill Terrace, Priesthill Terrace and Priestfield Avenue which all had access to off-street parking. The controlled spaces on Kirkhill Road, Kirkhill Gardens and Priestfield Road were observed to be well used however there were still spaces available for residents.

5.11 B7 – Uncontrolled Parking Spaces

5.11.1 The uncontrolled parking spaces in B7 had high levels of parking pressure on roads near to Dalkieth Road and the generators situated on this road. Most these roads also had limited access to off-street parking. Kirkhill Gardens which had properties with access to off-street parking recorded a high level of parking pressure for uncontrolled spaces as did parts of Priestfield Road. This is perhaps due to limited uncontrolled space available due to drop kerbs for accessing driveways and potentially increased levels of car ownership. Similarly, Kirkhill Terrace had a medium level of parking pressure despite access to off-street parking. Priestfield Avenue remained at a low level of parking pressure throughout the survey.

5.12 B7 – Recommendations

5.12.1 It is recommended that a CPZ is introduced in B7 due to the high levels of parking pressures recorded on the site visit. Generators on Dalkieth Road, the areas proximity to existing CPZ boundary and limited access to off-street parking are all adding to the pressure levels.

5.12.2

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6. FINDINGS – AVERAGE PARKING PRESSURE

6.1 Summary

- 6.1.1 All of the areas in Area 4 have been ranked based on their average parking pressure for each road. This was calculated by adding up the recorded parking pressures in an area and then dividing by the number of roads in the area. The results are shown in Table 1.
- 6.1.2 Table 1 shows that the area with the highest average parking pressure across all of its roads is B1 with the average calculated road in the area recording a 73% parking pressure level. B1 also had the greatest percentage of roads (65%) that recorded a parking pressure in the high level with B7 second with 60% of its roads having a high level of pressure. B7 had the least percentage of roads in the low parking pressure level (7%).
- 6.1.3 None of the areas scored a high level average parking pressure, more than 75%. Other areas that recorded a medium average parking pressure (40-75%) and had a score above 50% were the existing PPAs B6 and B7, Prestonfield, Blackford and Fort Kinnaird. Fort Kinnaird had the greatest percentage of roads with a high parking pressure in this group, although its overall average compared lower to these areas.
- 6.1.4 Greendykes South had the lowest average parking pressure score (18%) and the greatest percentage of roads with a low level of parking pressure (91%). Burdiehouse had the second lowest average parking pressure score (22%) and 86% of the Burdiehouse's roads were recorded at a low level of parking pressure.

Table 1: Average Parking Pressure ranking

Area	Average Parking Pressure	Percentage of Roads			Recommendation
		High	Medium	Low	
B1	73	65%	26%	9%	CPZ
B7	71	60%	33%	7%	CPZ
B6	60	18%	59%	24%	Further monitoring
Prestonfield	58	27%	53%	20%	PPA
Blackford	56	39%	29%	32%	Further monitoring
Fort Kinnaird	54	50%	0%	50%	Further monitoring
Gracemount	46	12%	47%	41%	
Gilmerton	45	10%	43%	48%	
Inch West	45	15%	50%	35%	
Inch East	42	11%	37%	52%	
Craigmillar	42	3%	52%	45%	
Niddrie	38	5%	32%	64%	
Newcraighall	38	21%	21%	57%	
Liberton West	37	7%	37%	56%	
Moredun	35	3%	38%	59%	
Greendykes North	35	0%	42%	58%	
Gilmerton Dykes	35	7%	37%	56%	
Niddrie Mill	34	0%	50%	50%	
Ferniehill	33	0%	39%	61%	
Cameron Toll	32	9%	27%	64%	
Liberton East	29	4%	19%	78%	
Alnwickhill	23	2%	19%	79%	
Burdiehouse	22	3%	11%	86%	
Greendykes South	18	9%	0%	91%	

*Percentages may not add up to 100% due to rounding.

7. FUTURE DEVELOPMENT

7.1 Edinburgh Local Development Plan

7.1.1 The Edinburgh Local Development Plan (LDP) was issued in November 2016 to provide clear and consistent planning framework setting out policies and proposals relating to the development and use of land in the Edinburgh area.

7.1.2 An assessment of the potential impacts on parking of ongoing and proposed development or redevelopment within the Edinburgh area has been undertaken using data from the LDP. It is important to analyse the future development types and locations in Area 4 – South East Edinburgh to prevent oversight of potential increase in parking pressure before making recommendations on parking controls.

7.1.3 The future impacts of residential, retail, transport and school development types have been assessed to determine the potential future impacts of parking within the development areas themselves and in neighbouring areas.

7.1.4 These have been highlighted below and the corresponding map from the LDP can be found in Appendix D.

7.2 New Housing Proposals (Table 3 & 4 LDP)

Newcraighall

- HSG 26 – Newcraighall North
- HSG 27 - Newcraighall

South Niddrie

- HSG 18 – New Greendykes
- HSG 41 - South East Wedge North: The Wisp

Niddrie

- HSG 14 – Niddrie Mains
- HSG 15 – Greendykes Road
- HSG 16 – Thistle Foundation
- HSG 17 – Greendykes

Moredun

- HSG 25 – The Drum
- HSG 30 – Moredunvale Road

Gilmerton

- HSG 23 – Gilmerton Dykes Road
- HSG 24 – Gilmerton Station Road

Burdiehouse

- HSG 22 – Burdiehouse
- HSG 39 – North of Lang Loan

Liberton

- HSG 28 – Ellen’s Glen Road

Additional

- HSG 21 – Broomhills
- HSG 40 – South East Wedge South: Edmonstone

7.3 School Proposals (Table 5 LDP)

Niddrie

- SCH 2 – High School, Craigmillar

South Niddrie

- SCH 3 – New Greendykes

Gilmerton

- SCH 7 – Gilmerton

Additional

- SCH 8 – Broomhills

7.4 Proposed New Local Centres (Table 8 LDP)

Craigmillar

- S1- Niddrie Mains Road, Craigmillar

7.5 Commercial Centre (Table 7)

Newcraighall

- Newcraighall/The Jewel

The Inch

- Cameron Toll

7.6 Summary

- 7.6.1 Considering the findings of the assessment of the current parking situation in Area 4 it has been determined that there are additional areas where ongoing

or future development could impact current parking pressure results and therefore the recommendations for parking controls in these areas.

- 7.6.2 The housing developments on the south east boundary of the Area 4 near to the Edinburgh Bypass, in Greendykes and the development at Broomhill's are substantial in size. These will require further investigation in the future to assess any changes in the levels of parking pressure, when fully complete. The Moredunvale Road development in the Moredun area is also likely to impact existing parking pressures in the future.

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8. RECOMMENDATIONS

8.1 Protocol & Criteria

- 8.1.1 The Controlled Parking and Priority Parking protocol issued by CEC provides a standard procedure for dealing with any request for Controlled Parking Zones (CPZ) or Priority Parking Areas (PPA) and defines the conditions required for the Council to commit to a full investigation into the potential introduction of parking controls. The recommendations will follow the conditions set out in Section 2 Part A of the investigation criteria in the protocol.
- 8.1.2 Using the protocol, the outlined areas listed below in Area 4 – South East Edinburgh and the existing PPAs B1, B6 and B7 have been considered and recommended for the introduction of a CPZ or PPA. A map of the recommended CPZ and PPA areas can be found in Appendix E.
- 8.1.3 Recommendations have been based on criteria such as, the severity of parking pressure, the generators of parking pressure in the area such as a retail centre and the impact of the parking pressure on residents and local businesses. The priority for the introduction of a CPZ or PPA is indicated by either a high, medium or low level of priority.

8.2 CPZ

- 8.2.1 Priority for the introduction of a CPZ should be given to following areas based on the results of the parking pressure investigation and the average parking pressure scores:
- B1 (medium)
 - B7 (medium)
- 8.2.2 A CPZ is recommended in B1 due to its average parking pressure score of 73%, the majority of its roads experiencing high levels of parking pressure and because of its proximity to generators of parking pressure such as the existing CPZ to the north of the area. Although construction work was ongoing in the area there was limited access to off-street parking and uncontrolled spaces were observed to be in high demand. A CPZ would dedicate space to residents and reduce the amount of spaces being occupied by possible commuters and visitors using Blackford Avenue, Mayfield Road and Mayfield Gardens.

8.2.3 Similarly, a CPZ is recommended in B7 due to its average parking pressure score of 71% with the majority of roads recording a high level of parking pressure and its proximity to generators of parking pressure on Dalkeith Road and its location near to the existing CPZ. If a CPZ is implemented in B1 then displaced parking may move into roads adjacent to Dalkeith Road. A CPZ in B7 will provide space to residents and reduce the amount of spaces that may be occupied by commuters and visitors using Dalkeith Road.

8.3 PPA

8.3.1 Consideration for the introduction of a PPA should be given to following areas based on the results of the parking pressure investigation:

- Prestonfield (medium)

8.3.2 Prestonfield has been recommended for the introduction of a PPA due to its proximity to the recommended CPZ in B7. Vehicles are likely to be displaced from a CPZ in B7 and would add to the parking pressure observed in Prestonfield. Therefore, a PPA would provide a number of spaces that would give priority to residents.

8.4 Further Monitoring

8.4.1 Noting the significance of the University's King's Buildings likely impact on parking pressures in the area in term time from students, lecturers and workers, it is recommended that the areas of B6, Blackford, Cameron Toll and Inch West are monitored further. As the site visits to these areas were carried out towards the end of term time it is likely the true extent of pressure generated from the campus was not fully captured. Therefore, an additional site visit should be carried out during the autumn university term time in order to repeat the parking pressure review and to assess the impact of the University on pressure levels in the area.

8.4.2 The parking issues that exist with the car dealerships in the Fort Kinnaird area require further monitoring. Although the area is not a residential area and is predominately used by visitors and workers using the industrial / shopping centre, the high density of parking on Whitehall Road warrants further investigation to determine if there is a benefit in managing the parking demand through the introduction of parking controls.

9. CONCLUSION

- 9.1.1 The primary aim of the project was to determine the current parking demand and potential future need for parking controls across the Edinburgh area and to deliver a prioritised plan of potential Controlled Parking Zones (CPZ) and Priority Parking Areas (PPA).
- 9.1.2 Through the data collected from the parking pressure survey, roads with low, medium and high levels of parking pressure have been highlighted in Area 4. The results have shown that the areas of B1 and B7 are experiencing instances of high pressure on available parking spaces which would benefit from the introduction of parking controls in the form of a CPZ. It is recommended that a strategy for the introduction of a CPZ in these areas is investigated further as a medium priority in B1 and B7.
- 9.1.3 If a CPZ is introduced in the areas highlighted above, it is important to that additional action in the neighbouring areas is taken to prevent the displacement of parking pressure from one area to another. For this reason a PPA has been recommended in Prestonfield with a medium level of priority.
- 9.1.4 Further monitoring is recommended in B6, Blackford, Cameron Toll and Inch West in order to carry out additional site visits during the university term time to assess the impact of the King's Buildings on parking pressure levels in these surrounding areas.
- 9.1.5 The housing developments around the Edinburgh Bypass, in Greendykes and the development at Broomhill's are substantial in size. These will require further investigation in the future to assess any changes in the levels of parking pressure, when fully complete. The Moredunvale Road development in the Moredun area is also likely to impact existing parking pressures in the future.

10. FURTHER INVESTIGATION

- 10.1.1 Further investigation into the introduction of the CPZs and PPAs in the recommended areas through the commissioning of consultations and detail design phases.
- 10.1.2 Further review of areas where ongoing or future development could impact current parking pressure results; Niddrie, South Niddrie, Gilmerton, Burdiehouse.

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Award Winning



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Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

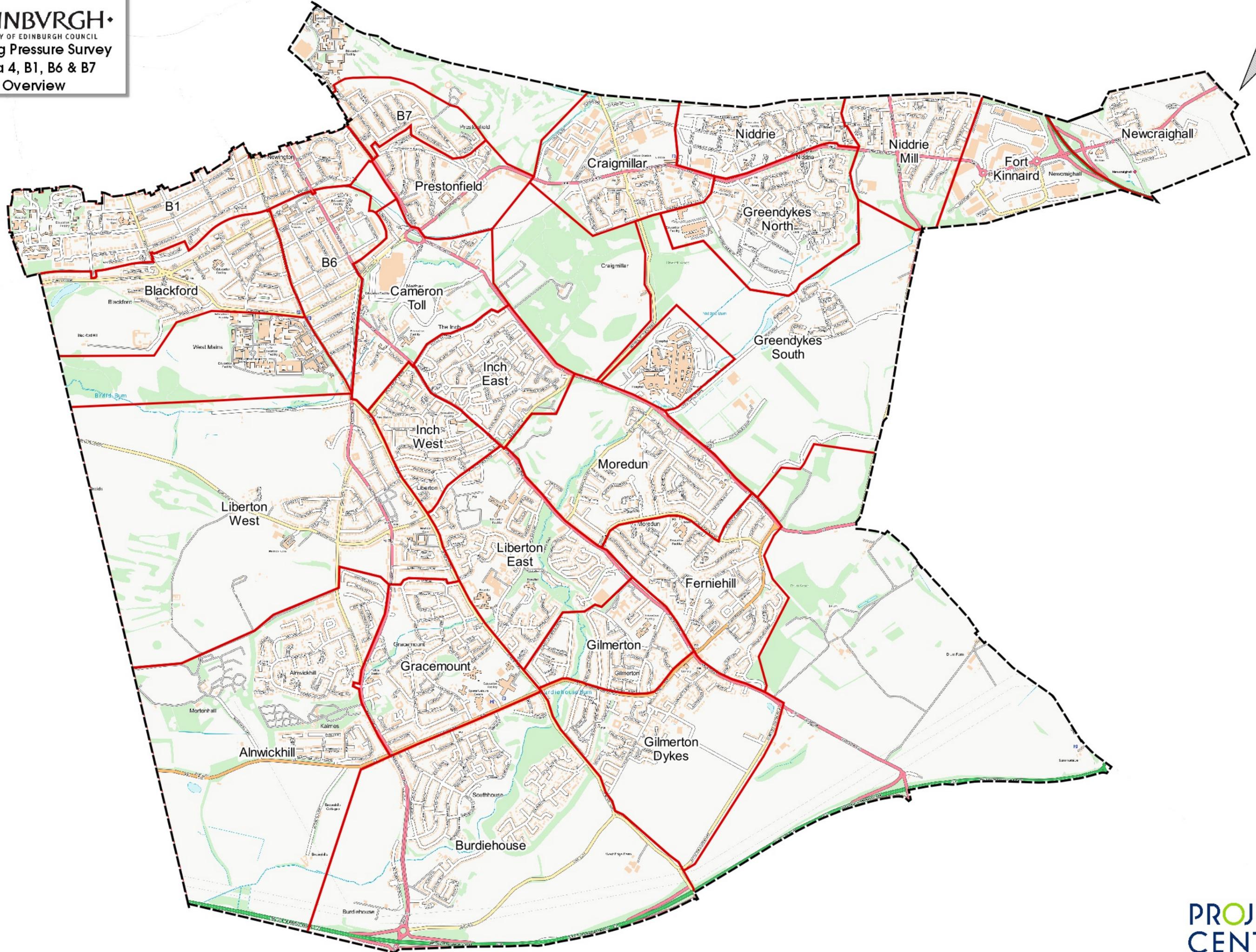
- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



Appendix A – Area 4 Overview Map



Appendix B – Area 4 Heat Maps

Parking Pressure Survey

Alnwickhill Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical

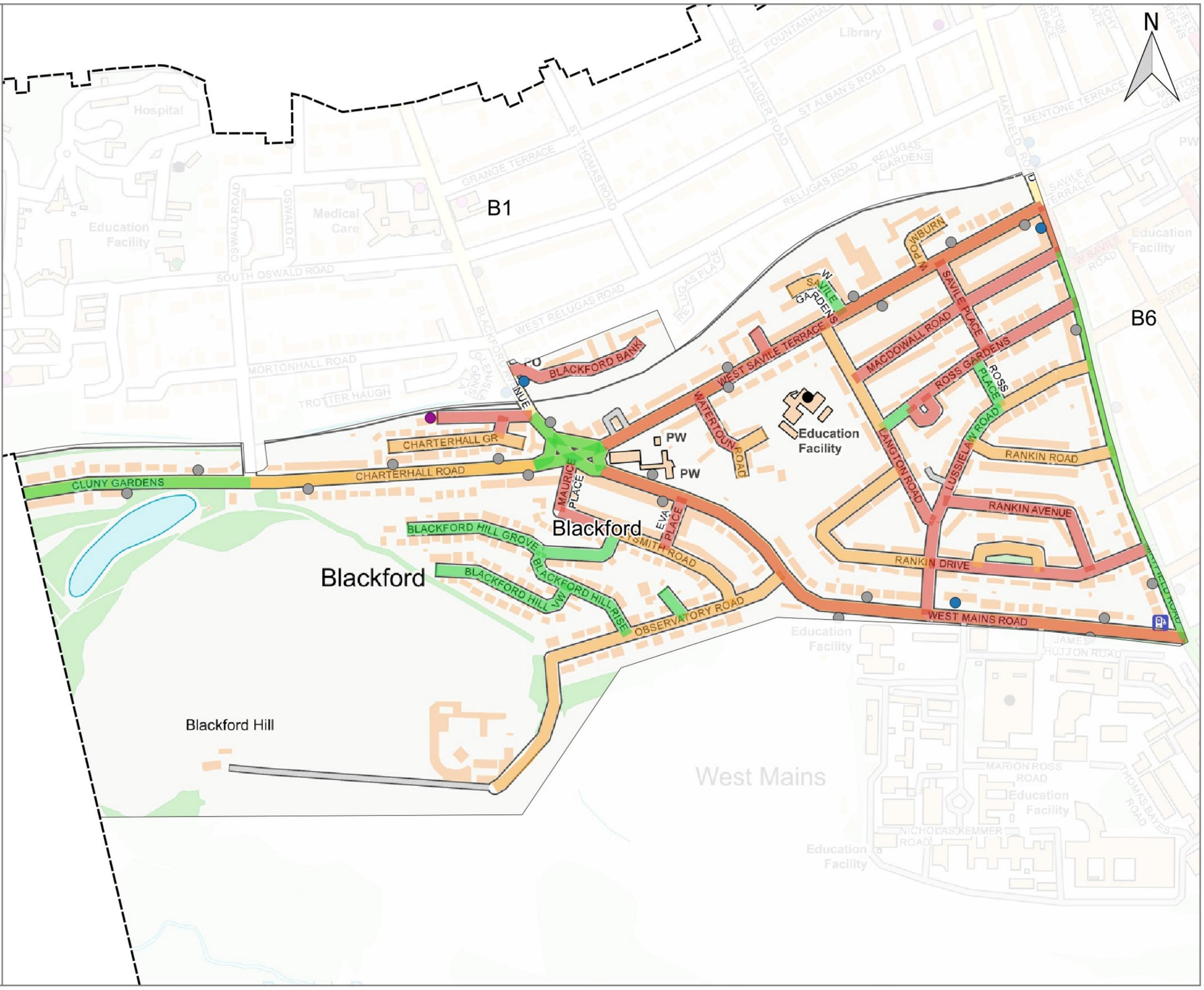


Parking Pressure Survey
Blackford Area

- Level of Parking Pressure
- Low (<40% occupied)
 - Medium (40-75% occupied)
 - High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

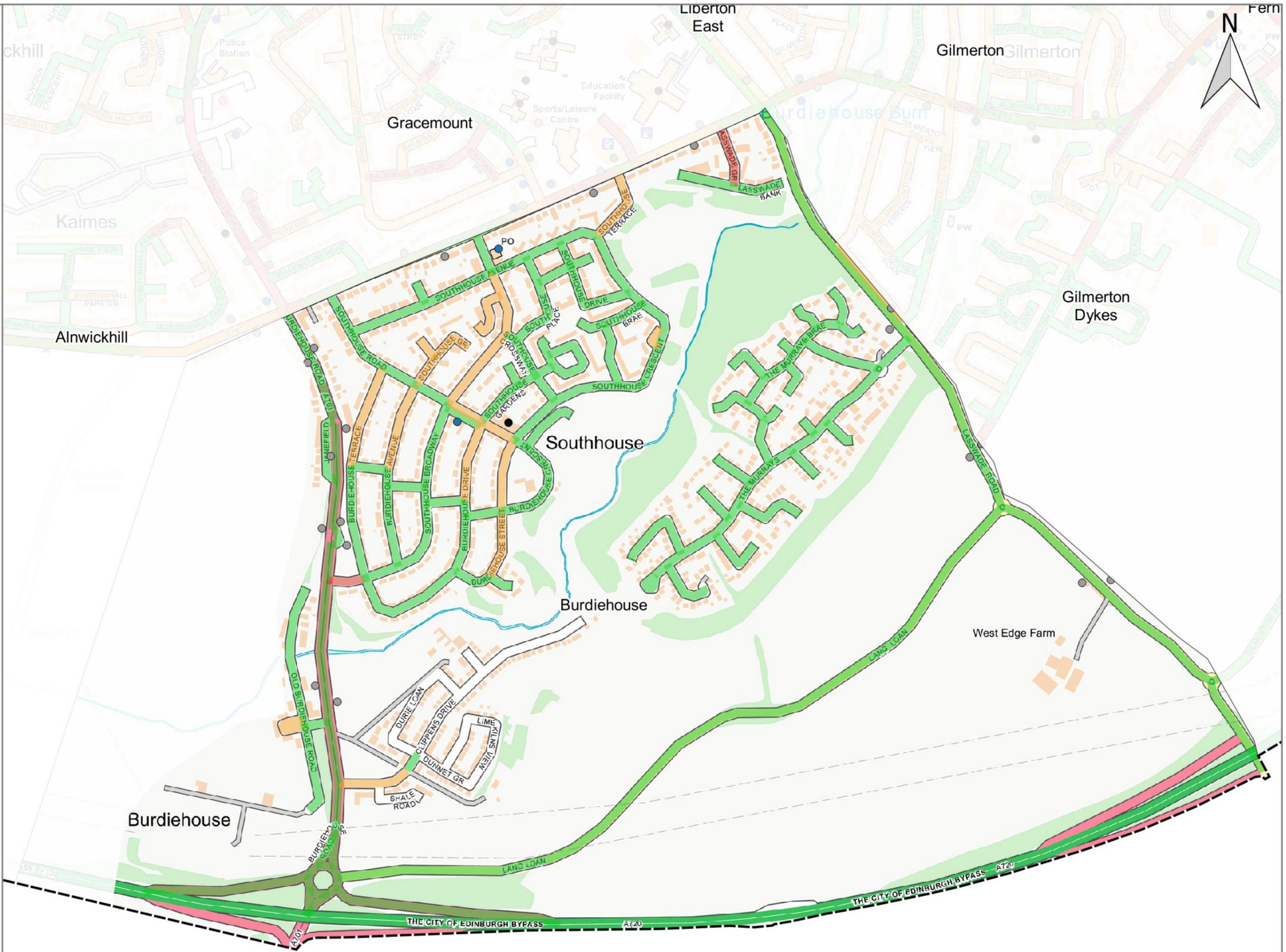
Burdiehouse Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical

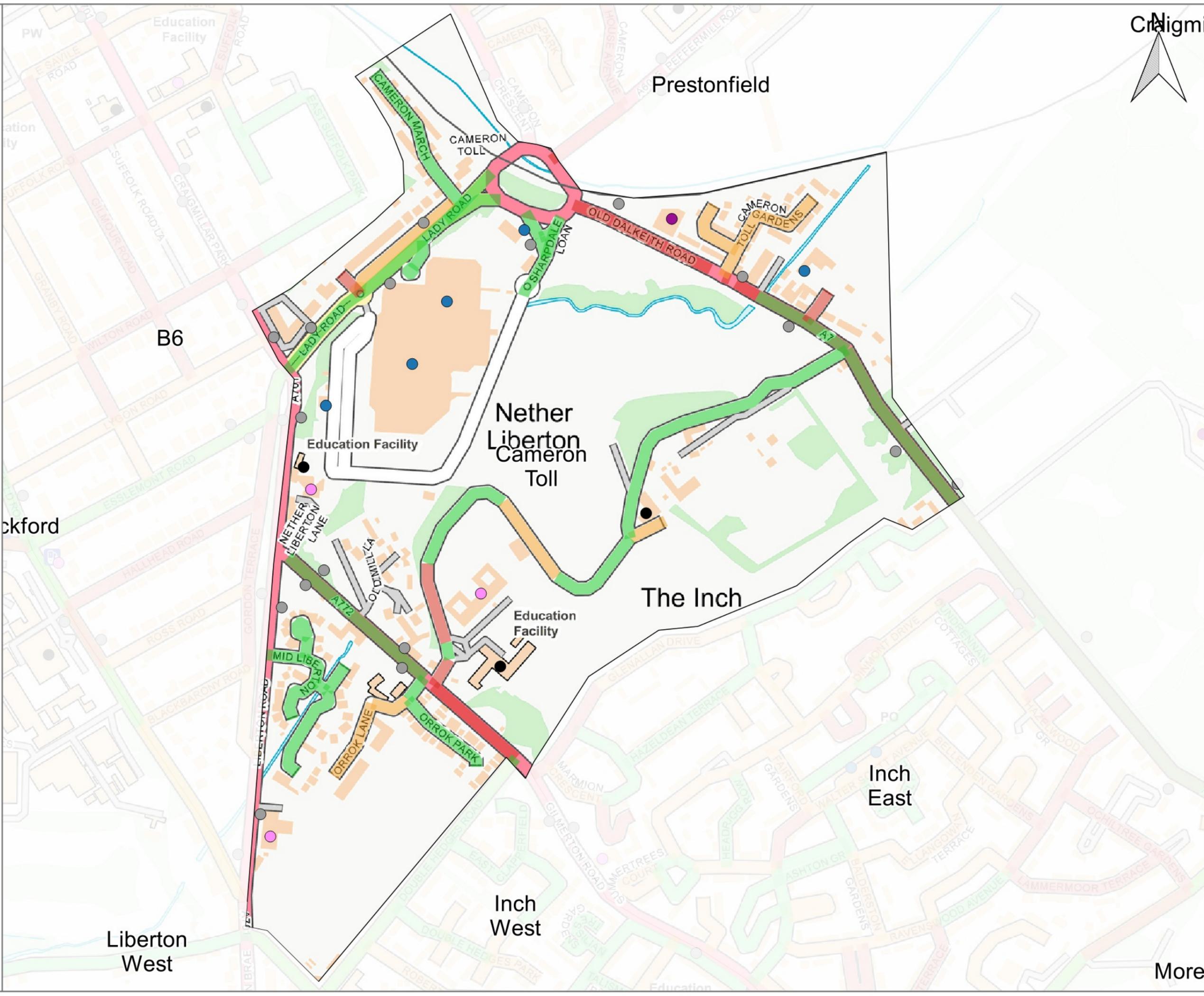


Parking Pressure Survey
Cameron Toll Area

- Level of Parking Pressure
- Low (<40% occupied)
 - Medium (40-75% occupied)
 - High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical

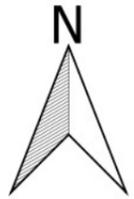


Parking Pressure Survey
Craigmillar Area

- Level of Parking Pressure
- Low (<40% occupied)
 - Medium (40-75% occupied)
 - High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

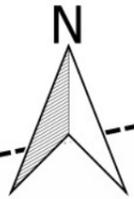
Fort Kinnaird Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

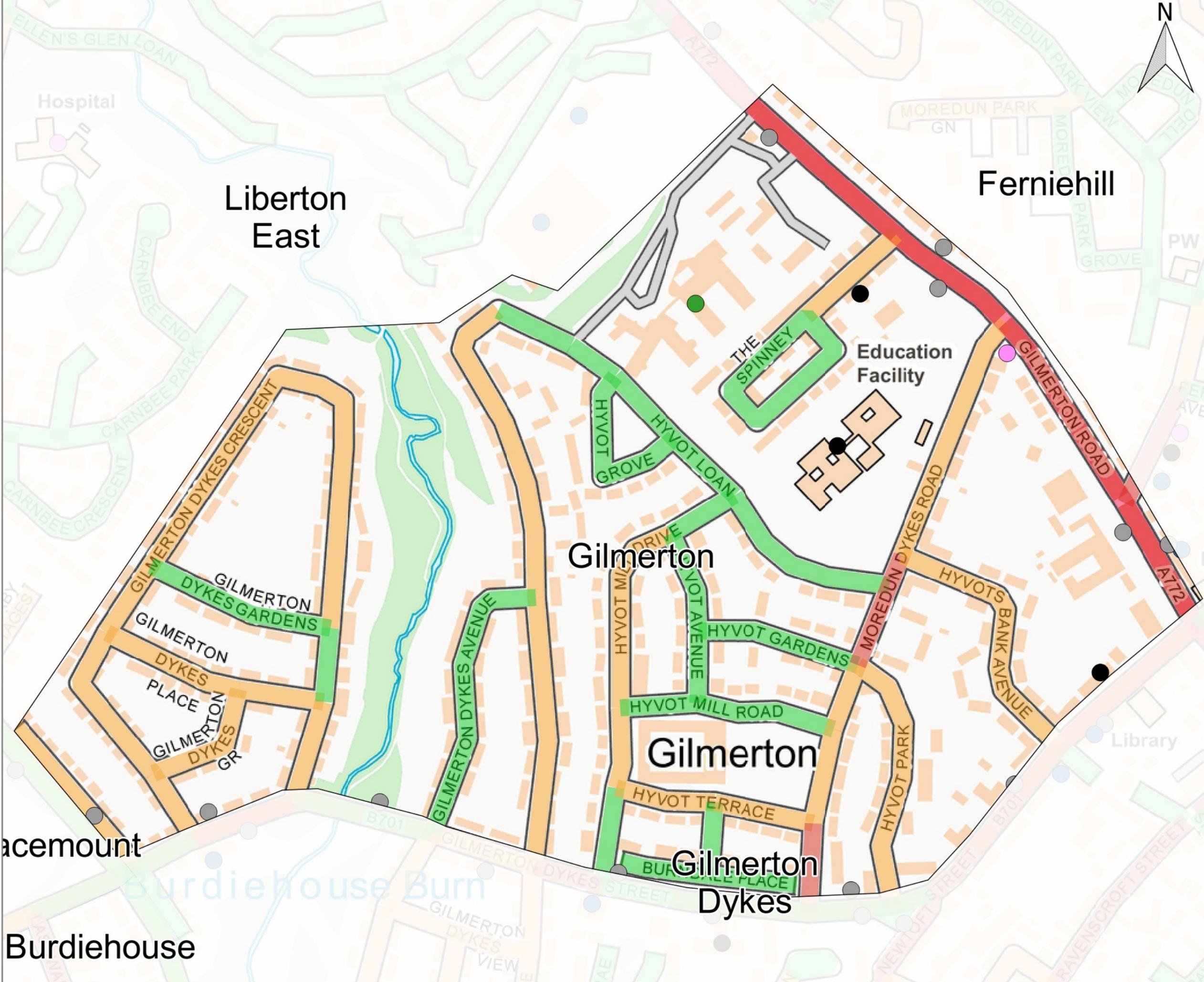
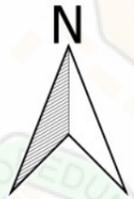
Gilmerton Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

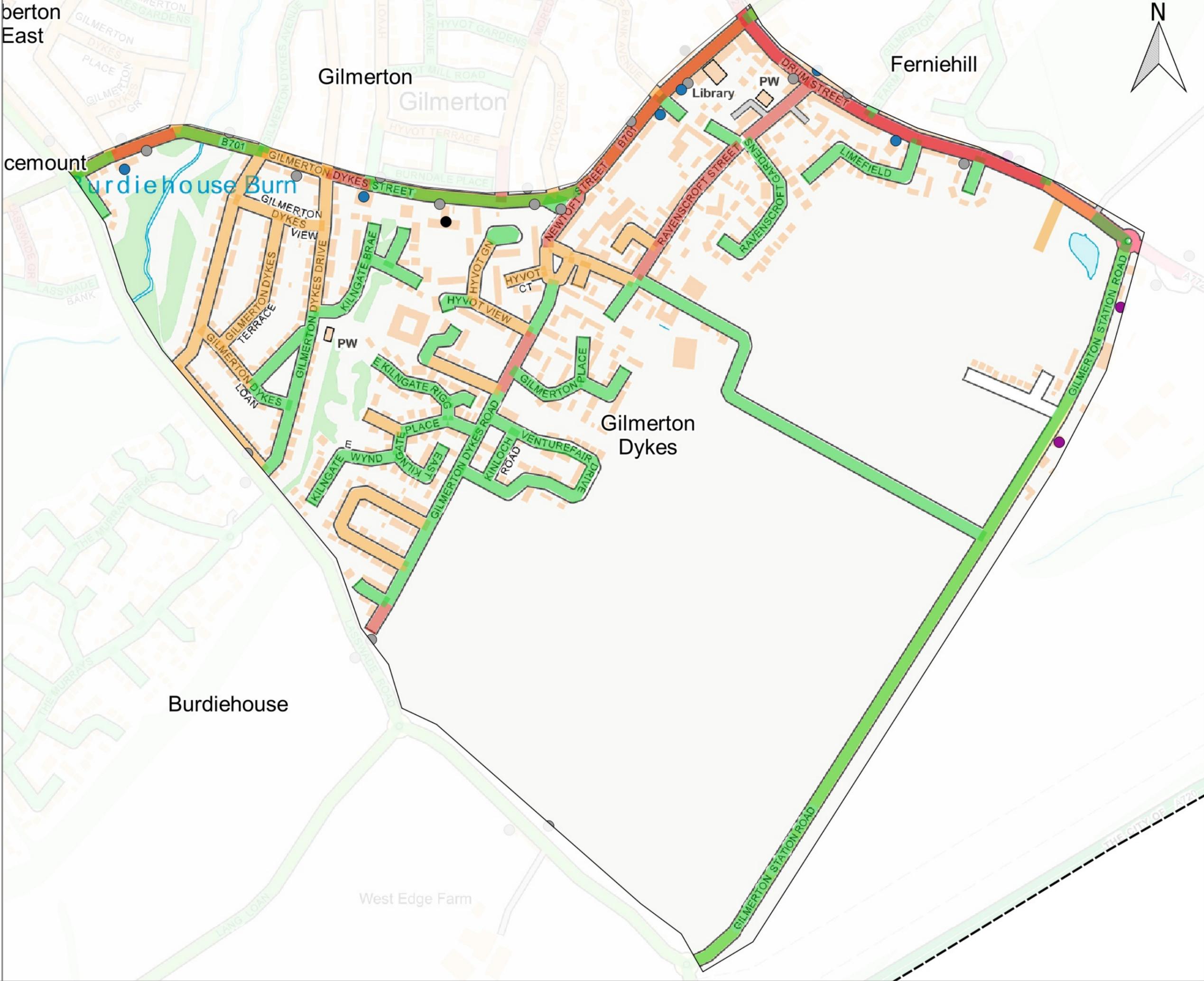
Gilmerton Dykes Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

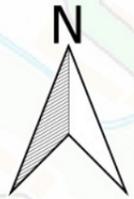
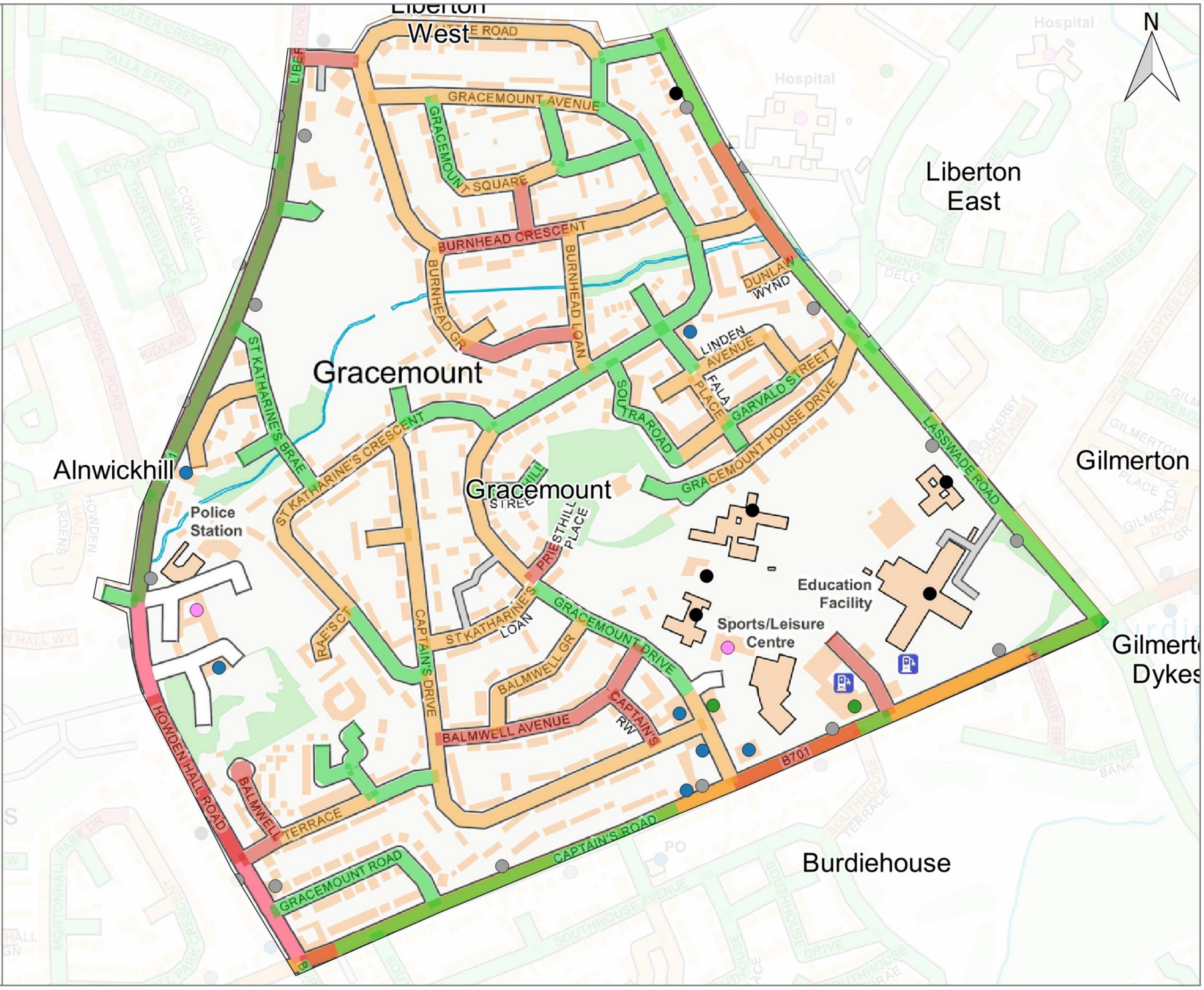
Gracemount Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

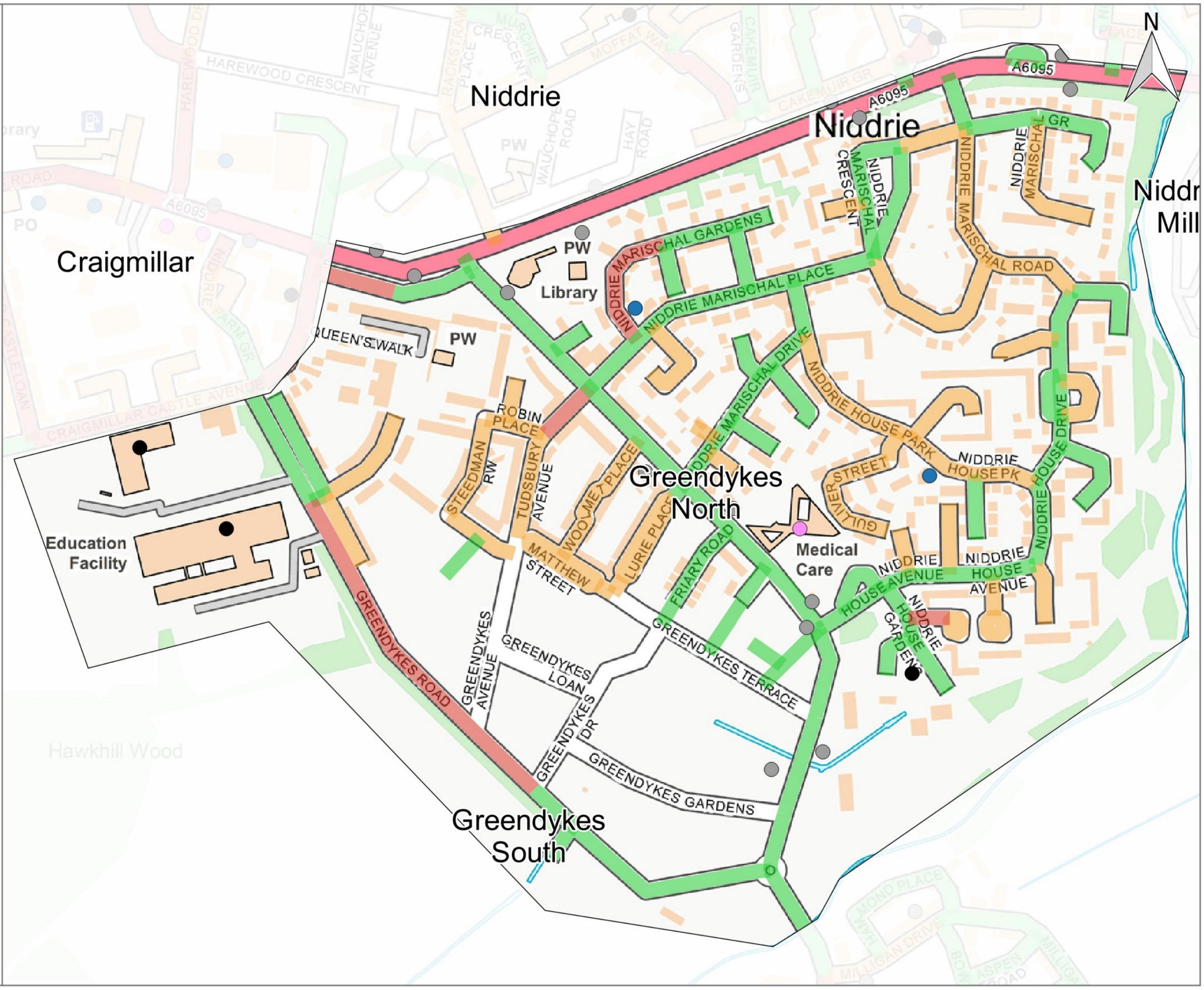
Greendykes North Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

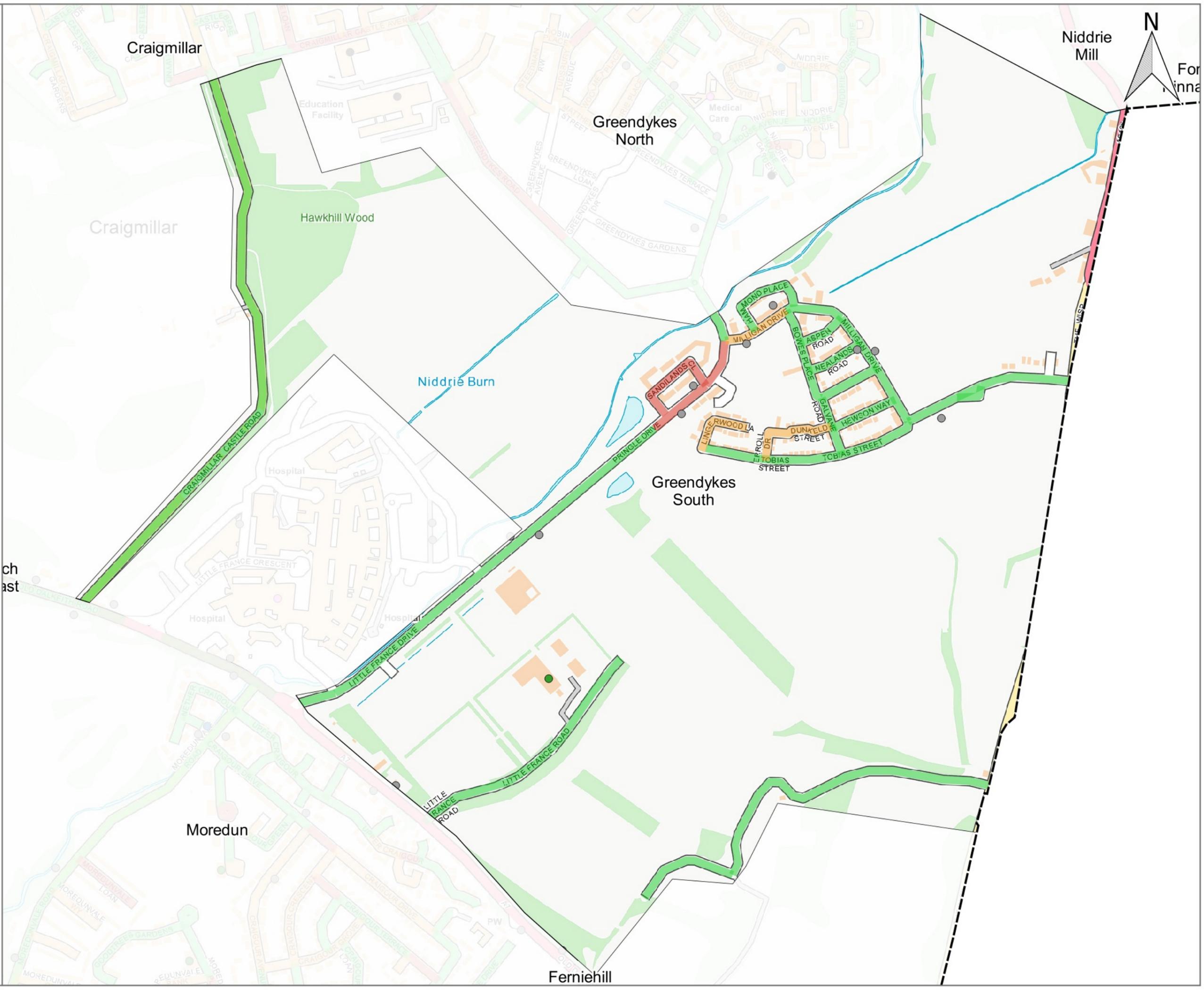
Greendykes South Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

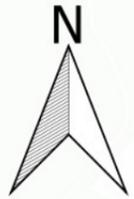
- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey
Inch East Area

- Level of Parking Pressure
- Low (<40% occupied)
 - Medium (40-75% occupied)
 - High (>75% occupied)

- Generators of Parking Pressure
- School
 - Public Transport
 - Offices
 - Shopping Areas
 - Industrial
 - Medical



Parking Pressure Survey
Inch West Area

- Level of Parking Pressure
- Low (<40% occupied)
 - Medium (40-75% occupied)
 - High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



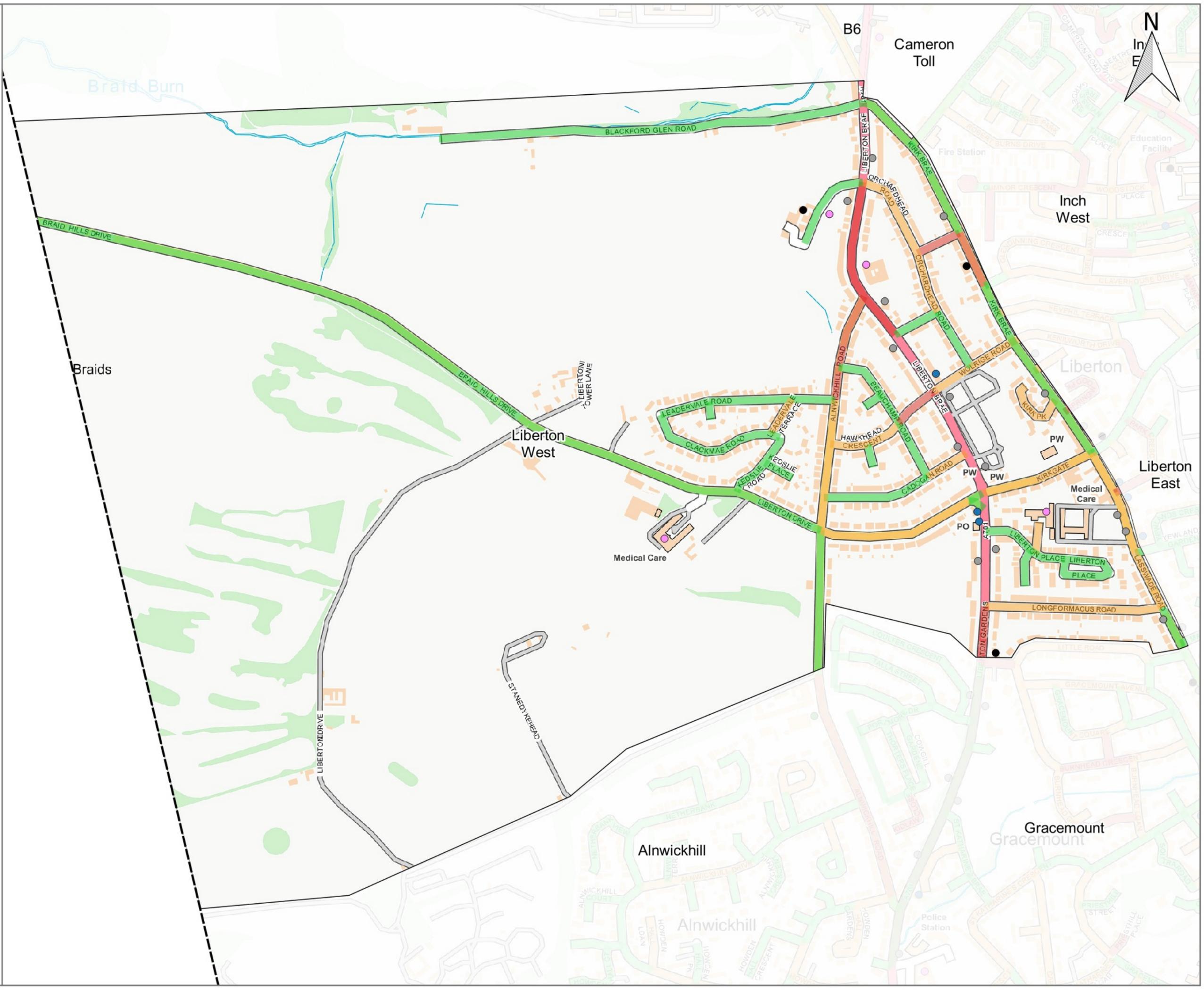
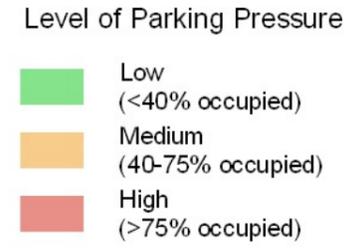
Parking Pressure Survey
Liberton East Area

- Level of Parking Pressure
- Low (<40% occupied)
 - Medium (40-75% occupied)
 - High (>75% occupied)

- Generators of Parking Pressure
- School
 - Public Transport
 - Offices
 - Shopping Areas
 - Industrial
 - Medical



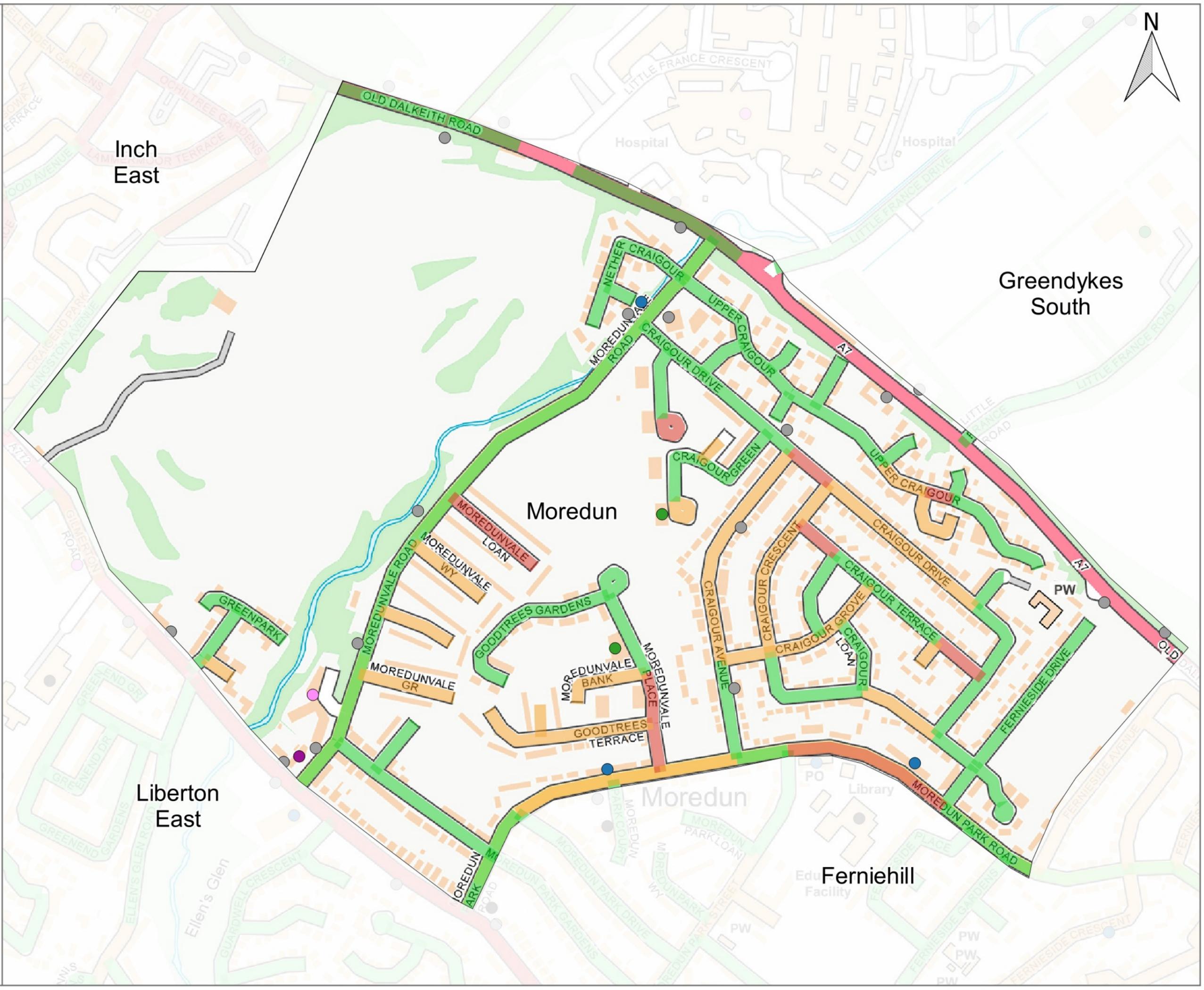
Parking Pressure Survey
Liberton West Area



Parking Pressure Survey
Moredun Area

- Level of Parking Pressure
- Low (<40% occupied)
 - Medium (40-75% occupied)
 - High (>75% occupied)

- Generators of Parking Pressure
- School
 - Public Transport
 - Offices
 - Shopping Areas
 - Industrial
 - Medical



Parking Pressure Survey

Newcraighall Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical

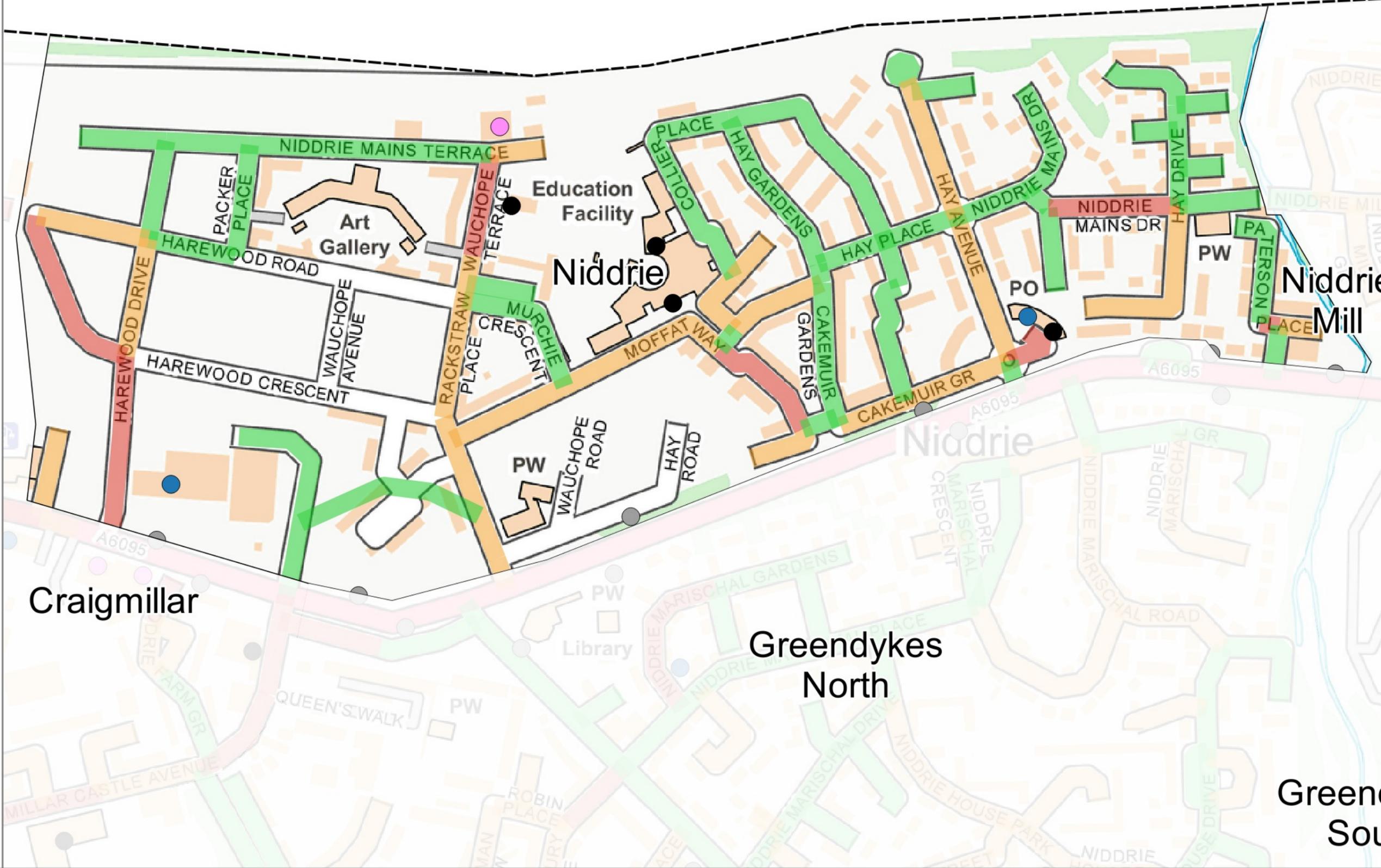
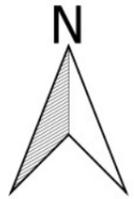


Parking Pressure Survey
Niddrie Area

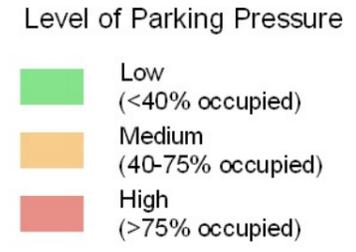
- Level of Parking Pressure
- Low (<40% occupied)
 - Medium (40-75% occupied)
 - High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



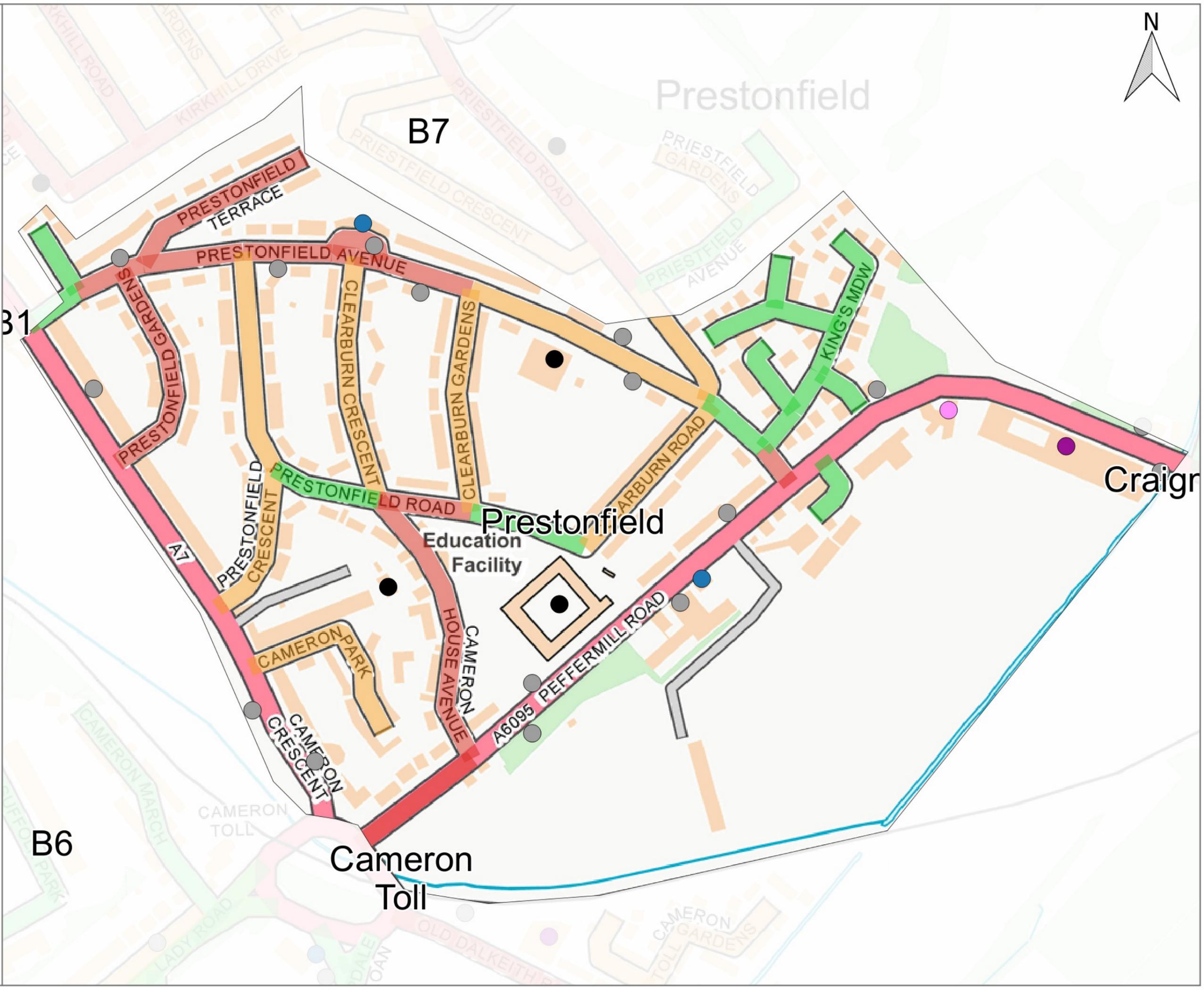
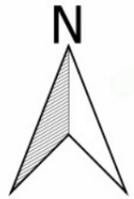
Parking Pressure Survey
Niddrie Mill Area



Parking Pressure Survey
Prestonfield Area

- Level of Parking Pressure
- Low (<40% occupied)
 - Medium (40-75% occupied)
 - High (>75% occupied)

- Generators of Parking Pressure
- School
 - Public Transport
 - Offices
 - Shopping Areas
 - Industrial
 - Medical



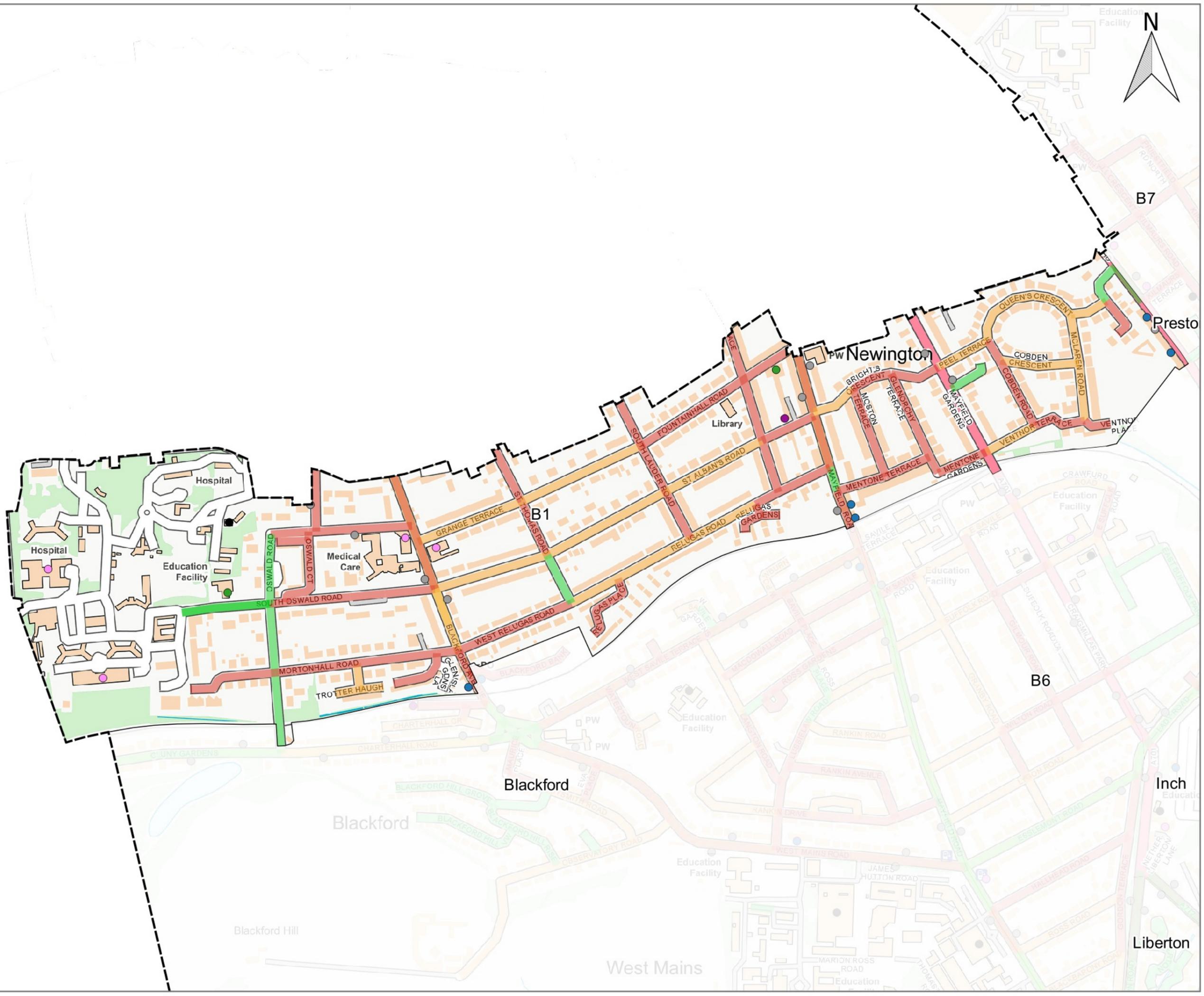
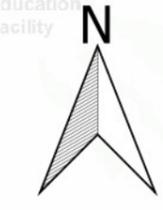
Appendix C – Area 4 PPA Heat Maps

Parking Pressure Survey
B1 Area

- Level of Parking Pressure
- Low (<40% occupied)
 - Medium (40-75% occupied)
 - High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

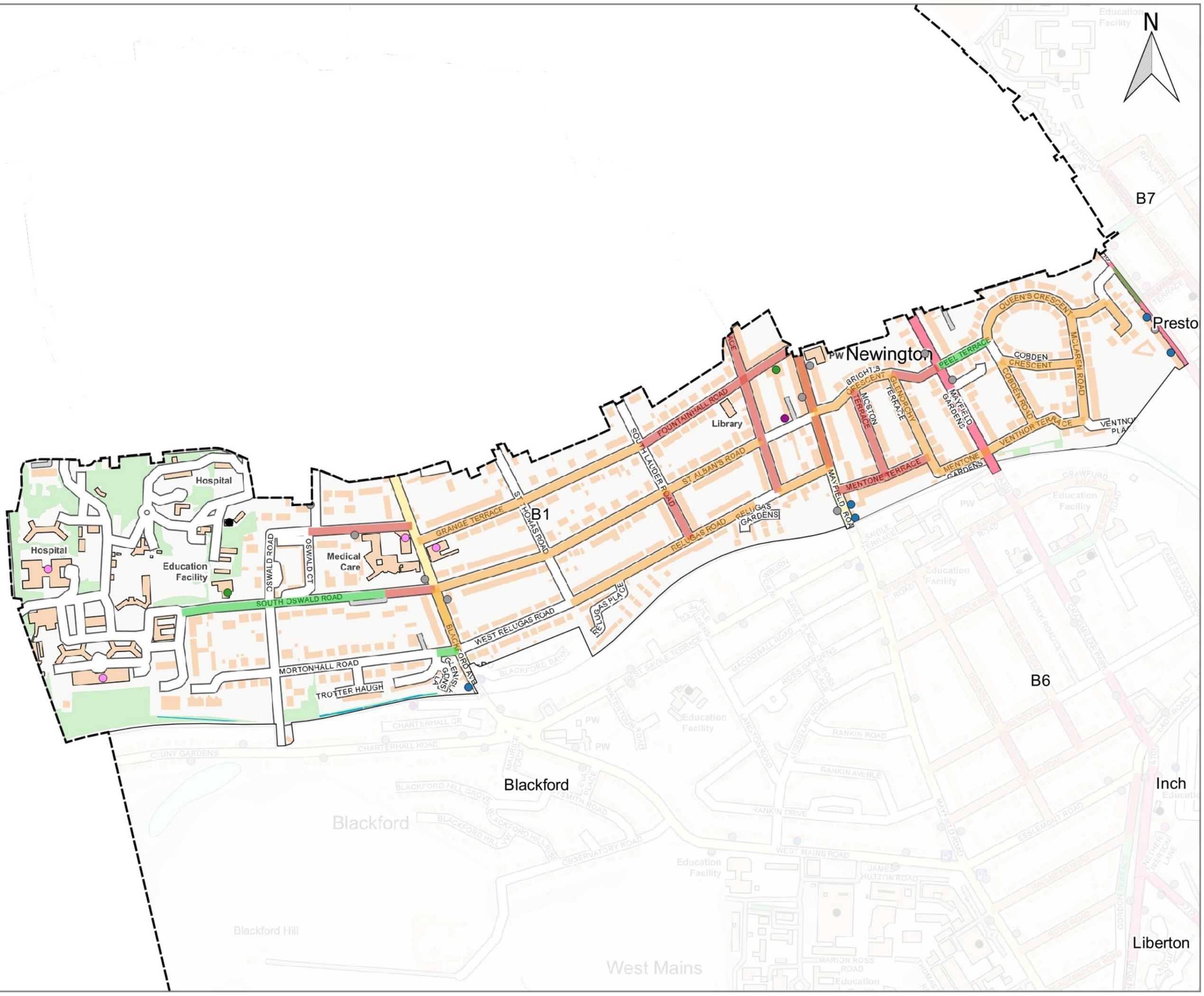
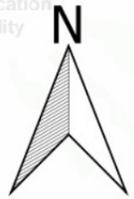
Controlled Parking
B1 Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

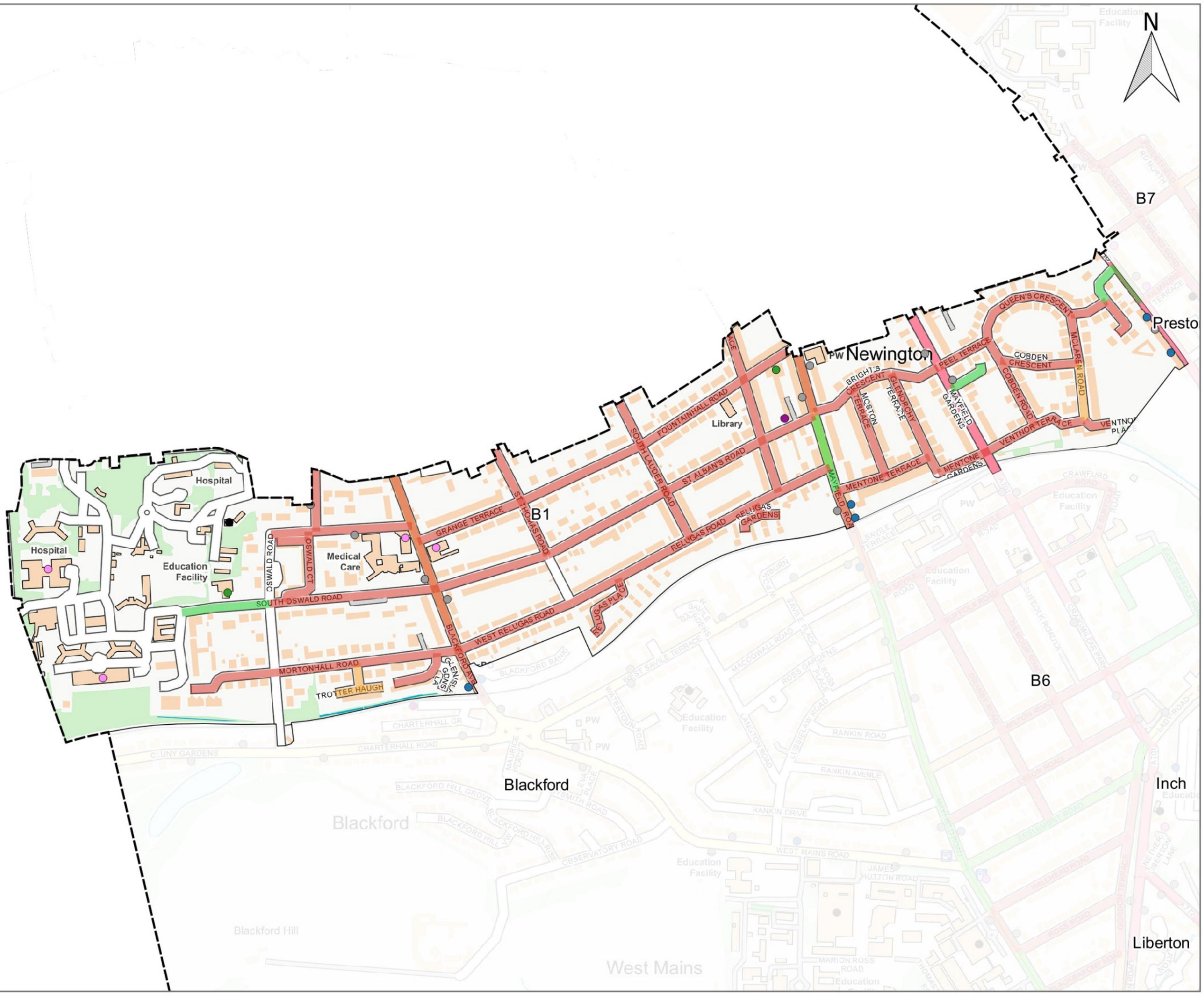
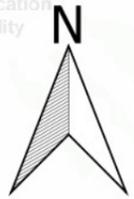
Uncontrolled Parking
B1 Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

B6 Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

Controlled Parking
B6 Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

Uncontrolled Parking
B6 Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

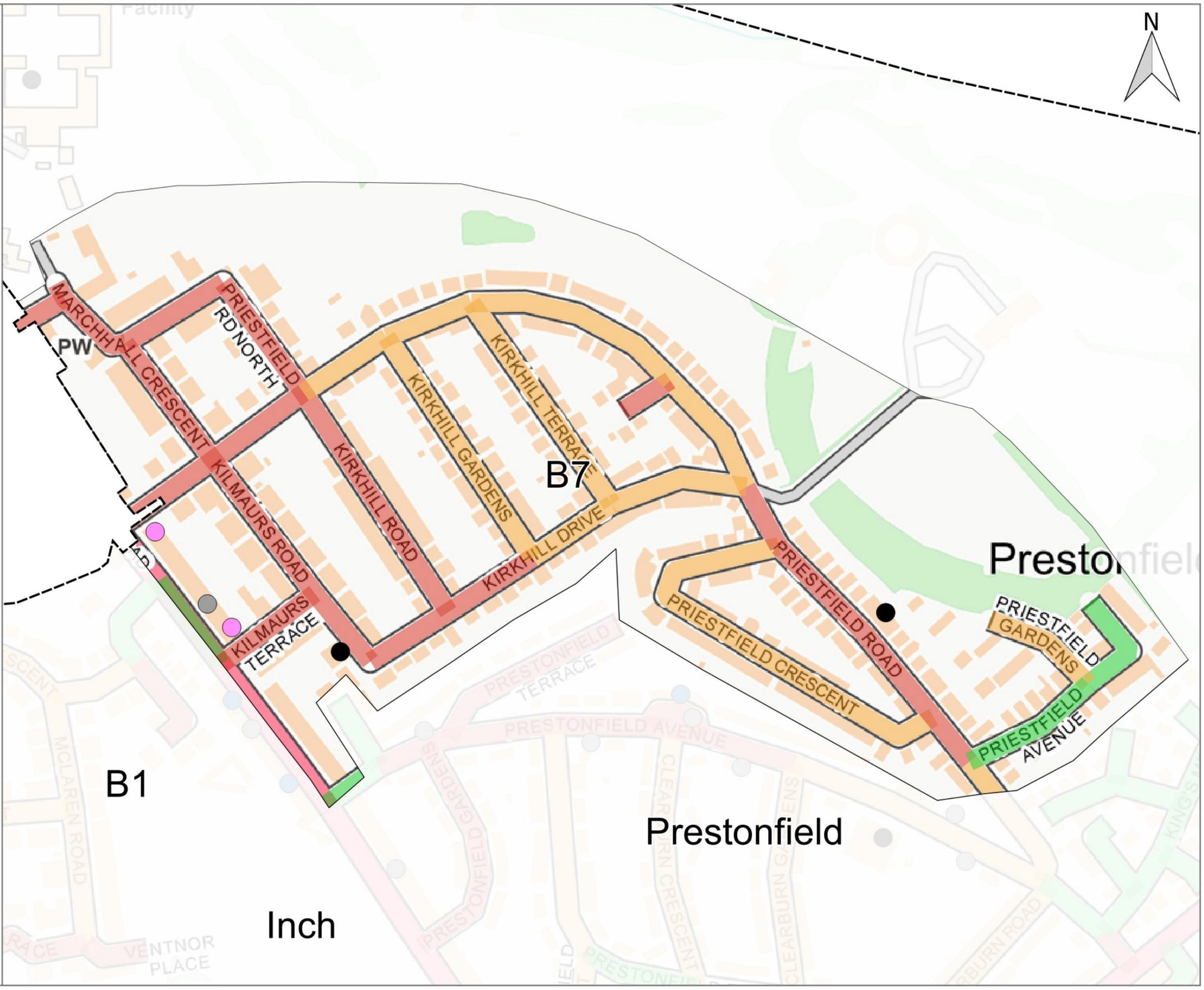
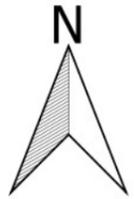
- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey
B7 Area

- Level of Parking Pressure
- Low (<40% occupied)
 - Medium (40-75% occupied)
 - High (>75% occupied)

- Generators of Parking Pressure
- School
 - Public Transport
 - Offices
 - Shopping Areas
 - Industrial
 - Medical



Parking Pressure Survey

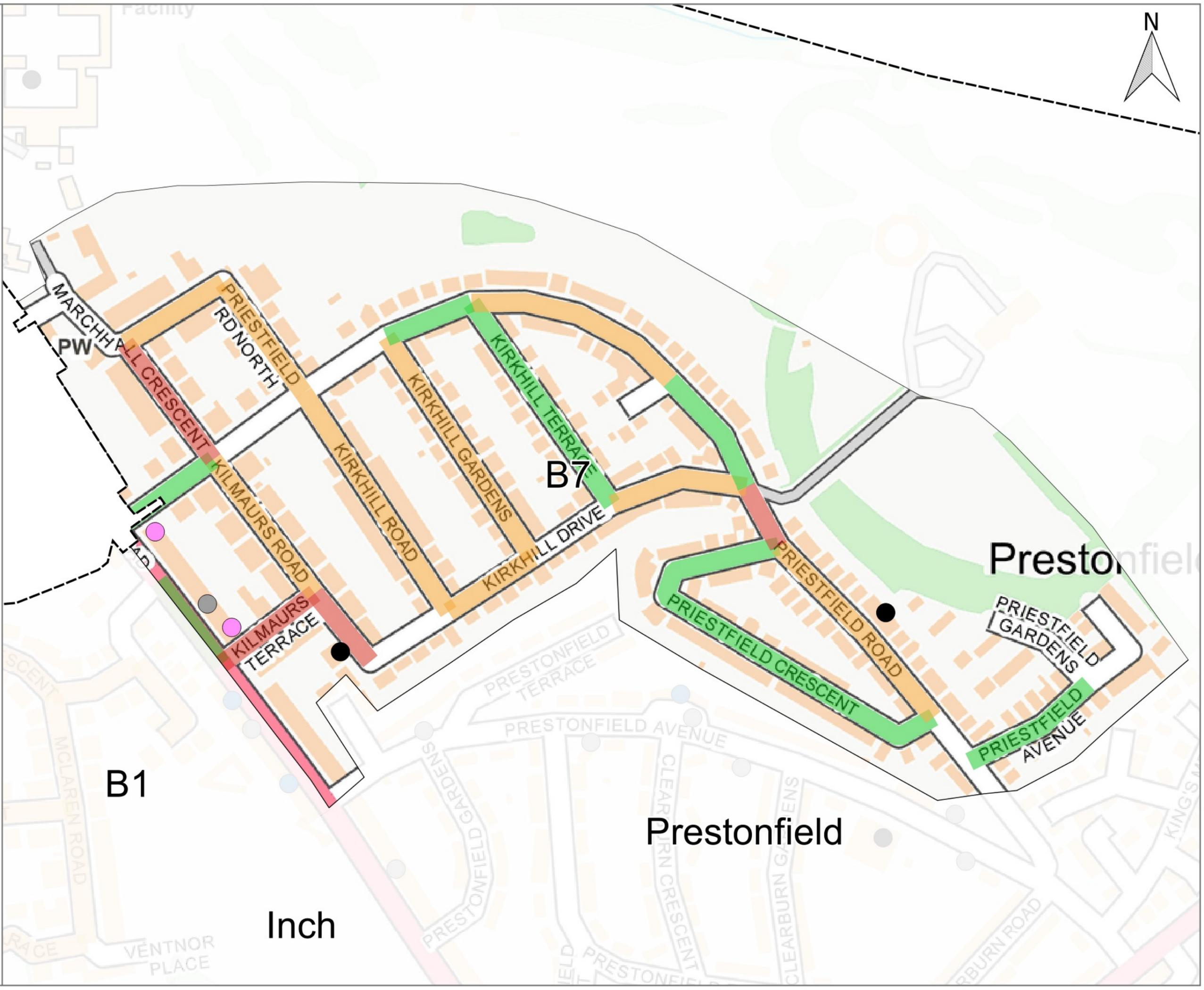
Controlled Parking
B7 Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

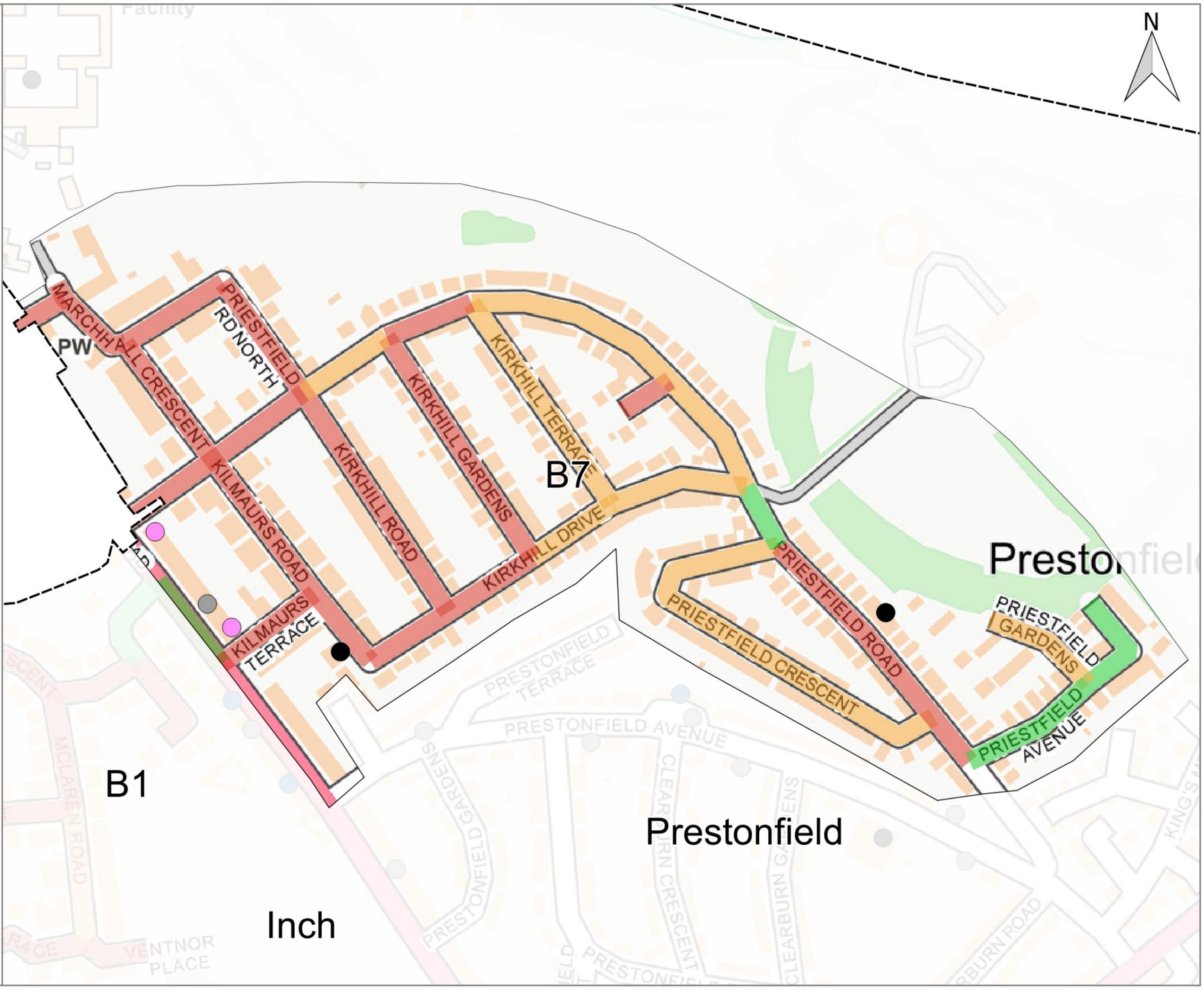
Uncontrolled Parking
B7 Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Appendix D – CEC LDP Proposals Map

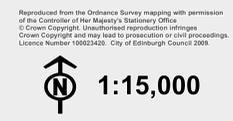
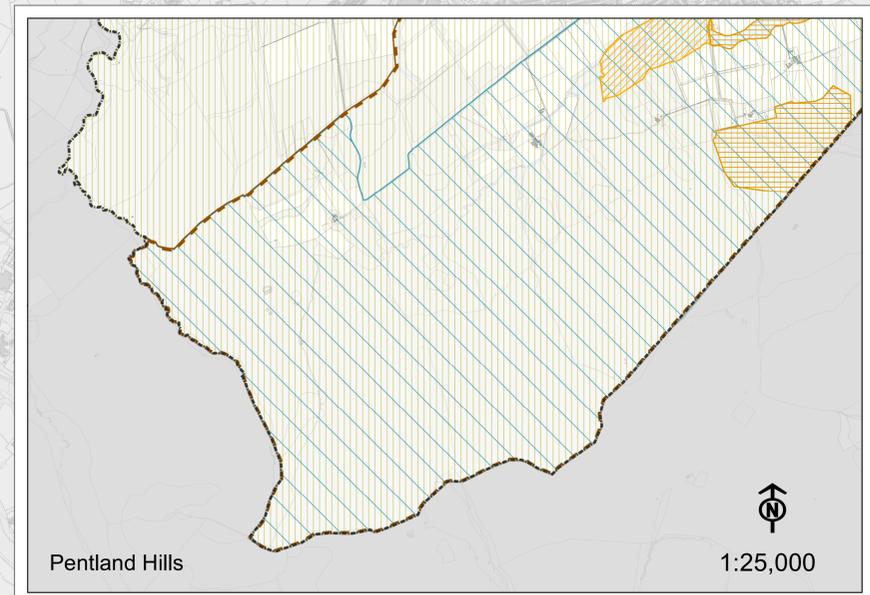
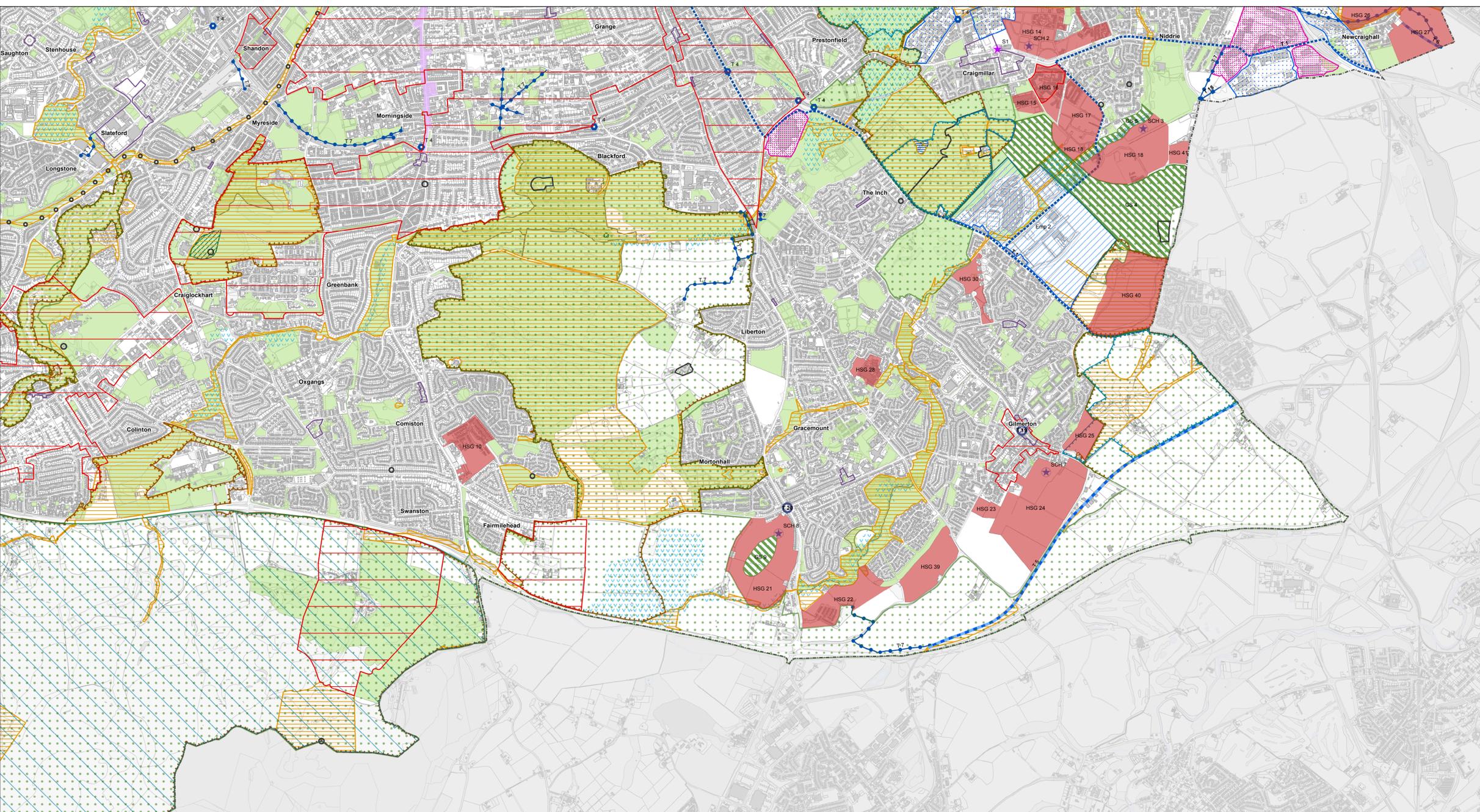
EDINBURGH LOCAL DEVELOPMENT PLAN PROPOSALS MAP ADOPTED NOVEMBER 2016

The City of Edinburgh Council Boundary
General plan - wide policies

Del 1, Des 1-13, Env 2-4, Env 7-9, Env 12, Env 16, Env 18-22, Hou 1-7, Hou 9-10, Ret 1, Ret 6, Ret 8, Ret 10-11, Tra 1-4, Tra 6, Tra 9-9, Tra 11; RS 1, RS 4, RS 6 - RS 7

Proposals Map designations and relevant policies and proposals in the Written Statement

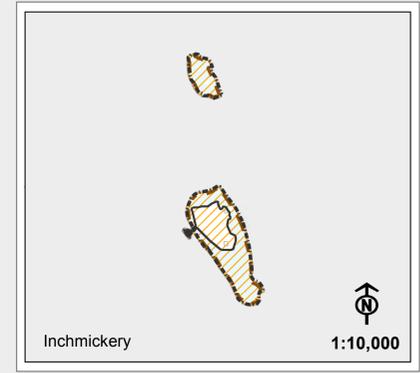
- Urban Area - refers to all LDP area outwith the Green Belt and Countryside Policy Area
 - City Centre
 - City Centre Proposal
 - Edinburgh Waterfront
 - Edinburgh Park/South Gyle
 - World Heritage Site
 - Designated Conservation Area
 - Scheduled Ancient Monument (including Union Canal)
 - Historic Garden / Designed Landscape - Inventory Site
 - Green Belt
 - Countryside Policy Area
 - Special Landscape Area
 - International and National Natural Heritage Designation (Natura 2000 Site and/or SSSI)
 - Local Nature Conservation Site
 - Local Nature Reserve
 - Area of Importance for Flood Management
 - Open Space
 - Greenspace Proposal (GS1-11)
 - Pentland Hills Regional Park
 - Housing Proposal (HSG 1 - HSG 41)
 - School Proposal (SCH 4-5)
 - Indicative School Proposal (SCH 1-3, SCH 6-10)
 - Strategic Business Centre
 - Business and Industry Area
 - Special Economic Area (Emp 2-8)
 - Safeguard for Potential Relocation of Royal Highland Centre
 - Local Centre
 - Town Centre (including City Centre Retail Core)
 - Commercial Centre
 - Speciality Shopping Street
 - Indicative Shopping Proposal (S1-S5)
 - Tram Route Safeguard with Proposed Stop
 - Existing Tram Route with Stops
 - Railway Safeguard
 - Station Safeguard
 - Roundabout / Junction Improvement
 - Road Safeguard / Improvement
 - Cycleway / Potential Public Transport Safeguard
 - Cycleway / Footpath Safeguard
 - Cycleway / Footpath Access Safeguard
 - Safeguard for Potential Additional Runway
 - Airport Public Safety Zone
 - Safeguarded Waste Management Facility
 - Minerals Site
- | |
|---|
| Emp 1, Emp 9-10, Hou 8, Ret 6, RS 3 |
| Del 2, Emp 1, Ret 7, Tra 5 |
| (CC1) Table 10
(CC2-4) Table 3, Table 10, Hou 1 |
| (EW 1a-c, EW 2a-d) Del 3, Hou 1, Ret 7
(EW 1d&e) Table 2, Del 3, Emp 8 |
| Del 4, Emp 1 |
| Env 1 |
| Env 5, Env 6 |
| Env 8 |
| Env 7 |
| Env 10 |
| Env 10 |
| Env 11 |
| Env 13, Env 14 |
| Env 15 |
| Env 15 |
| Env 21 |
| Env 18, Env 19 |
| Table 1 |
| Env 17 |
| Tables 3 & 4, Hou 1 |
| Table 5 |
| Table 5 |
| Emp 1 |
| Emp 8, RS 3 |
| Table 2, Emp 2-8 |
| Emp 5 |
| Table 6, Ret 5, Ret 9, Emp 1 |
| Table 6, Ret 2, Ret 3, Ret 9, Emp 1 |
| Table 7, Ret 4 |
| Ret 10 |
| Table 8, Ret 5, Ret 9 |
| Table 9, Tra 7 |
| Table 9, Tra 10 |
| Table 9, Tra 10 |
| Table 9, Tra 7, Tra 9 |
| Table 9, Tra 9 |
| Table 9, Tra 9 |
| Emp 4 |
| Tra 12 |
| RS 2, RS 3, RS 4 |
| RS 3, RS 5 |



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License Number 1002429. City of Edinburgh Council 2009.

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EDINBURGH LOCAL DEVELOPMENT PLAN PROPOSALS MAP

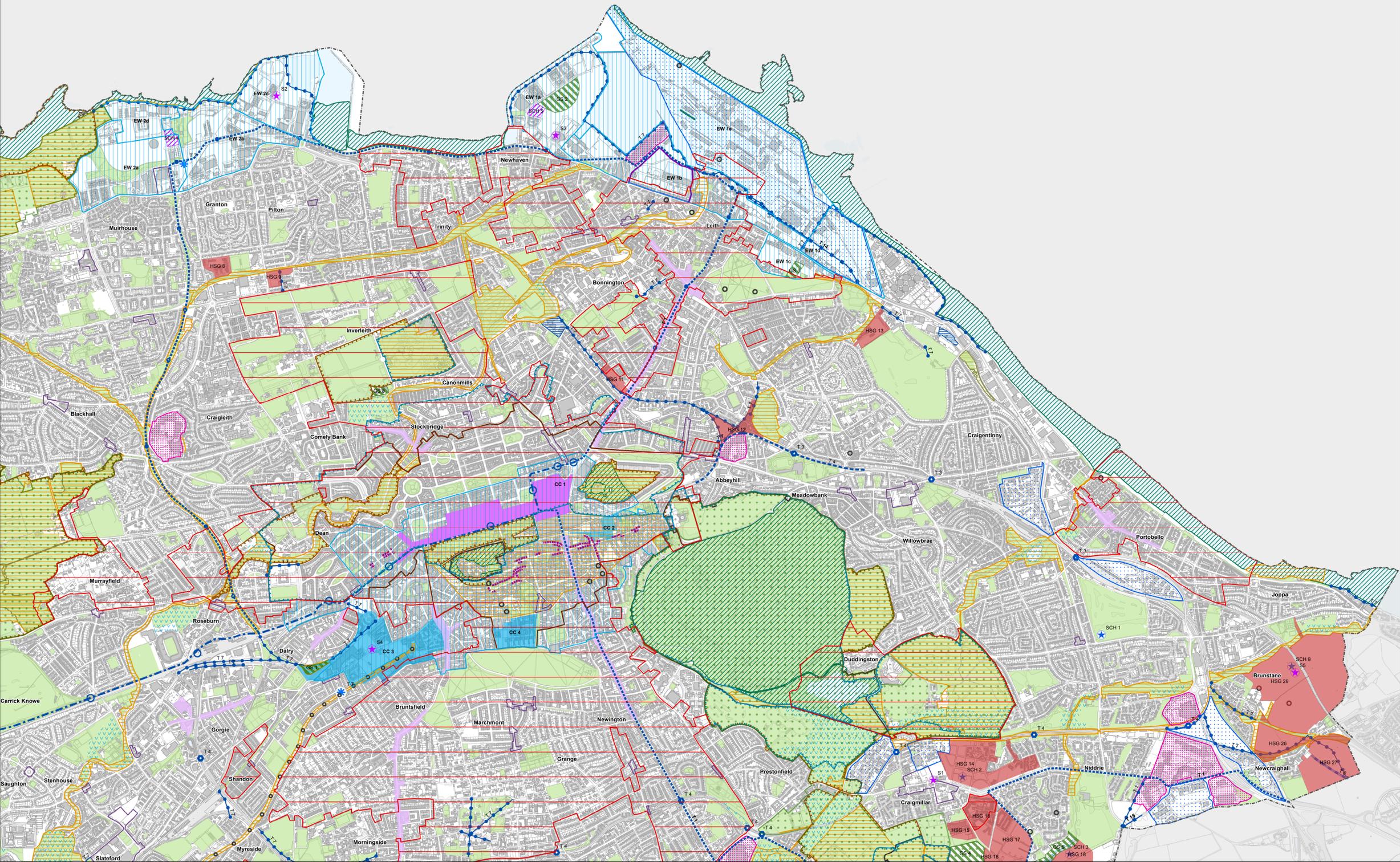
ADOPTED NOVEMBER 2016

The City of Edinburgh Council Boundary
General plan - wide policies

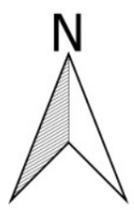
Del 1, Des 1-13; Env 2-4, Env 7-9; Env 12; Env 16; Env 18-22; Hou 1-7; Hou 9-10; Ret 1, Ret 6, Ret 8, Ret 10-11; Tra 1-4, Tra 6, Tra 8-9, Tra 11; RS 1, RS 4, RS 6 - RS 7

Proposals Map designations and relevant policies and proposals in the Written Statement

	Urban Area - refers to all LDP area outwith the Green Belt and Countryside Policy Area	Emp 1, Emp 9-10, Hou 8, Ret 6, RS 3
	City Centre	Del 2, Emp 1, Ret 7, Tra 5
	City Centre Proposal	(CC1) Table 10 (CC2-4) Table 3, Table 10, Hou 1
	Edinburgh Waterfront	(EW 1a-c, EW 2a-d) Del 3, Hou 1, Ret 7 (EW 1d&e) Table 2, Del 3, Emp 8
	Edinburgh Park/South Gyle	Del 4, Emp 1
	World Heritage Site	Env 1
	Designated Conservation Area	Env 5, Env 6
	Scheduled Ancient Monument (including Union Canal)	Env 8
	Historic Garden / Designed Landscape - Inventory Site	Env 7
	Green Belt	Env 10
	Countryside Policy Area	Env 10
	Special Landscape Area	Env 11
	International and National Natural Heritage Designation (Natura 2000 Site and/or SSSI)	Env 13, Env 14
	Local Nature Conservation Site	Env 15
	Local Nature Reserve	Env 15
	Area of Importance for Flood Management	Env 21
	Open Space	Env 18, Env 19
	Greenspace Proposal (GS1-11)	Table 1
	Pentland Hills Regional Park	Env 17
	Housing Proposal (HSG 1 - HSG 41)	Tables 3 & 4, Hou 1
	School Proposal (SCH 4-5)	Table 5
	Indicative School Proposal (SCH 1-3, SCH 6-10)	Table 5
	Strategic Business Centre	Emp 1
	Business and Industry Area	Emp 8, RS 3
	Special Economic Area (Emp 2-8)	Table 2, Emp 2-8
	Safeguard for Potential Relocation of Royal Highland Centre	Emp 5
	Local Centre	Table 6, Ret 5, Ret 9, Emp 1
	Town Centre (including City Centre Retail Core)	Table 6, Ret 2, Ret 3, Ret 9, Emp 1
	Commercial Centre	Table 7, Ret 4
	Speciality Shopping Street	Ret 10
	Indicative Shopping Proposal (S1-S5)	Table 8, Ret 5, Ret 9
	Tram Route Safeguard with Proposed Stop	Table 9, Tra 7
	Existing Tram Route with Stops	Table 9, Tra 7
	Railway Safeguard	Table 9, Tra 7
	Station Safeguard	Table 9, Tra 7
	Roundabout / Junction Improvement	Table 9, Tra 10
	Road Safeguard / Improvement	Table 9, Tra 10
	Cycleway/ Potential Public Transport Safeguard	Table 9, Tra 7, Tra 9
	Cycleway / Footpath Safeguard	Table 9, Tra 9
	Cycleway / Footpath Access Safeguard	Table 9, Tra 9
	Safeguard for Potential Additional Runway	Emp 4
	Airport Public Safety Zone	Tra 12
	Safeguarded Waste Management Facility	RS 2, RS 3, RS 4
	Minerals Site	RS 3, RS 5

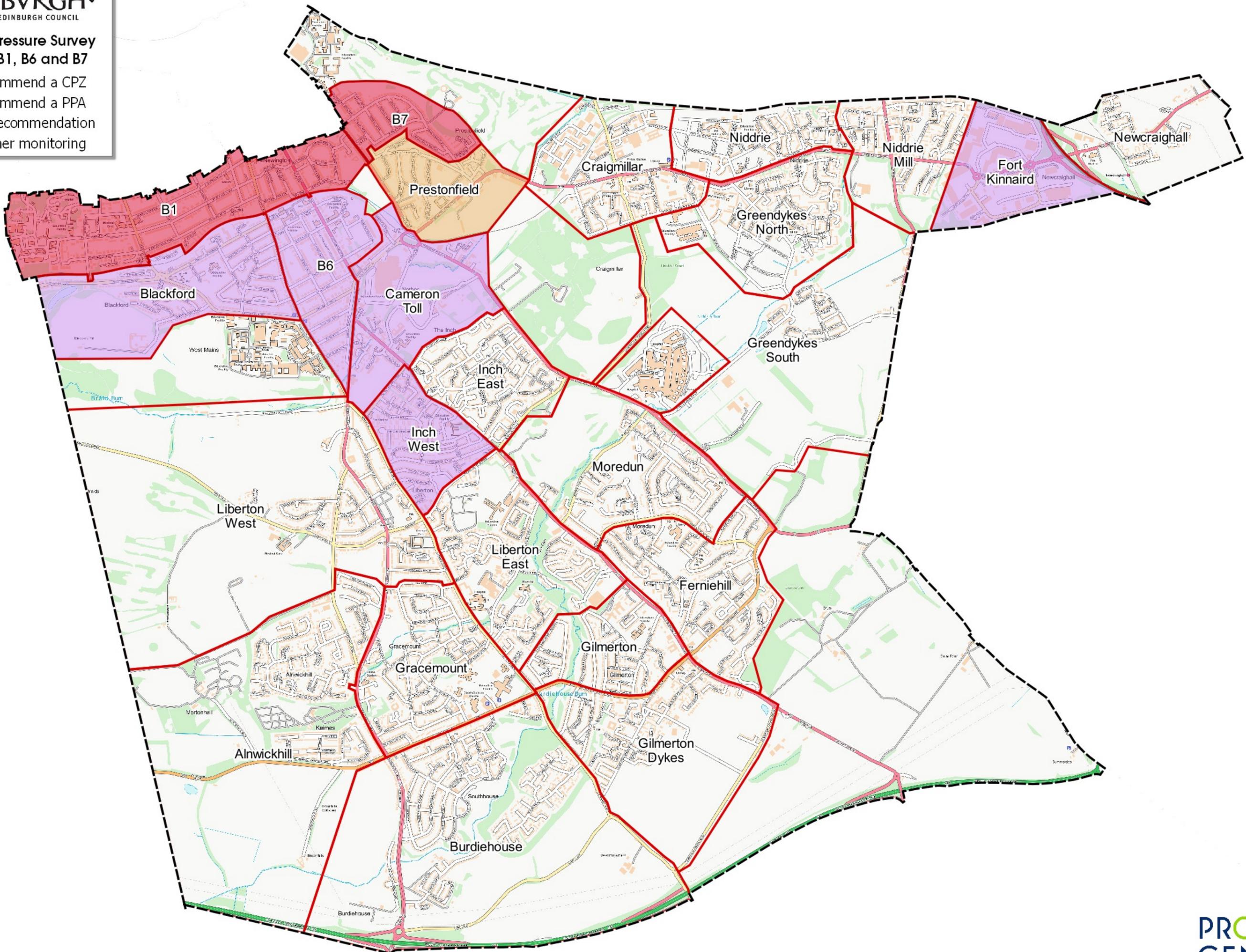


Appendix E – Area 4 Recommendations Map



Parking Pressure Survey
Area 4, B1, B6 and B7

- Recommend a CPZ
- Recommend a PPA
- No recommendation
- Further monitoring





Edinburgh Citywide Parking – Area 5

Strategic Parking Review

City of Edinburgh Council

Document Reference: 1000005209
May 2019

Created by
Matt Bush

Matt.Bush@projectcentre.co.uk

0161 235 6462

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Job Number	Issue	Description	Originator	Checked	Authorised
100005209	01	Edinburgh Citywide Parking – Area 5	Matt Bush 28.05.19	Daniel Hanshaw 29.05.19	Andy Brookfield 31.05.19

File path: G:\Project Centre\Project-BST\100005209 - NSL Edinburgh Citywide Parking\2 Project Delivery\3 Reports\3 Final Reports\Area 5

EXECUTIVE SUMMARY

The City of Edinburgh Council (CEC) has commissioned Project Centre to investigate and identify areas of parking pressure throughout the city of Edinburgh. The primary aim of the project is to determine the current and potential future need for parking controls across the Edinburgh area and to deliver a prioritised plan of potential Controlled Parking Zones (CPZ) and Priority Parking Areas (PPA).

The investigation will include a survey of existing parking conditions, assessment of potential need for parking controls across the city, a prioritised list of areas where new parking controls are to be considered if necessary or where there may be a future need and provide recommendations for the type of parking controls considered necessary.

The Controlled Parking and Priority Parking protocol (Parking Action Plan 2017) issued by CEC provides a standard procedure for dealing with any request for Controlled Parking Zones (CPZ) or Priority Parking Areas (PPA). The protocol states that the Council may act for reasons of policy, planning, or strategy to investigate into the potential introduction of parking controls and thus a review of citywide parking has been commissioned.

A CPZ is a zone where all available kerb space is controlled either by parking bays or yellow lines. CPZs consist of different types of parking bays that allow parking and loading by a range of users. A PPA allocates some of the available kerb space for parking to permit holders. The PPA usually operates for a short period each day to prevent commuters from parking in the available spaces and therefore allowing residents and their visitors to park near their homes.

A desktop assessment was carried out on all roads in Area 5 – North Edinburgh and the existing PPAs of B3, B4, B5 and B10 to identify generators of parking pressure such as local shops, offices or public transport routes and the availability of parking provision. Data was collected on potential generators of parking pressure and then used to determine if a correlation was present between the generators identified and the existence of parking pressure on a road. All the roads in both areas have been assessed on their availability of parking provision which was categorised to indicate whether a road was considered to have; no access, limited access or significant access to off-street parking.

Finally, all roads in Area 5 and B3, B4, B5 and B10 were visited to survey the level of parking pressure on the road; this was done by determining the free kerb space for parking.

The data obtained through the parking pressure survey has been used to produce heat maps which highlight the extent and relative severity of parking pressure on each road of Area 5, B3, B4, B5 and B10.

The severity of parking pressure has been categorised into the following groups based on the percentage of usable kerb-side space occupied by parked vehicles:

- Low – Less than 40%
- Medium – Between 40% and 75%
- High – More than 75%

Using the results of the data collected and the protocol issued by CEC 2017, the outlined areas listed below in Area 5 – North Edinburgh have been considered and recommended for the introduction of a CPZ or PPA parking controls.

Priority for the introduction of a CPZ should be given to the following areas, as shown in the heat maps, based on the results of the parking pressure investigation:

- B4 (high)
- B3 (medium)
- Fettes (medium)
- B5 (medium)
- B10 (medium)

Consideration for the introduction of a PPA should be given to following area based on the results of the parking pressure investigation:

- Trinity (medium)

Further monitoring for the introduction of formalised parking controls either in the form of a CPZ or PPA are recommended for:

- Ravelston

Future reviews of areas, that have not been recommended as requiring parking controls but have future housing and transport developments planned which could impact parking pressure levels, include East and West Granton.

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1. CLIENT REQUIREMENTS

1.1 Introduction

- 1.1.1 The City of Edinburgh Council (CEC) has commissioned Project Centre to investigate and identify areas of parking pressure throughout the city of Edinburgh. The primary aim of the project is to determine the current and potential future need for parking controls across the Edinburgh area and to deliver a prioritised plan of potential Controlled Parking Zones (CPZ) and Priority Parking Areas (PPA).
- 1.1.2 The investigation will include a survey of existing parking conditions, assessment of potential need for parking controls across the city, a prioritised list of areas where new parking controls are to be considered if necessary or where there may be a future need and provide recommendations for the type of parking controls considered necessary.
- 1.1.3 The area to be investigated for parking pressure is the city of Edinburgh in its entirety, with some exceptions. The exceptions are areas where existing Controlled Parking Zones (CPZ) are in place e.g. Zones 1 to 8, Zones N1 to N5, S1 to S4 and Zone K.
- 1.1.4 The investigation area has been divided into six separate packages, five of which are geographical splits of the city; West, South-west, East, South-east and North Edinburgh. The remaining package is to include specific locations identified by CEC.
- 1.1.5 This report will focus on Area 5 – North Edinburgh and the existing Priority Parking Areas of B3, B4, B5 and B10. Through the assessment of parking pressure, Project Centre will consider recommendations for areas that would benefit from the introduction of parking controls in the form of a CPZ or PPA.
- 1.1.6 These recommendations will follow the conditions set out by CEC in the Controlled Parking and Priority Parking protocol, particularly those set out in Section 2 Part A of the investigation criteria.

1.2 Background

- 1.2.1 The City of Edinburgh Council's Local Transport Strategy (LTS) recognises the importance of managing parking demand, particularly with respect to

improving accessibility and supporting the needs of residents and local businesses.

- 1.2.2 CEC has received several representations from residents, businesses and local elected members seeking the introduction of new parking controls. However, the full extent of parking pressures caused by non-residents or other users is not immediately apparent. The investigation carried out by Project Centre will seek to provide an assessment on the full extent of parking pressures in the city.
- 1.2.3 The Controlled Parking and Priority Parking protocol (Parking Action Plan 2017) issued by CEC provides a standard procedure for dealing with any request for Controlled Parking Zones (CPZ) or Priority Parking Areas (PPA). The protocol states that the Council may act for reasons of policy, planning, strategy, etc. to investigate into the potential introduction of parking controls and thus a review of citywide parking has been commissioned.
- 1.2.4 The introduction of parking controls can help to prioritise parking space for residents - determining who may park in a parking bay and for how long, assist disabled people or those who have mobility problems, improve accessibility to shops and businesses, and in some cases, reduce car ownership.
- 1.2.5 Existing parking controls currently implemented in Edinburgh are CPZ, PPA, standalone parking places and waiting restrictions (yellow lines). Parking controls have benefits for pedestrians and cyclists through general improvements in road safety as well as promoting the use of other modes of transport, such as public transport which is more sustainable.
- 1.2.6 A CPZ is a zone where all available kerb space is controlled either by parking bays or yellow lines. CPZs consist of different types of parking bays that allow parking and loading by a range of users.
- 1.2.7 A PPA allocates some of the available kerb space for parking to permit holders. The PPA usually operates for a short period each day to prevent commuters from parking in the available spaces and therefore allowing residents and their visitors to park near their homes.

2. METHODOLOGY

2.1 Desktop Assessment

2.1.1 A desktop assessment was carried out on all roads in Area 5 – North Edinburgh and the existing B3, B4, B5 and B10 PPAs to identify generators of parking pressure such as local shops, offices or public transport routes and the availability of parking provision.

2.1.2 Data was collected on potential generators of parking pressure, listed below, and then used to determine if a correlation was present between the generators identified and the existence of parking pressure on a road:

- Local shops, shopping areas and shopping centres
- Industrial sites or business parks
- Factories or other stand-alone industrial units
- Offices
- Hospitals and other medical facilities, including doctors and dental practices
- Public transport facilities such as bus terminus, bus routes or train stations
- Schools, colleges and universities

2.1.3 All of the roads in the investigation area have been assessed on their availability of parking provision and this was categorised to indicate if a road was considered to have:

- No access to off-street parking
- Limited access to off-street parking
- Significant access to off-street parking

2.1.4 Finally, all of the roads in Area 5 and the existing B3, B4, B5 and B10 PPAs were visited to survey the level of parking pressure on the road which was done by determining the percentage of usable kerb-side space occupied by parked vehicles.

2.2 Parking Pressure Survey

2.2.1 A site visit was undertaken to all roads in Area 5 and the existing B3, B4, B5 and B10 PPAs to complete a parking pressure survey. The survey was carried out over two separate days; 8th and 9th of May and all surveys were undertaken between the hours of 10am and 5pm.

- 2.2.2 The parking pressure survey was undertaken through observations of usable kerb-side space to determine the severity of the identified parking pressures. The level of severity was measured based on the percentage of usable kerb-side space occupied by parked vehicles on a road by road basis and has been shown either as low, medium or high.
- 2.2.3 The data collected in the parking pressure survey was inputted into the geographical information system software QGIS, to provide a visual data output that shows the varying levels and extent of parking pressures on each road of Area 5 and the PPAs.
- 2.2.4 As B3, B4, B5 and B10 are existing PPAs, further observations of available kerb-side space have been taken to assess the level of parking pressure for the controlled parking spaces and uncontrolled parking spaces. Where parking spaces are controlled, the level of use of these spaces has been measured. The level for the availability of the uncontrolled parking kerb-side space has also been measured.
- 2.2.5 Photographs have been taken on the site visits to provide evidence of parking pressures, inconsiderate parking practices, road safety concerns and obstructive parking causing traffic congestion.

2.3 Average Parking Pressure

- 2.3.1 An overall average parking pressure has been calculated for each area surveyed by dividing the total parking pressure recorded across all roads in the defined area by the number of roads in the defined area. This average score for parking pressure for each area can be used to rank the areas and highlight where there are, on average, high levels of parking pressure in Area 5.

3. HEAT MAPS

3.1 Area 5

3.1.1 The data obtained through the parking pressure survey has been used to produce heat maps which highlight the extent and relative severity of parking pressure on each road of Area 5. The methodology follows on from the previous studies undertaken in Areas 1, 2 & 3.

3.1.2 The severity of parking pressure has been categorised into the following groups based on the percentage of usable kerb-side space occupied by parked vehicles:

- Low – Less than 40%
- Medium – Between 40% and 75%
- High – More than 75%

3.1.3 On longer roads, or where parking pressures vary from one part of the road to another, the road has been subdivided as best as possible to show the different levels of parking pressure.

3.1.4 The heat maps have been named according to the nearby residential area e.g. Blackhall, Crewe and Trinity. However, they do not define exact residential areas and have been used for analysis purposes only.

3.1.5 An overview of the location of the heat map areas in Area 5 can be found in Appendix A. The heat maps for each specific area are provided in Appendix B and the existing PPA heat maps are shown in Appendix C.

3.2 B3, B4, B5 and B10

3.2.1 Similar to the Area 5 heat maps, the data obtained through the parking pressure survey has been used to produce heat maps which highlight the extent and relative severity of parking pressure on each road in B3, B4, B5 and B10. The same categories for levels of parking pressure used in the Area 5 heat maps; low, medium and high, have been shown on the heat maps for B3, B4, B5 and B10.

3.2.2 As B3, B4, B5 and B10 are existing PPA further observations were taken to consider the parking pressure of the controlled parking spaces and the uncontrolled parking spaces. Therefore, additional heat maps, using the

same methodology, have been produced to show the pressures of controlled and uncontrolled parking spaces in B3, B4, B5 and B10.

4. FINDINGS – AREA 5

4.1 Summary

4.1.1 The heat maps for Area 5 have been divided into residential areas, although these areas do not define exact residential boundaries. Where possible, roads have been included or excluded from an area in their entirety to avoid overlaps. Any reference to an area below is made in relation to the corresponding heat map found in Appendix B. Based on the results of the parking pressure survey each area has either been recommended for future parking controls or for no action to be taken at this time.

4.2 Blackhall

4.2.1 Low levels of parking pressure were predominantly recorded in Blackhall, with a section of Craigmock Road observed having a high level of parking pressure. When surveyed, the section of Craigmock Road had vehicles parked in the cycle lane on the carriageway causing an obstruction to cyclists. The presence of Barchester-Strachan House Care Home and Blackhall Primary School are possible generators of pressure on Craigmock Road. In addition, the corner shop and a café located at the junction of Craigmock Road and Ravelston Dykes Road are likely producing extra parking pressure.

4.2.2 March Road, Hillpark Rise and a segment of Hillpark Avenue recorded medium levels of parking pressure. When surveyed, these areas consisted of residential housing properties which had significant access to off-street parking facilities with the medium level of parking pressure likely due to high car ownership levels on these roads. Additionally, March Road is used as a route for buses, which may also lead to more parking pressure from commuters.

4.2.3 Areas displaying low parking pressure in Blackhall include Hillpark Grove, Hillpark Avenue, Hillpark Crescent, Hillpark Way and Carfrae Gardens. These roads have no generators of parking pressure within proximity to them and they all comprise of residential housing with significant access to off-street parking facilities, sustaining low levels of parking pressure.

4.2.4 No action is required at this time.

4.3 Blackhall East

- 4.3.1 Blackhall East has numerous generators of pressure present within the area, with the area mainly recording medium to high levels of parking pressure. The only roads observed to have low levels of parking pressure include Drylaw Grove, Gardiner Grove and a section of South Groathill Avenue. When surveyed, Drylaw Grove and Gardiner Grove comprised of residential properties which had significant off-street parking facilities, generating low level of parking pressure.
- 4.3.2 High parking pressure levels were recorded on Columba Avenue, Forthview Terrace, Queen's Avenue and Drylaw Avenue. When surveyed, Forthview Terrace and Queen's Avenue consisted of rows of residential terrace housing lacking access to off-street parking facilities. A90 Hillhouse Road located nearby provides multiple parking pressure generators including bus routes, shops and medical centres, which are likely increasing the parking pressure on nearby roads.
- 4.3.3 Groathill Road South, South Groathill Avenue and Groathill Avenue recorded high levels of parking pressure. Vehicles were observed parking on South Groathill Avenue after the restrictions had ended. This high level of parking pressure recorded may likely be generated by Craighleith Retail Park. Residential properties on Groathill Avenue had significant access to off-street parking facilities. However, the road shows high levels of parking pressure, which is potentially due to high car ownership levels and the closeness to the retail park.
- 4.3.4 Columba Road, Gardiner Road, Forthview Road and Queen's Gardens all recorded medium levels of parking pressure. When surveyed, Gardiner Road and Columba Road all consisted of residential housing with significant access to off-street parking. The medium level of parking pressure observed is likely caused by high car ownership levels of the area and the generators of pressure present on A90 Hillhouse Road.
- 4.3.5 No action is required at this time.

4.4 Crewe

- 4.4.1 The majority of roads in Crewe recorded medium levels of parking pressure. Granton Primary School, Edinburgh Seventh-day Adventist Church and Royston Wardieburn Community Centre generate pressure for parking

within the surrounding roads of Wardieburn Street West, Wardieburn Terrace, Wardieburn Place South and Wardieburn Road, generating a medium level of parking pressure to be observed. These roads also lacked off-street parking facilities, as residential properties consisted of flats.

- 4.4.2 Medium levels of parking pressure were likewise observed on roads including Crewe Crescent, Crewe Terrace, Pilton Avenue, Royston Mains Place and Royston Mains Street. When surveyed these roads had limited access to off-street parking facilities, generating parking pressure. MHA Wesley Court and Crewe Medical Centre are likely generating additional parking pressure on Royston Mains Place and Boswell Parkway.
- 4.4.3 Areas recording high levels of parking pressure in Crewe include East Pilton Farm Wynd, East Pilton Farm Place, Crewe Road Gardens and a section of Crewe Road North. Residential housing along a section of Crewe Road North varied between houses and flat. The housing properties have good access to off-street parking facilities, whilst, the flat properties lacked off-street parking, resulting in numerous vehicles parked on Crewe Road North. In addition, generators of pressure including bus stops and local shops located on Crewe Road North and Boswall Parkway, enhanced the parking pressure.
- 4.4.4 East Pilton Farm Place and East Pilton Farm Wynd displayed high levels of parking pressure although, there are no significant generators of parking pressure nearby. When surveyed, the areas consisted of residential housing with varying levels of parking provision. Off-street spaces were observed to be nearly fully utilised.
- 4.4.5 Roads within Crewe that recorded low levels of parking pressure include Pilton Park, Pilton Crescent, Pilton Gardens, Wardieburn Place North and the southern part of Crewe Road North. Pilton Park, Pilton Crescent and Pilton Gardens has residential properties with good access to off-street parking facilities, creating the low parking pressure level. The southern part of Crewe Road North has yellow line restrictions on both kerbsides. The presence of these restrictions maintains a low parking pressure level on this section.
- 4.4.6 No action is required at this time.

4.5 Davidson's Mains

- 4.5.1 Throughout Davidson's Mains area parking pressures varied. Roads observed to have low parking pressure include Drylaw Crescent, Corbiehill Avenue, Marchfield Park and House O'hill Brae. These roads have significant access to off-street parking facilities and no generators of parking pressure are nearby.
- 4.5.2 The Green, Corbiehill Place and Quality Street Lane displayed high levels of parking pressure. The Green consists of residential housing with limited access to off-street parking facilities. The presence of St Margaret's Catholic Church, bus routes and local shops on B9085 Main Street, all potentially increase the parking pressure of The Green.
- 4.5.3 Corbiehill Place consists of residential housing that has significant off-street parking. However, the high level of parking pressure may likely be due to high car ownership levels and the presence of local shops on both B9085 Main Street and Corbiehill Road. Quality Street Lane consists of residential housing with no access to off-street parking, increasing the level of parking pressure to high.
- 4.5.4 Both Vivian Terrace and House O'Hill Crescent recorded changes in parking pressure. Vivian Terrace recorded predominantly high parking pressure with a section recording medium parking pressure.
- 4.5.5 House O'Hill mainly recorded low parking pressure levels, with a segment of medium parking pressure present in the middle. When surveyed, Vivian Terrace had good access to off-street parking. The varying levels of parking pressure may be due to varying levels of car ownership along the road, in addition to the presence of the local café and bus routes located on Corbiehill Road. House O'Hill Crescent has significant off-street parking facilities for residents with no generators of pressure within proximity. The segment of medium parking pressure levels may be due to varying levels of car ownership.
- 4.5.6 Corbiehill Road recorded low parking pressure levels on the north western section of the road where yellow line restrictions are present. Following the junction of Corbiehill Road and Vivian Terrace, Corbiehill Road had a high level of parking pressure as vehicles were parked in the cycle lane and in

the parking bays marked on the road. The presence of Davidson's Mains Primary School and the bus routes may be generators of the parking pressure.

4.5.7 No action is required at this time.

4.6 Drylaw

4.6.1 The Drylaw area recorded medium levels of parking pressure throughout the majority of the roads. Generators of parking pressure in the area are the local shops situated near Ferry Road and Easter Drylaw Place, transport routes and two primary schools.

4.6.2 High levels of parking pressure were recorded on Easter Drylaw Bank and Wester Drylaw Row. The roads consisted of residential housing and flats that have limited-to-no access to off-street parking facilities and is possibly the reason for the high levels observed.

4.6.3 Roads including Easter Drylaw Drive, Wester Drylaw Drive and Wester Drylaw Place, recorded medium levels of parking pressure even though all have access to off-street parking facilities. The levels are perhaps due to high car ownership levels.

4.6.4 Easter Drylaw Place, when surveyed, contained residential housing properties with a small section of the road having residential flats. The change in housing type effects the parking pressure of the road as the section of road outside the residential flats on Easter Drylaw Place recording high levels of parking pressure. This is likely due to the properties lack of off-street parking and higher concentration of people with vehicles. There are also local shops nearby which may generate additional pressure. The medium levels of parking pressure observed on the other parts of the Easter Drylaw Place may be a result of higher car ownership levels and pressure from the shops, as housing properties have access to off-street parking.

4.6.5 Certain areas of Drylaw recorded low parking pressure including Wester Drylaw Avenue, Wester Drylaw Park, Easter Drylaw Gardens, Easter Drylaw View and Groathill Loan. These roads consisted of residential housing with good access to off-street parking facilities, sustaining a low parking pressure. The presence of Ferryhill Primary School adds no

pressure to Wester Drylaw Avenue as yellow line restrictions are present on the carriageway.

4.6.6 No action is required at this time.

4.7 East Granton

4.7.1 Throughout the East Granton area parking pressures varied between low to medium levels, with only sections of West Harbour Road, Hesperus Broadway and Hesperus Crossway recording high levels of parking pressure.

4.7.2 When surveyed the south eastern section of West Harbour Road had many generators of pressure, including industrial units and bus stops within close proximity, potentially initiating the high level of parking pressure recorded. The high levels of parking pressure present on the sections of Hesperus Broadway and Hesperus Crossway, may potentially be due to the residential flats lacking access to off-street parking facilities and the higher density of people living on these roads.

4.7.3 The generators of parking pressure such as shops, industrial units and transport routes, combined with limited access to off-street parking on West Granton Road and Granton Park Avenue are likely producing the medium parking pressures observed on the two roads. The limited access to off-street parking facilities on Granton Medway could likely be the generator for the medium level of parking pressure recorded.

4.7.4 Roads observed to have low levels of parking pressure in East Granton include Chestnut Street, Lochinvar Drive and Hesperus Crossway. Chestnut Street and Lochinvar Drive have yellow line restrictions present on both sides of the road. Hesperus Crossway recorded low levels of parking pressure for majority of the road, as these sections had no residential properties or any other generators of pressure.

4.7.5 No action is required at this time.

4.8 Fettes

4.8.1 Overall the Fettes area recorded predominately high levels of parking pressure. When surveyed, Davidson Road and Grigor Avenue had significant off-street parking facilities for the residents, along with a yellow line on one side of the roads, restricting parking. However, the roads

recorded high levels of parking pressure which may be due to the closeness of Western General Hospital and the limited unrestricted space available.

4.8.2 The southern section of Crewe Road South, outside the Western General Hospital recorded high levels of parking pressure. When surveyed, vehicles were parking on the double yellow lines, disregarding parking restrictions. Other generators of pressure are added by bus stops, a youth club and the entrance to Fettes College located on the road.

4.8.3 Kimmerghame Drive and Kimmerghame Place recorded high levels of parking pressure. The new housing properties have a limited amount of off-street parking facilities which were observed to be well used. Crewe Road Nursery, located on Kimmerghame View, may generate additional parking pressure.

4.8.4 Low parking pressure levels were observed on Fettes Rise, the northern part of Crewe Road South and a section of Rocheid Park. These roads have good access to off-street parking facilities.

4.8.5 Due to the high levels of pressure observed in Fettes, the areas proximity to the Western General Hospital and existing PPAs – which are also recommended to become new CPZs - it is recommended that a CPZ is introduced in Fettes to formalise parking and allocate parking space to residents.

4.9 Muirhouse

4.9.1 Roads within Muirhouse mostly had low levels of parking pressure. Pennywell Gardens, Macgill Drive and a part of Ferry Gait Drive are the only roads to display high levels of parking pressure. On Pennywell Gardens vehicles are parked in bays on the dual carriage and these were observed to be full. At the time of the site visit there was ongoing construction on Macgill Drive which may have displaced vehicles into nearby roads, impacting the levels of pressure observed. Residents had use of parking bays along the road however, there is not enough space to match the demand of the car ownership levels as vehicles were parked up on the kerbs.

4.9.2 Certain roads including Ferry Gait Crescent, Muirhouse Green, Muirhouse View, Muirhouse Avenue and Cleghorn Road, had medium levels of parking

pressure. Generators of parking pressure including Oaklands Primary School and Craigmoynton Health Centre, may likely be producing the medium level of parking pressure observed in Cleghorn Road, as residents have good access to off-street parking facilities.

4.9.3 Ferry Gait Crescent consisted of residential flats with parking bays and these were observed to be well used thus recording a medium level of parking pressure. The presence of Muirhouse Medical Group and limited off-street parking facilities on Muirhouse Avenue may likely be the reason for the medium levels of parking pressure.

4.9.4 Low parking pressures in Muirhouse were found on roads such as Muirhouse Parkway, Muirhouse Drive, Craigmoynton Grove, Pennywell Medway and Mottram Road. No residential properties are located on Muirhouse Parkway or Pennywell Medway. On Muirhouse Drive and Mottram Road there is substantial access to off-road parking facilities for residents, sustaining a low level of parking pressure.

4.9.5 No action is required at this time.

4.10 North Silverknowes

4.10.1 North Silverknowes recorded low levels of parking pressure on Silverknowes Road and majority of Marine Drive. A small section of Marine Drive recorded medium levels of parking pressure. When surveyed, there were no generators of pressure nearby although the area is used as a place to stop for the views out to sea. The Edinburgh Caravan and Motorhome Club site is located on Marine Drive, although, this produces no parking pressure as the parking is all accommodated on site.

4.10.2 No action is required at this time.

4.11 Pilton

4.11.1 Overall, Pilton recorded low to medium levels of parking pressure. Roads, including West Pilton Crescent and West Pilton Place, with high parking pressure are situated near generators of parking pressure such as local shops on Ferry Road Drive and the school on West Pilton Crescent. Residential properties located on West Pilton Crescent lack off-street parking facilities. In addition, the entrances to Pirniehall Nursery and Pirniehall Primary School are situated on the road. The lack of off-street

parking provision combined with the presence of the local school are likely creating high levels of parking pressure.

- 4.11.2 When surveyed, West Pilton Place consisted of residential properties with limited off-street parking facilities. In addition, the presence of generators of pressure including Forthview Primary School and local shops are potentially the cause of the high pressures observed on West Pilton Place.
- 4.11.3 Ferry Road, Ferry Road Avenue, West Pilton Park and West Pilton Terrace recorded medium levels of parking pressure. These roads consist of residential properties having limited access to off-street parking facilities, generating medium parking pressure levels.
- 4.11.4 Low levels of parking pressure are observed on West Pilton Avenue, West Pilton View, West Pilton Lea and West Pilton Grove. Limited access to off-street parking was observed on West Pilton Grove and West Pilton Avenue. However, perhaps due to low car ownership levels there is no higher pressure of parking recorded. There are substantial off-street parking facilities available on West Pilton View for the car ownership level of the road, sustaining a low parking pressure level.
- 4.11.5 No action is required at this time.

4.12 Ravelston

- 4.12.1 Ravelston is an area which has recorded low levels of parking pressure on the majority of its roads, even though there are generators of parking pressure present such as shopping areas on the A90 and Strachan Road. Craigleith Rise, Craigleith Avenue South and Blinkbonny Crescent displayed medium levels of parking pressure. When observed, the residential properties located on Craigleith Rise had significant off-street parking facilities. However, the presence of bus stops on Ravelston Dykes and the entrance to The Junior School, may likely be generating medium levels of parking pressure.
- 4.12.2 Blinkbonny Crescent and Craigleith Avenue South have very limited off-street parking facilities, generating medium levels of parking pressure.
- 4.12.3 Low levels of parking pressure are recorded on Craigleith Gardens, Craigleith View, Ravelston House Road and Ravelston Dykes Road. When surveyed, these roads consisted of residential properties with significant

access to off-street parking facilities, maintaining low levels of parking pressure.

- 4.12.4 Due to the proximity of recommended CPZs in the B4 and B5 areas as well as the recommendation for a CPZ made in the neighbouring Area 1 area of Murrayfield, it is recommended that Ravelston be monitored further. This would be to assess the impact of displaced parking from the neighbouring areas which may or may not warrant future formalised parking controls in Ravelston.

4.13 Silverknowes

- 4.13.1 Silverknowes had an overall low level of parking pressure.

- 4.13.2 The only high levels of parking pressure were recorded on a section of Silverknowes Road and Silverknowes Parkway. The high parking pressure recorded on the Silverknowes Road is likely caused by the lack of off-street parking facilities and the presence of the local shops. Along with shops, there is also transport generators present. Silverknowes Parkway recorded high levels as vehicles were parked on the dual carriageway, obstructing traffic in the nearside lane.

- 4.13.3 Sections of the following roads displayed medium levels of parking pressure; Silverknowes Crescent, Silverknowes Drive, Silverknowes Place and Silverknowes View. However, there are also parts of these roads with low level parking pressure. When surveyed, the sections of medium pressure comprised of residential flat properties, with limited access to off-street parking facilities and added with probable higher car ownership levels, may produce the medium parking pressure levels.

- 4.13.4 Roads including Lauriston Farm Road, Silverknowes Terrace, Barnton Avenue, Barnton Park, Silverknowes Hill and Silverknowes Gardens, were observed to have low levels of parking pressure. These roads have significant access to off-street parking facilities with no generators of pressure present, maintaining low parking pressures.

- 4.13.5 No action is required at this time.

4.14 Trinity

- 4.14.1 Throughout the area of Trinity, parking pressure levels varied.

- 4.14.2 Trinity Mains, Earl Haig Gardens, Larkfield Gardens and Clark Place recorded low levels of parking pressure. When surveyed, these roads consisted of residential properties with significant access to off-street parking facilities, sustaining a low parking pressure. Sections of Lennox Row, London Road, East Trinity Road and Zetland Place, displayed low levels of parking pressure whilst the rest of the road recorded medium levels of parking pressure. Residential properties on Lennox Row and East Trinity Road have varying access to off-street parking facilities, with housing in the sections of low parking pressure having significant access to off-street parking.
- 4.14.3 Zetland Place and London Road have recorded low levels of parking pressure, adjacent to Lomond Park as the housing properties have good access to off-street parking.
- 4.14.4 Afton Terrace, Clark Road, Cargill Terrace and Stirling Road all recorded medium levels of parking pressure. These roads contain residential properties with limited access to off-street parking, generating the parking pressure recorded. Wardie Primary School may likely be generating extra pressure on Afton Terrace, whereas, the local shop located on the corner of South Trinity Road, may generate additional pressure on Cargill Terrace. In contrast, residential properties on Russell Road have good access to off-street parking facilities. However, the road displayed medium levels of parking which may likely be generated due to higher car ownership levels.
- 4.14.5 Roads in Trinity including Denham Green Terrace, Denham Green Place and Darnell Road were observed having high levels of parking pressure. Darnell Road, Denham Green Terrace and Denham Green Place, consist of residential terrace housing with no access to off-street parking facilities, creating high levels of parking pressure. There are also transport generators of pressure nearby on Clark Road, which may add further pressure to these roads.
- 4.14.6 Afton Place, Bangholm Road, Clark Avenue and Rosebank Road also recorded high levels of parking pressure which is most likely due to their proximity to Ferry Road and Granton Road where a number of generators of parking pressure are situated such as local shops, bus routes and industrial units.

4.14.7 Due to the levels of parking pressure observed in Trinity and the areas proximity to recommended CPZs in B3 and Fettes as well as the neighbouring areas of Bonnington and Newhaven South assessed in the Area 3 report, it is recommended that a PPA is introduced in Trinity. This would provide parking space to residents if displacement parking from the recommended CPZs mentioned occurs in Trinity.

4.15 Wardie

4.15.1 Wardie consisted of mostly low to medium levels of parking pressure.

4.15.2 Wardie Avenue, Wardie Dell, and a section of Boswall Parkway and Grierson Avenue are the only roads in Wardie to record high levels of parking pressure. Wardie Avenue when surveyed had significant access to off-street parking however, the road recorded high levels of parking pressure. This may likely be generated from displaced vehicles from B3, a PPA zone, along with transport routes present on A902 Ferry Road. Wardie Dell and Boswall Parkway had limited access to off-street parking facilities, generating high levels of parking pressure. The presence of local shops on, Boswall Parkway may likely be generating additional parking pressure.

4.15.3 Roads of Wardie where medium parking pressure levels were observed include Granton Terrace, Granton Place, Boswall Avenue, Boswall Terrace, Boswall Quadrant, Fraser Crescent and Grierson Gardens. When surveyed, these roads had limited access to off-street parking facilities which combined with a high demand for parking space due to a high car ownership levels produced medium parking pressure levels. In addition, the local shops on Boswall Drive may be adding to the medium parking pressure observed on Boswall Crescent and Boswall Drive.

4.15.4 Low levels of parking pressure in Wardie are observed on Fraser Avenue, Wardie Park, West Ferryfield, Wardie Field and Granton View. Availability of off-street parking on Granton View is very limited. However, due to potential lower car ownership levels and no generators of pressure present nearby, a low pressure was observed. In contrast, Fraser Avenue, West Ferryfield and Wardie Park have substantial off-street parking provision, sustaining low parking pressure levels for these areas.

4.15.5 No action is required at this time.

4.16 West Granton

- 4.16.1 West Granton has recorded an overall low level of parking pressure.
- 4.16.2 The only areas of West Granton recording high levels of parking pressure the western section of West Granton Road and Waterfront Gait. Edinburgh College (Granton Campus) and public transport stops are likely generators of the high parking pressure documented on both roads. Waterfront Gait also contains residential properties, lacking off-street parking, increasing the parking pressure of the road.
- 4.16.3 Residential areas of Granton Mill Road, Granton Mill Park, Granton Mains Avenue and Granton Mains Gait recorded low levels of parking pressure. When observed, these residential areas had significant access to off-street parking facilities.
- 4.16.4 West Shore Road predominantly recorded low levels of parking pressure, except for a small section that recorded a high level of parking pressure. When surveyed, this was located beside the entrance for the recreational park, which is likely to be causing pressure as there are only a number of spaces available off the carriageway on the south side for visitors to use.
- 4.16.5 Roads including Granton Mill Crescent, Colonsay View, Colonsay Way and Colonsay Close displayed medium levels of parking pressure. Granton Mill Crescent is a residential area with significant access to off-street parking facilities. However, when surveyed, vehicles were parked over the yellow restriction lines which are obvious on the road. Colonsay View, Colonsay Way and Colonsay Close, consist of residential flats, which have access to parking. However, this parking is not off-street, creating a medium level of parking pressure.
- 4.16.6 No action is required at this time.

5. FINDINGS - B3, B4, B5 AND B10 EXISTING PPA

5.1 B3 Summary

5.1.1 The roads in existing B3 PPA, along with the other PPAs have been surveyed using the same methodology as Area 4 with regard to observations taken of available kerb-side space. The results of the observations for the PPAs can be found in the heat maps in Appendix C. The map shows that generators of parking pressure in the area are the school located on Arboretum Road and the Embassy building on Kinnear Road, as well as displaced parking from the neighbouring CPZ. Kinnear Road, Kinnear Rise and the northern section of Arboretum Road recorded high levels of parking pressure, despite the majority of residential properties having access to off-street parking. On Kinnear Road there are flat properties which may increase the pressure on the road through the additional car ownership. At the time of the site visit there was also development work being undertaken towards the west end of Kinnear Road with a number of construction vehicles parked on the road. The northern section of Arboretum Road's high-pressure levels may be generated by the nearby school as well as the bus routes accessible from Ferry Road into the city centre.

5.2 B3 – Controlled Parking Spaces

5.2.1 The controlled spaces in B3 were observed to be well used. Kinnear Road as mentioned had development work ongoing with construction and trade vehicles using the controlled spaces at the west end of the road. There are also pay and display controlled bays on Kinnear Road which were also recorded as more than 40% utilised. A high proportion (>75%) of the controlled spaces on the southern section of Arboretum Road were occupied. The controlled spaces in northern section of the road were well used, although there were still some spaces available as the medium pressure level suggests.

5.3 B3 – Uncontrolled Parking Spaces

5.3.1 The uncontrolled spaces on Kinnear Road and the northern section of Arboretum Road were notably high with minimal kerbside space unoccupied. The demand for uncontrolled spaces eased on the southern section of Arboretum Road.

5.4 B3 – Recommendation

5.4.1 It is recommended that a CPZ is introduced in B3 due to the high levels of pressure observed and the areas proximity to a recommended CPZ in Fettes as well as the existing CPZ.

5.5 B4 Summary

5.5.1 The B4 map shows a high level of parking pressure throughout the roads in the PPA. Potential generators of parking pressure in the area are likely to come from the bus routes available on A90 Queensferry Road as well as displaced parking from the neighbouring CPZ, particularly on Orchard Terrace. Orchard Drive and Orchard Crescent had minimal available kerbside space for vehicles to park. Properties on these roads had access to off-street parking, suggesting that greater car ownership levels exist, and vehicles are being displaced from the neighbouring CPZ into these roads. The pressure only eased on the western section of B900 Craigleith Road where a medium level of parking pressure was observed.

5.6 B4 – Controlled Parking Spaces

5.6.1 Overall the controlled spaces were mostly observed to be occupied at a medium level of pressure. However, the north eastern section of Orchard Drive leading on to the B900 had a high percentage of controlled spaces occupied which contrasted to the controlled spaces further south on Orchard Drive which had low utilisation. The controlled bays on the B900 Craigleith Road were observed to be well used, however spaces were available.

5.7 B4 – Uncontrolled Parking Spaces

5.7.1 The uncontrolled parking spaces throughout B4 roads were in high demand as shown by the high levels of parking pressure on the heat map. Orchard Drive, Orchard Crescent and the majority of the B900 Craigleith Road had few uncontrolled spaces available.

5.8 B4 – Recommendation

5.8.1 It is recommended that a CPZ is introduced in B4 due to the high levels of parking pressure observed, the presence of bus routes to the city centre on A90 Queensferry Road as well as likely displaced parking from the neighbouring CPZ.

5.9 B5 Summary

5.9.1 The B5 map shows varied levels of parking pressure throughout the roads in the area. Roads leading onto to A90 Queensferry Road such as Craigleith Drive and Orchard Road South recorded higher levels of pressure, as did Crarae Avenue, which leads on to Ravelston Dykes. Both the A90 and Ravelston Dykes have bus routes serving the city centre. Similar to B4, most of the properties in B5 had access to off-street parking suggesting the high levels of pressure observed may be due to higher car ownerships levels, the bus routes on A90 and Ravelston Dykes, and displaced parking from the neighbouring CPZ on the eastern sections of Belford Gardens and Belford Avenue.

5.10 B5 – Controlled Parking Spaces

5.10.1 The controlled parking spaces in B5 on Craigleith Drive, Blinkbonny Gardens, Blinkbonny Avenue and Blinkbonny Road had low usage with less than 40% of the spaces occupied. The southern section of Orchard Road South was the only road that had over 40% of the controlled spaces occupied by parked vehicles.

5.11 B5 – Uncontrolled Parking Spaces

5.11.1 In contrast to the low usage of controlled parking spaces, the uncontrolled spaces had a high level of pressure with Blinkbonny Avenue, Craigleith Drive and Crarae Avenue all recording high levels throughout the road. Vehicles were observed parked on the carriageway of Ravelston Dykes in the pockets of uncontrolled spaces which hindered the ability of traffic to pass each other on the road, particularly buses. Blinkbonny Gardens and Blinkbonny Road had less demand for uncontrolled spaces although they still recorded medium levels of pressure. Blinkbonny Grove was the only road in the area to record a low level of pressure for uncontrolled parking spaces. The road, like others in the area, had significant access to off-street parking.

5.12 B5 – Recommendation

5.12.1 B5 is recommended for a CPZ due to the high parking pressures recorded on the site visit and its proximity to both a recommended CPZ in B4 and the existing CPZ. Additionally, the presence of bus routes on A90 and

Ravelston Dykes may generate extra parking pressure that needs formalised controls.

5.13 B10 Summary

5.13.1 The B10 map shows a variation of parking pressure on the roads in the area. Potential generators of parking pressure in the area are the Western General Hospital, bus routes on A902 Telford Gardens and local shops on Telford Drive. High levels of parking pressure were observed on Telford Gardens, the part of Telford Drive around the shops and the southern section of Telford Drive, and the section of Telford Road to the west of Telford Place. Telford Drive and Telford Gardens both had limited to no access to off-street parking creating a higher demand for kerbside parking. The lack of high levels of parking pressure observed on the majority of Telford Road may be due to the properties on the road having access to off-street parking. Telford March was the only road to be observed with a low level of parking pressure in the area with less than 40% of the road occupied.

5.14 B10 – Controlled Parking Spaces

5.14.1 The controlled parking spaces in B10 were not in high demand with the exception of Telford Gardens which had most of the controlled spaces in use. The controlled parking spaces northern section of Telford Drive, Telford Place and the northern square of Telford Road all had low utilisation levels with the majority of spaces available. The controlled parking spaces on the southern section of Telford Drive and the remaining section of Telford Road had more vehicles parked, although there were still a number of spaces empty.

5.15 B10 – Uncontrolled Parking Spaces

5.15.1 The uncontrolled parking spaces experienced a high level of demand throughout B10. The only section of road not to have high levels of parking pressure in the uncontrolled spaces was the section of Telford Road between Telford Gardens and Telford Place. The high levels of pressure observed are likely due to the limited availability of access to off-street parking in B10.

5.16 B10 – Recommendation

- 5.16.1 It is recommended that a CPZ is introduced in B10 due to the high levels of parking pressure observed in the uncontrolled spaces. The proximity of the Western General Hospital is potentially impacting the higher pressures in the uncontrolled spaces in B10 and therefore the area would benefit from CPZ controls.

6. FINDINGS – AVERAGE PARKING PRESSURE

6.1 Summary

- 6.1.1 All of the areas in Area 5 have been ranked based on their average parking pressure for each road. This was calculated by adding up the recorded parking pressures in an area and then dividing by the number of roads in the area. The results are shown in Table 1.
- 6.1.2 Table 1 shows that the area with the highest average parking pressure across all of its roads is B4 (a zone in the existing PPA), with the average calculated road in the area recording a 79% parking pressure level. B4 was the only area to record a high average parking pressure (>75%).
- 6.1.3 B3 had the greatest percentage of roads (67%) that recorded a parking pressure in the high level, although the overall average parking pressure on each road in B3 was 70%. Other areas that recorded more than 50% of road space occupied by parked vehicles on average were Fettes, B5, Trinity, Blackhall East and B10. Out of these areas Fettes was the only area to have more roads recording a high level of pressure as the remaining areas had the majority of their roads recording a medium pressure.
- 6.1.4 Blackhall had the lowest average parking pressure of 14% whilst the area with greatest percentage of roads with a low level of parking pressure was North Silverknowes with 100%, followed by Silverknowes and Blackhall - both 94%. Ravelston, along with Blackhall, Silverknowes and North Silverknowes, had no roads that recorded a high level of parking pressure.

Table 1: Average Parking Pressure ranking

Area	Average Parking Pressure	Percentage of Roads			Recommendation
		High	Medium	Low	
B4	79	50%	50%	0%	CPZ
B3	70	67%	33%	0%	CPZ
Fettes	69	48%	43%	9%	CPZ
B5	61	40%	50%	10%	CPZ
Trinity	57	33%	42%	25%	PPA
Blackhall East	53	31%	41%	28%	
B10	53	20%	40%	40%	CPZ
Crewe	46	6%	63%	31%	
Drylaw	44	9%	45%	45%	
East Granton	44	14%	48%	38%	
Wardie	38	5%	42%	53%	
Pilton	38	3%	35%	61%	
Muirhouse	32	0%	38%	62%	
Davidson's Mains	29	13%	16%	72%	
West Granton	27	4%	23%	73%	
Ravelston	23	0%	26%	74%	Further monitoring
Silverknowes	18	0%	6%	94%	
North Silverknowes	15	0%	0%	100%	
Blackhall	14	0%	6%	94%	

*Percentages may not add up to 100% due to rounding.

7. FUTURE DEVELOPMENT

7.1 Edinburgh Local Development Plan

7.1.1 The Edinburgh Local Development Plan (LDP) was issued in November 2016 to provide clear and consistent planning framework setting out policies and proposals relating to the development and use of land in the Edinburgh area.

7.1.2 An assessment of the potential impacts on parking of ongoing and proposed development or redevelopment within the Edinburgh area has been undertaken using data from the LDP. It is important to analyse the future development types and locations in Area 5 – North Edinburgh to prevent oversight of potential increase in parking pressure before making recommendations on parking controls.

7.1.3 The future impacts of residential, retail, transport and school development types have been assessed to determine the potential future impacts of parking within the development areas themselves and in neighbouring areas.

7.1.4 These have been highlighted below and the corresponding map from the LDP can be found in Appendix C.

7.2 New Housing Proposals (Table 3 & 4 LDP)

Crewe

- HSG 8 – Telford College (North Campus)
- HSG 9 – City Park

7.3 School Proposals (Table 5 LDP)

West Granton

- SCH 4 – North of Waterfront Avenue, Granton

7.4 Proposed New Local Centres (Table 8 LDP)

East Granton

- S2 – Granton Waterfront, creation of a new local centre

7.5 Edinburgh Waterfront

- EW2a – Forth Quarter
- EW2b – Central Development Area

- EW2c – Granton Harbour
- EW2d – North Shore

7.6 Summary

- 7.6.1 Considering the findings of the assessment of the current parking situation in Area 5 it has been determined that there are additional areas where ongoing or future development could impact current parking pressure results and therefore the recommendations for parking controls in these areas.
- 7.6.2 The development of the Edinburgh Waterfront in Granton is ongoing with new housing, a new school and a proposed new local centre and will require further investigation in the future to assess any changes in the levels of parking pressure in the areas of West and East Granton.
- 7.6.3 It is noted that both of the housing developments are underway / completed (as of 2019) and have been visited as part of the investigation, with parking pressures recorded in the results section.

8. RECOMMENDATIONS

8.1 Protocol & Criteria

8.1.1 The Controlled Parking and Priority Parking protocol issued by CEC provides a standard procedure for dealing with any request for Controlled Parking Zones (CPZ) or Priority Parking Areas (PPA) and defines the conditions required for the Council to commit to a full investigation into the potential introduction of parking controls. The recommendations will follow the conditions set out in Section 2 Part A of the investigation criteria in the protocol.

8.1.2 Using the protocol, the outlined areas listed below in Area 5 – North Edinburgh and the existing PPAs have been considered and recommended for the introduction of a CPZ or PPA. A map of the recommended CPZ and PPA areas can be found in Appendix E.

8.1.3 Recommendations have been based on criteria such as, the severity of parking pressure, the generators of parking pressure in the area such as a retail centre and the impact of the parking pressure on residents and local businesses. The priority for the introduction of a CPZ or PPA is indicated by either a high, medium or low level of priority.

8.2 CPZ

8.2.1 Priority for the introduction of a CPZ should be given to following areas based on the results of the parking pressure investigation and the average parking pressure scores:

- B4 (high)
- B3 (medium)
- Fettes (medium)
- B5 (medium)
- B10 (medium)

8.2.2 The parking pressure survey has shown that B4 had an average parking pressure level in the high category of >75% of its roads kerbside space occupied by parked vehicles. B4 was the only area in Area 5 in the high category.

8.2.3 In B4 potential generators of parking pressure in the area are likely to come from the bus routes available on A90 Queensferry Road as well as displaced parking from the neighbouring CPZ, particularly on Orchard Terrace. These generators are likely adding to the existing demand for parking as properties in the area have access to off-street parking. Therefore, due to the high levels observed and the probable displacement of parking in B4 from the neighbouring CPZ, a CPZ is recommended in B4 with a high priority.

8.2.4 The B3, B10 and Fettes area recorded average parking pressure scores of 70%, 53% and 69% respectively. Although pressures are not in the high category these areas are recommended for CPZs due to their proximity to the Western General Hospital, a potentially large generator of parking pressure. Both B3 and Fettes share boundaries with the existing CPZ and as a result are likely experiencing displacement parking. A CPZ would help to allocate kerbside space to residents and prevent visitors to the hospital from parking in residential roads.

8.2.5 Finally B5, with an average parking pressure score of 61%, has been recommended for a CPZ due to its proximity to the recommended CPZ in B4 as well as the other recommended CPZs in B9 and Murrayfield as part of the Area 1 investigation. B5 will most likely experience further parking pressure if the recommendations are implemented in the neighbouring areas and therefore formalised parking controls in B5 would prevent the impact of displacement parking, providing more space to residents in the area.

8.3 PPA

8.3.1 Consideration for the introduction of a PPA should be given to following areas based on the results of the parking pressure investigation:

- Trinity (medium)

8.3.2 The Trinity area recorded an average parking pressure of 57% and although not particularly high the location of the area shares its eastern boundary with a recommended CPZ (Bonnington) and PPA (Newhaven South) as part of the Area 3 investigation. If these recommendations are implemented in Area 3, Trinity is likely to experience greater parking pressure from

displaced parking and therefore formalised parking controls in the form of a PPA in Trinity would provide designated parking space for residents.

8.4 Further Monitoring

8.4.1 Further monitoring is proposed for Ravelston which, similar to B5, shares its southern boundary with recommended CPZs in B9 and Murrayfield as part of the Area 1 investigation. If these recommendations are implemented in Area 1 and B5 is to become a CPZ, the low pressures recorded in Ravelston may be impacted by displacement parking. This would need to be monitored further to assess the extent of the impact of any displaced parking would have on the pressure levels in Ravelston, as currently they are too low to warrant any formalised controls.

9. CONCLUSION

- 9.1.1 The primary aim of the project was to determine the current parking demand and potential future need for parking controls across the Edinburgh area and to deliver a prioritised plan of potential Controlled Parking Zones (CPZ) and Priority Parking Areas (PPA).
- 9.1.2 Through the data collected from the parking pressure survey, roads with low, medium and high levels of parking pressure have been highlighted in Area 5. The results have shown that the areas of B4, B3, Fettes and B5 are experiencing levels of parking pressure which would benefit from the introduction of parking controls in the form of a CPZ. It is recommended that a strategy for the introduction of a CPZ in these areas is investigated further as a high priority in B4 and a medium priority in B3, Fettes and B5.
- 9.1.3 If a CPZ is introduced in the areas highlighted above, it is important to that additional action in the neighbouring areas is taken to prevent the displacement of parking pressure from one area to another. For this reason, a PPA has been recommended in Trinity, with a medium priority, particularly due to its shared eastern boundary with recommendations made in Area 3.
- 9.1.4 Further monitoring of the Ravelston area has been recommended for the future to assess the impact of recommended neighbouring CPZs on parking pressures.
- 9.1.5 The development in Granton as part of the Edinburgh Waterfront is likely to create additional stress on parking pressure and therefore the East and West Granton areas would require further consideration on the need for parking controls in the future if any changes in the levels of parking pressure are observed.

10. FURTHER INVESTIGATION

- 10.1.1 Further investigation into the introduction of the CPZs and PPAs in the recommended areas through the commissioning of consultations and detail design phases.
- 10.1.2 Further review of areas where ongoing or future development could impact current parking pressure results; Ravelston, East Granton and West Granton.

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Qua

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



Appendix A – Area 5 Overview Map



Appendix B– Area 5 Heat Maps

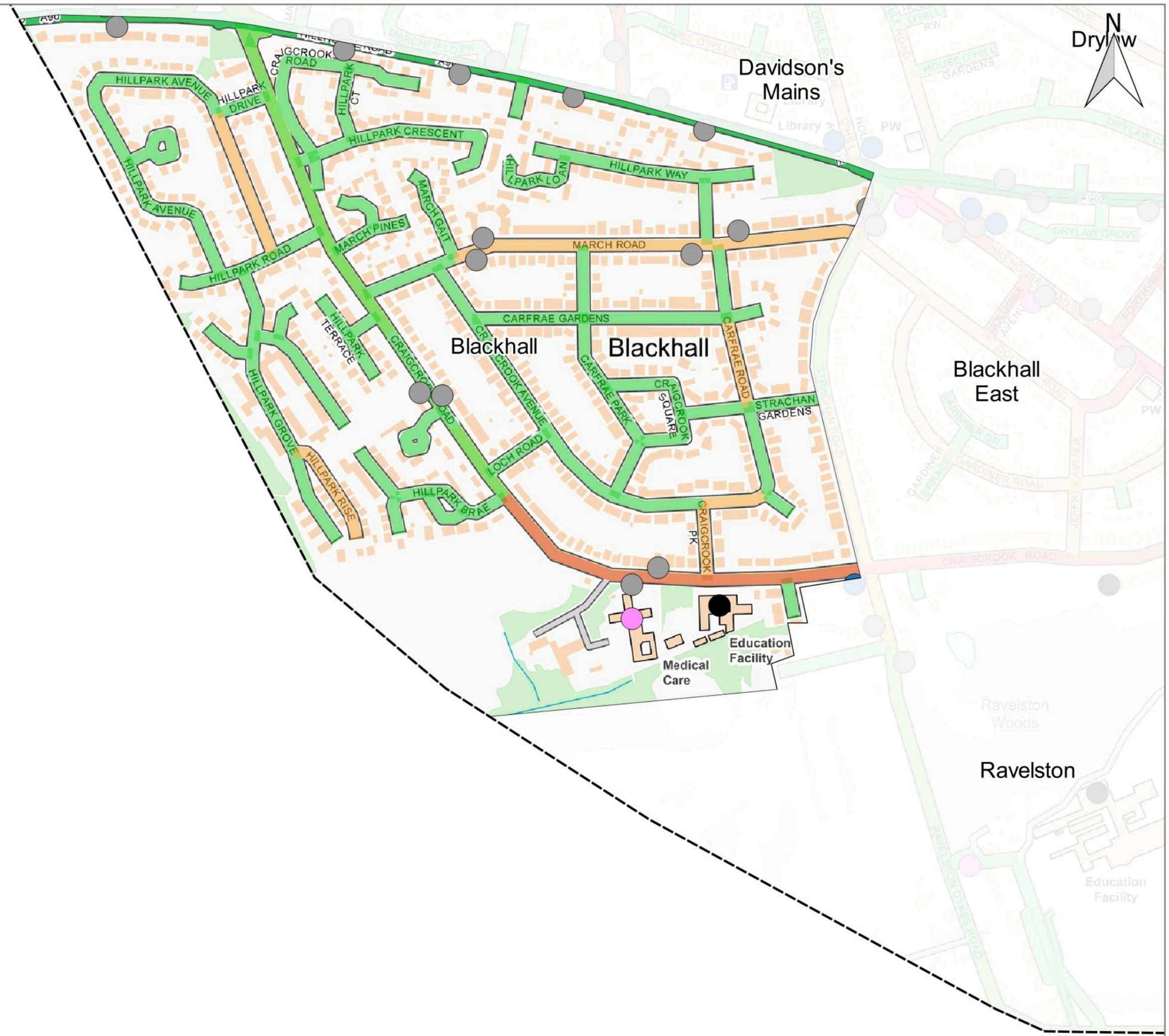
Parking Pressure Survey
Blackhall Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



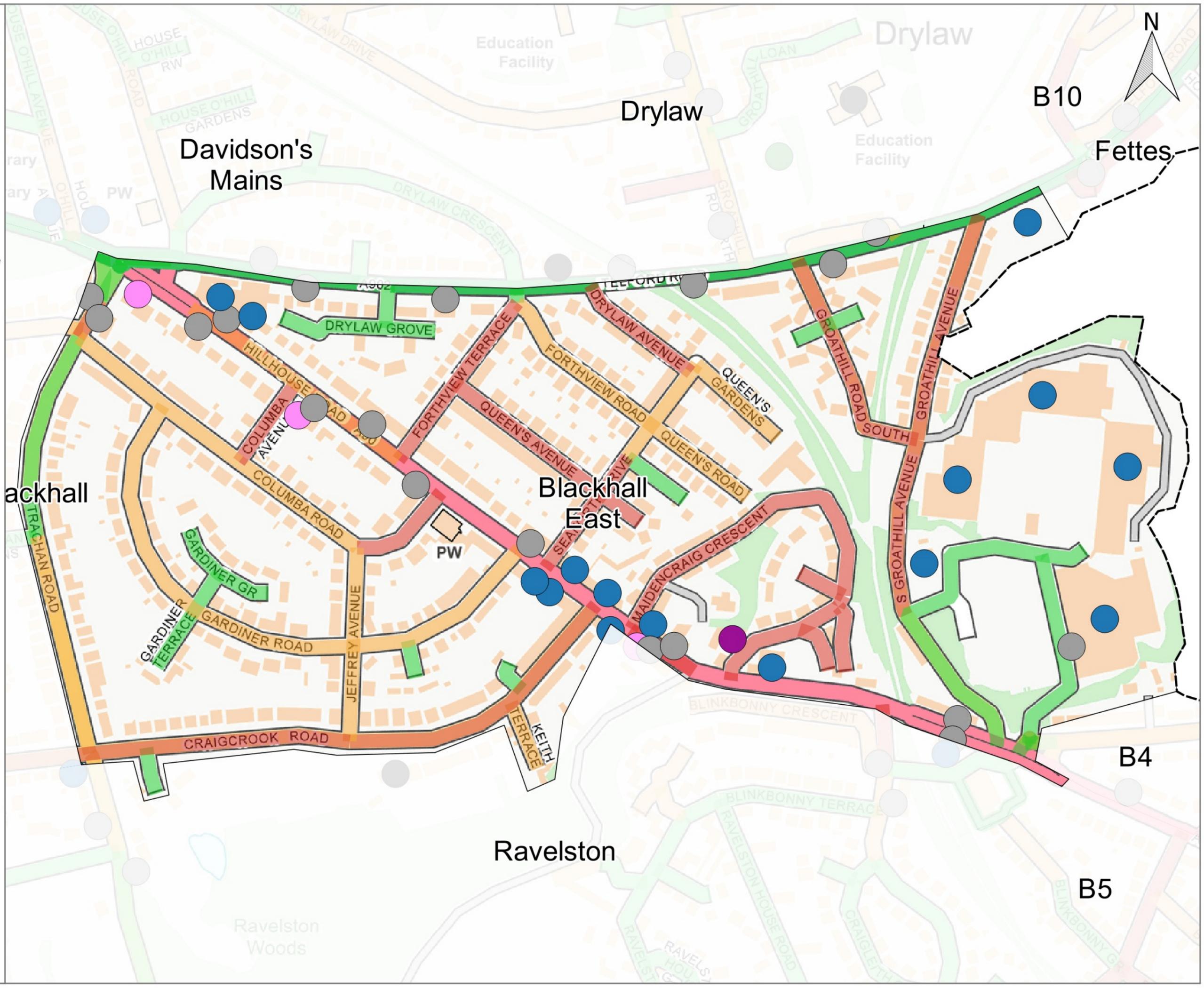
Parking Pressure Survey
Blackhall East Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



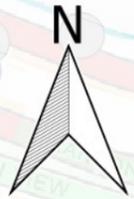
Parking Pressure Survey
Crewe Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



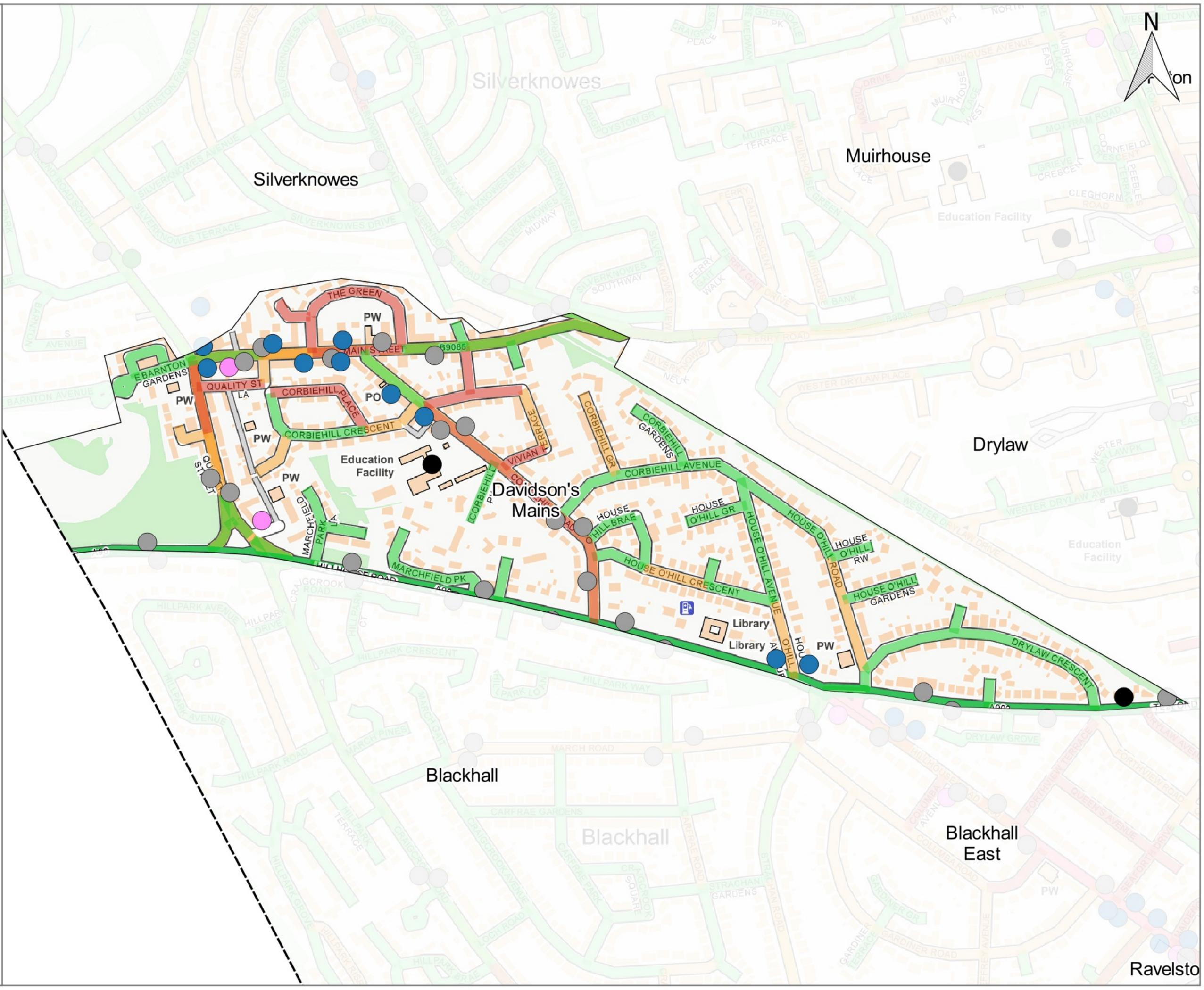
Parking Pressure Survey
Davidson's Mains Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



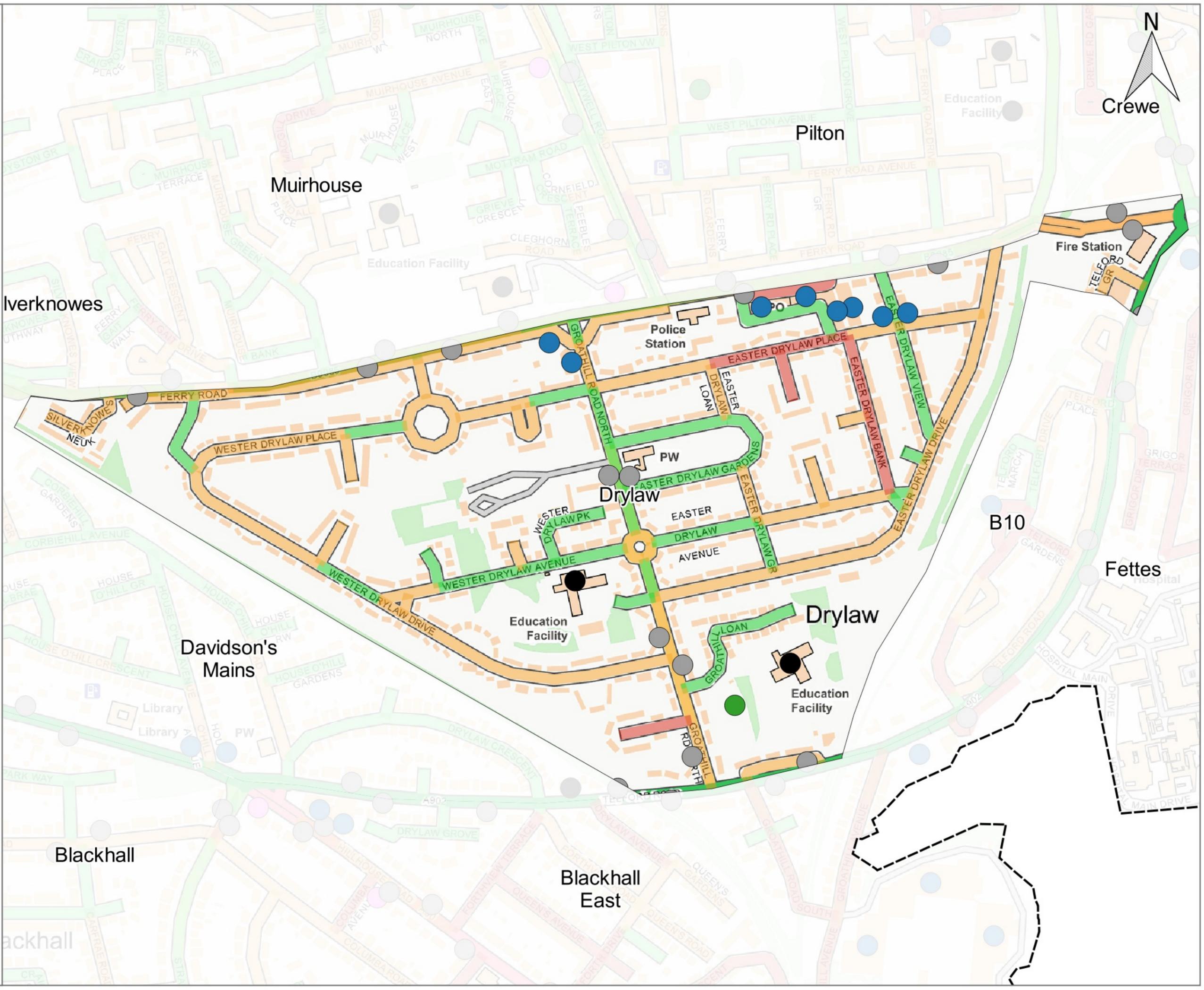
Parking Pressure Survey
Drylaw Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



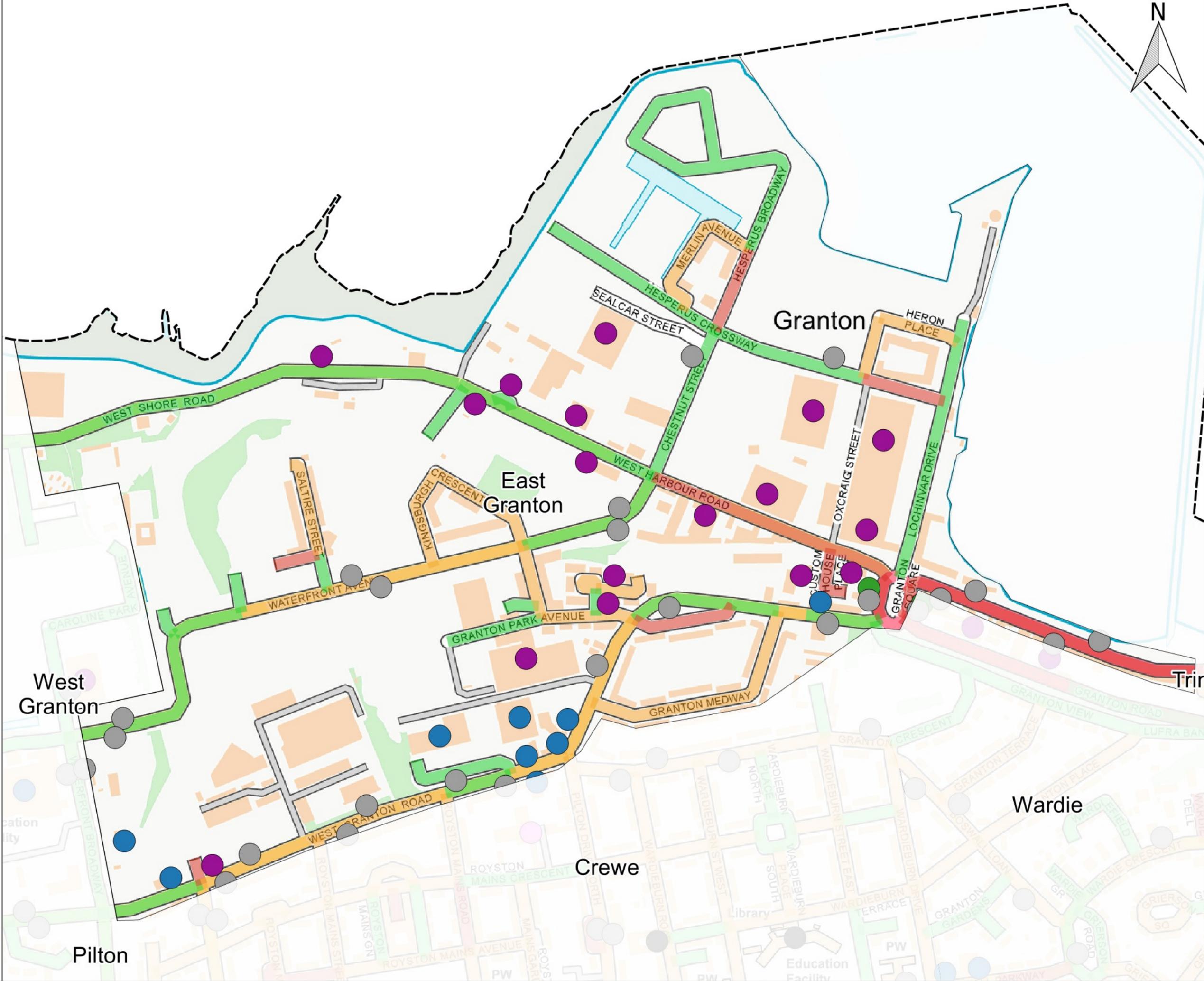
Parking Pressure Survey
East Granton Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey
Fettes Area

- Level of Parking Pressure
- Low (<40% occupied)
 - Medium (40-75% occupied)
 - High (>75% occupied)

- Generators of Parking Pressure
- School
 - Public Transport
 - Offices
 - Shopping Areas
 - Industrial
 - Medical



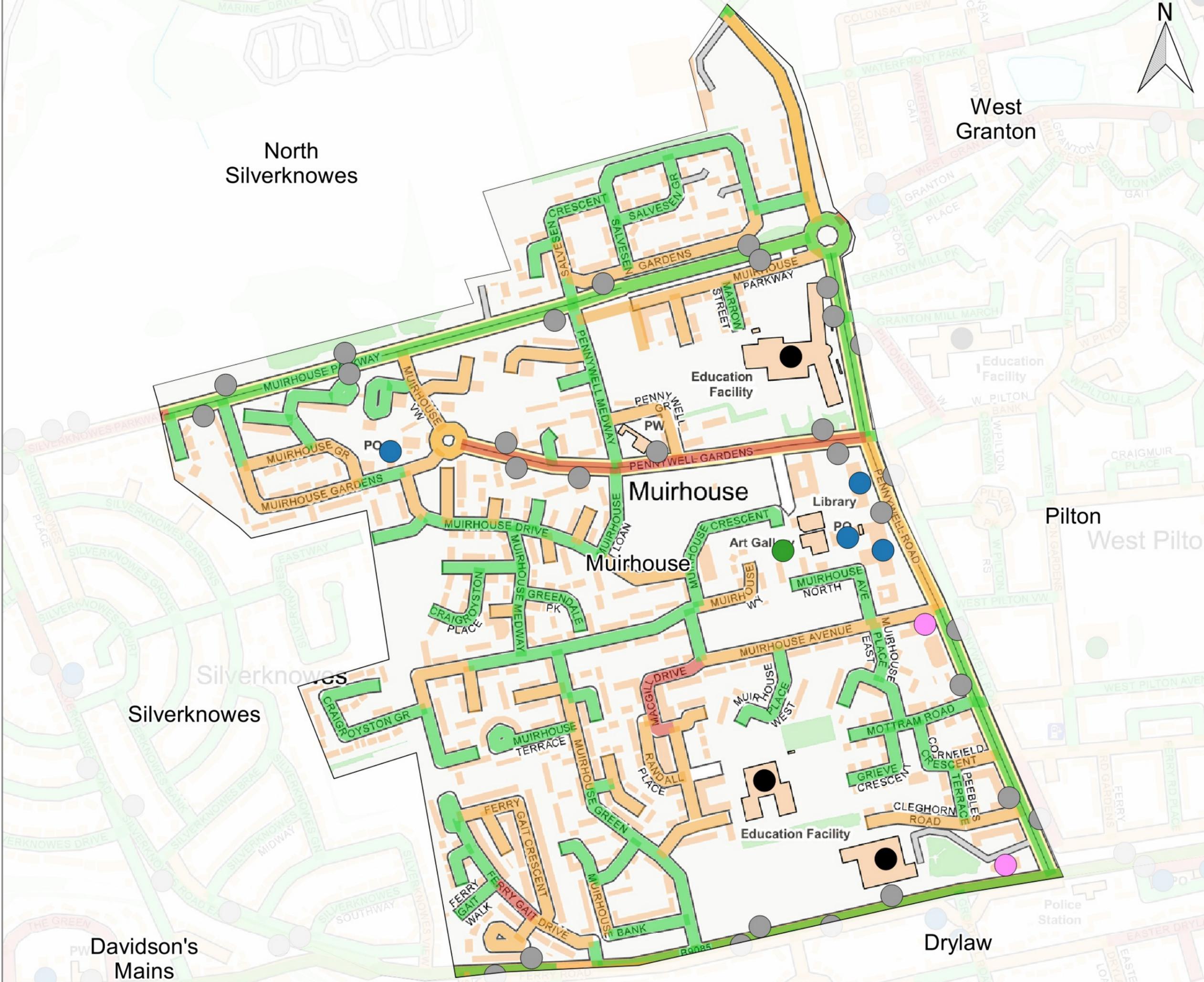
Parking Pressure Survey
Muirhouse Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



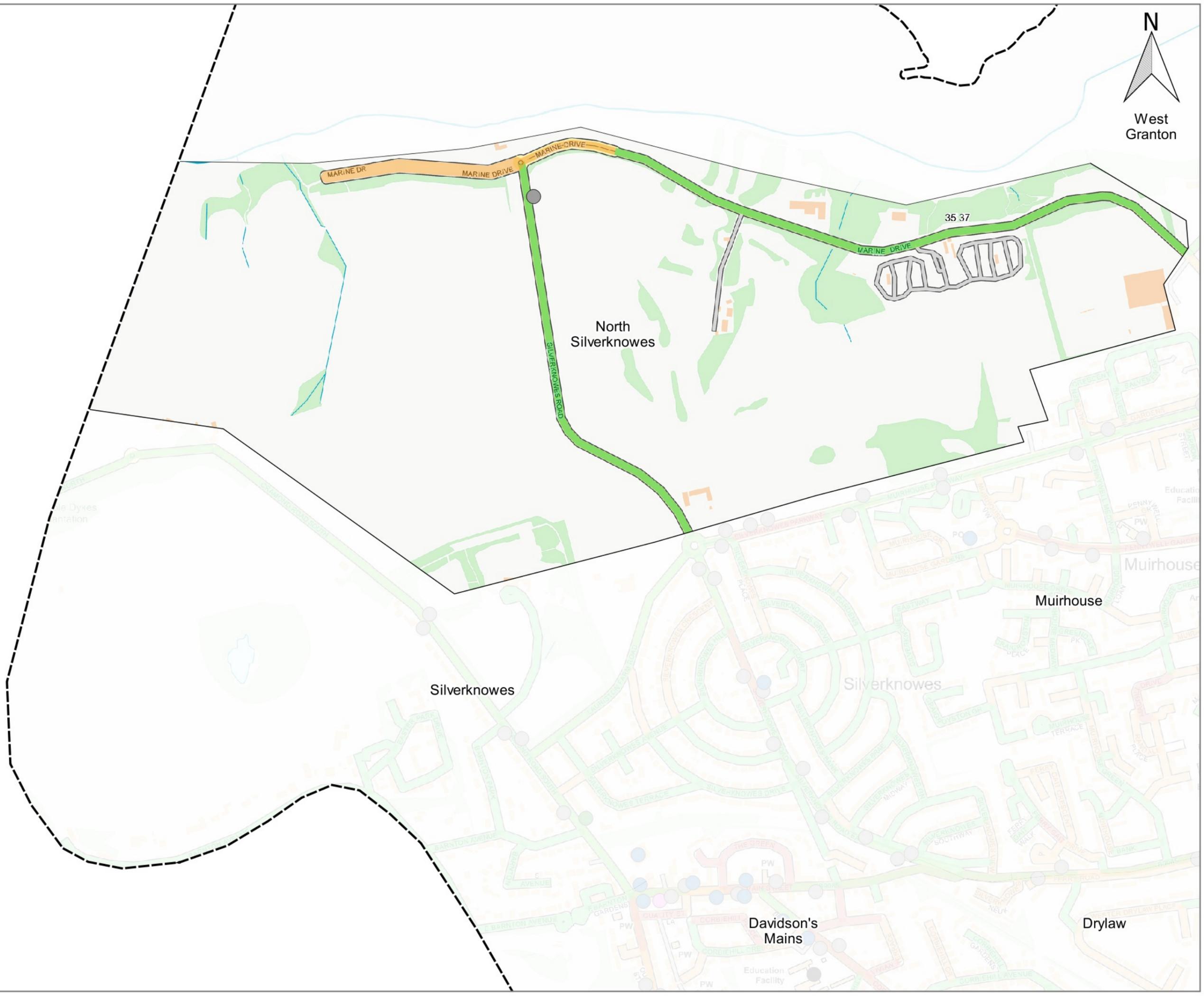
Parking Pressure Survey
North Silverknowes Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



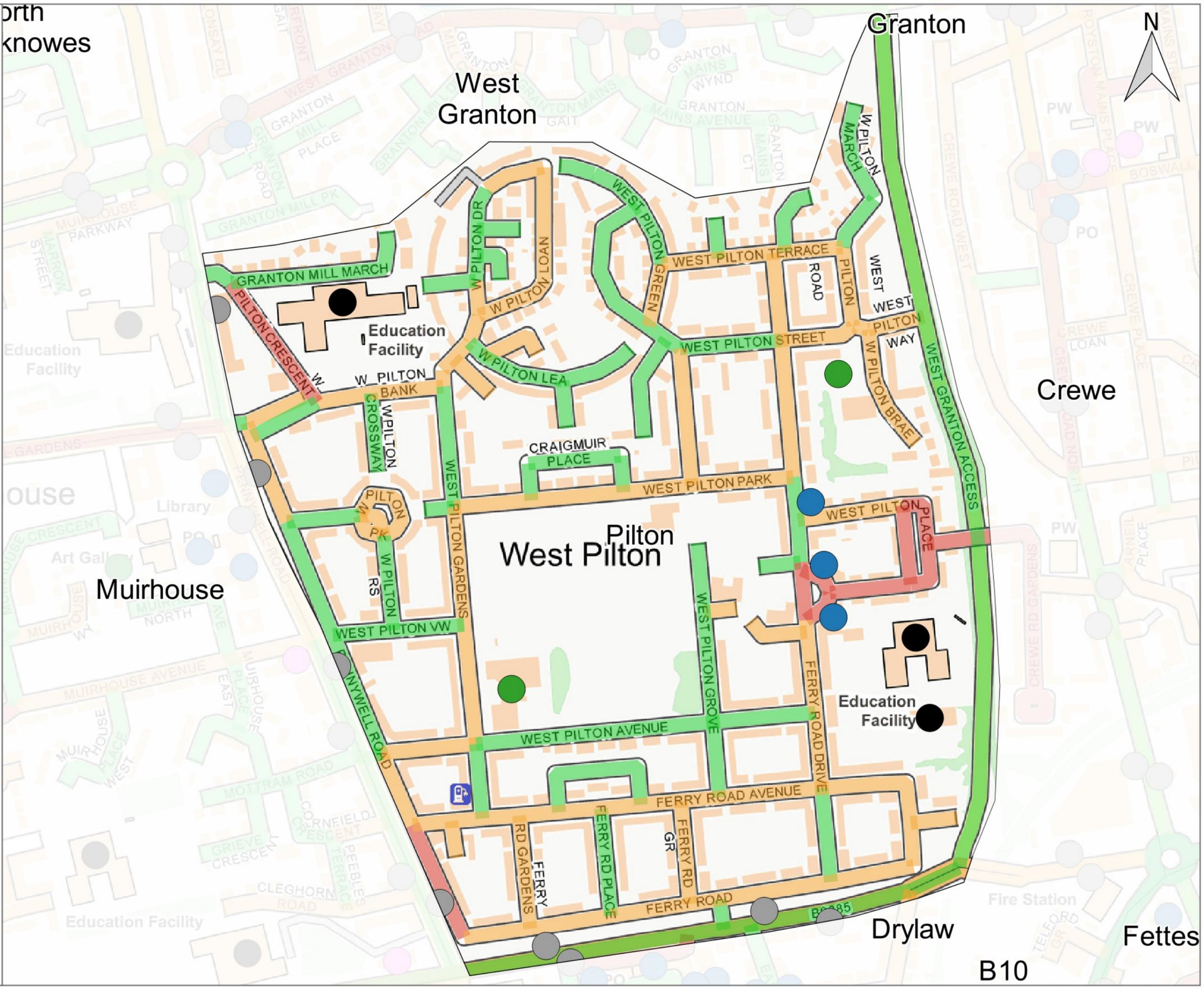
Parking Pressure Survey Pilton Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey
Ravelston Area

- Level of Parking Pressure
- Low (<40% occupied)
 - Medium (40-75% occupied)
 - High (>75% occupied)

- Generators of Parking Pressure
- School
 - Public Transport
 - Offices
 - Shopping Areas
 - Industrial
 - Medical



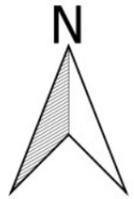
Parking Pressure Survey
Trinity Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

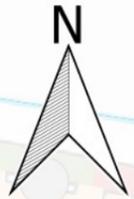
- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey
Wardie Area

- Level of Parking Pressure
- Low (<40% occupied)
 - Medium (40-75% occupied)
 - High (>75% occupied)

- Generators of Parking Pressure
- School
 - Public Transport
 - Offices
 - Shopping Areas
 - Industrial
 - Medical



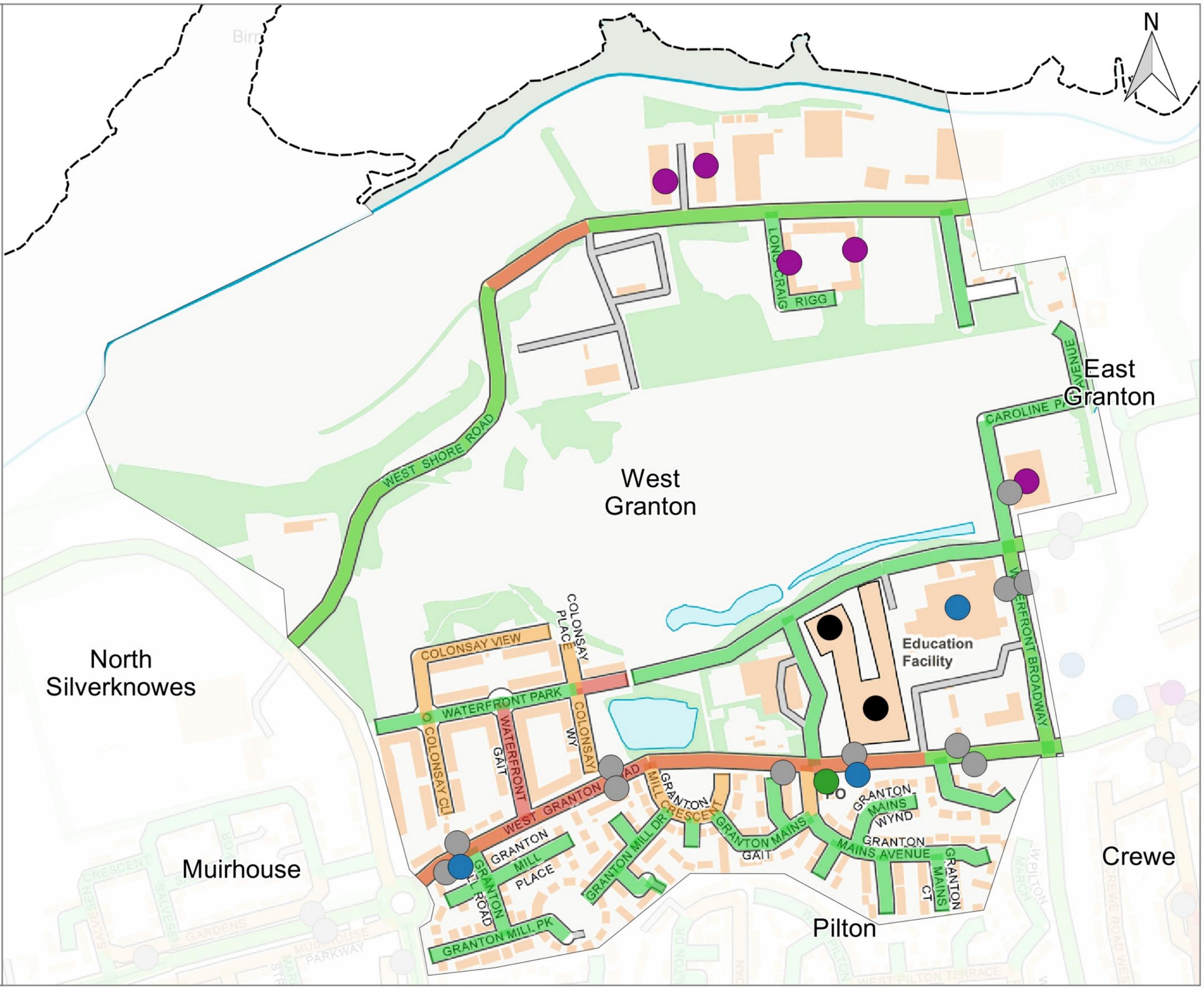
Parking Pressure Survey
West Granton Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Appendix C– Area 5 PPA Heat Maps

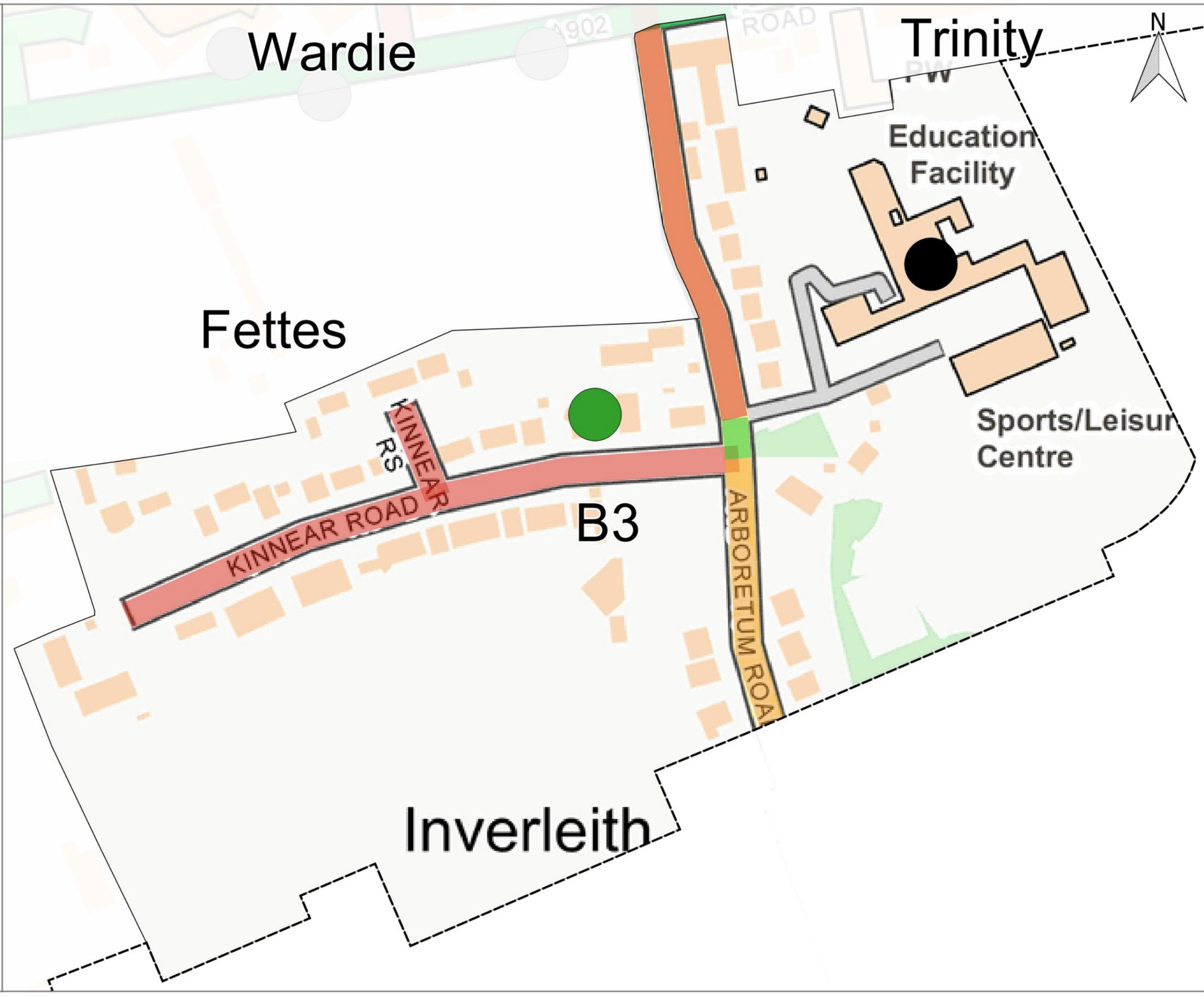
Parking Pressure Survey
B3 Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



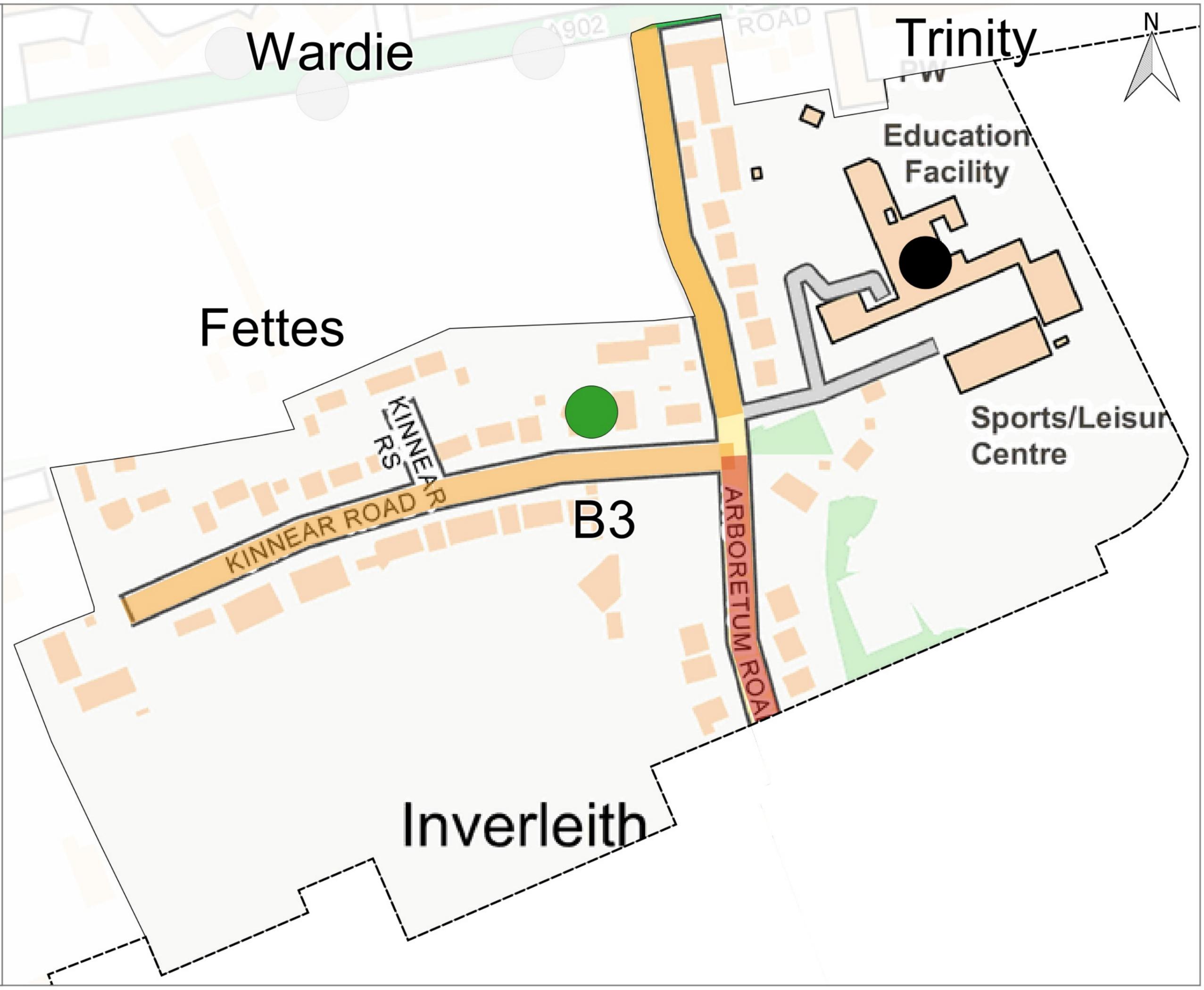
Parking Pressure Survey
Controlled Parking
B3 Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

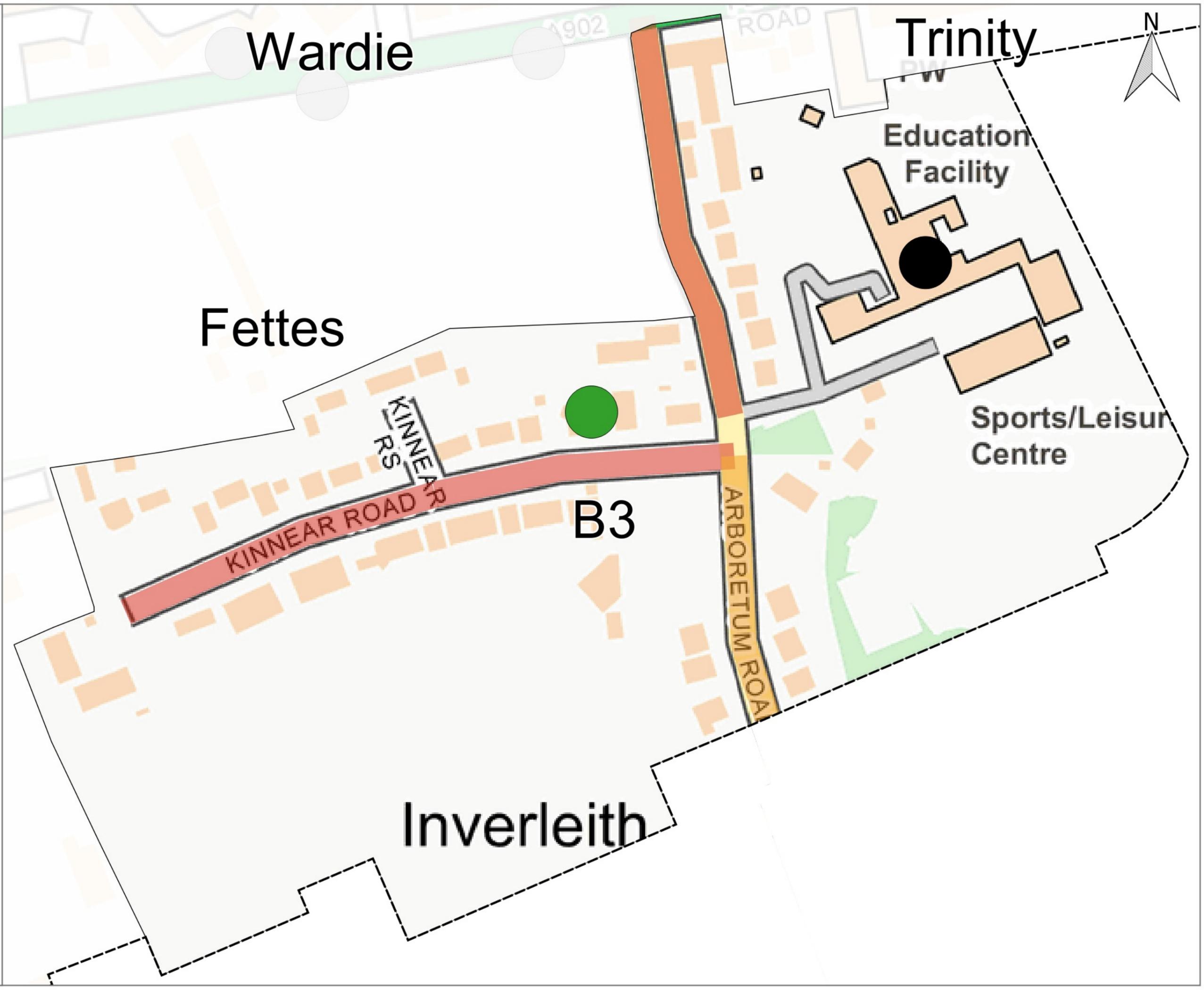
Uncontrolled Parking
B3 Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Blackhall
East

elston

B4

B5

B900

CRAIGLEITH

ORCHARD DRIVE

ORCHARD
CRESCENT

QUEENSFERRY ROAD

BLINKBONNY G

BLINKBONNY GARDENS

Parking Pressure Survey

Controlled Parking
B4 Area

Level of Parking Pressure

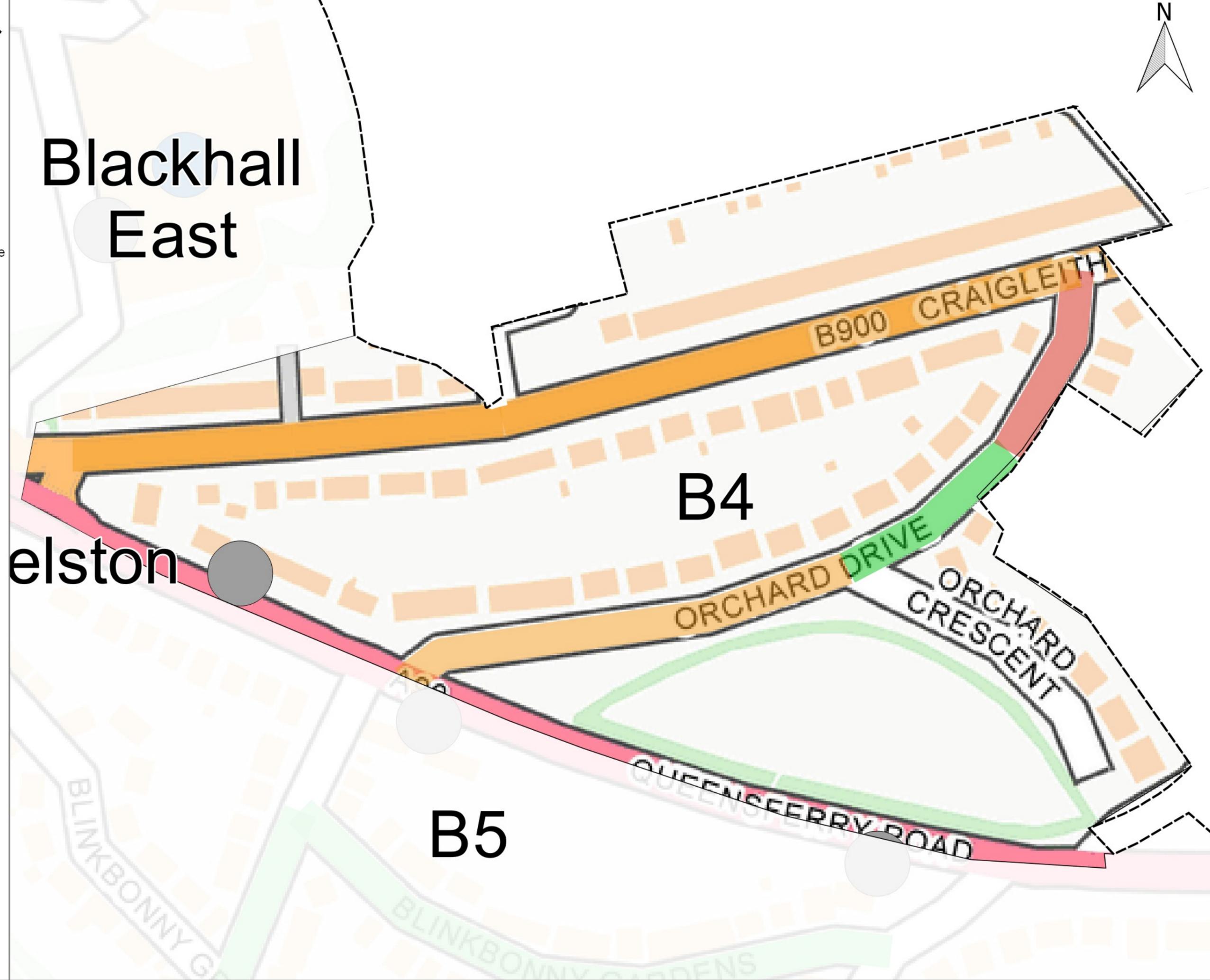
- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Blackhall East



Parking Pressure Survey

Uncontrolled Parking
B4 Area

Level of Parking Pressure

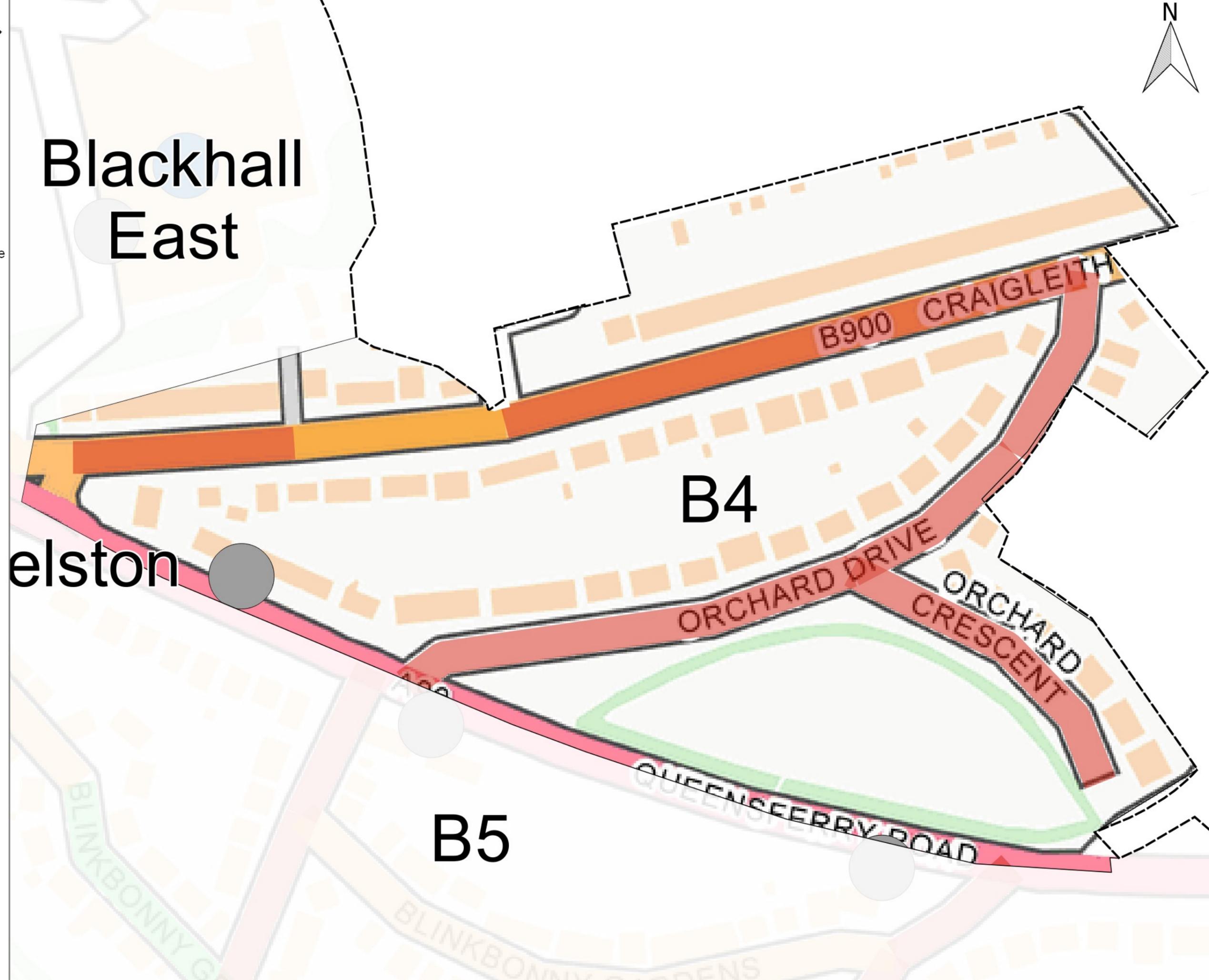
- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



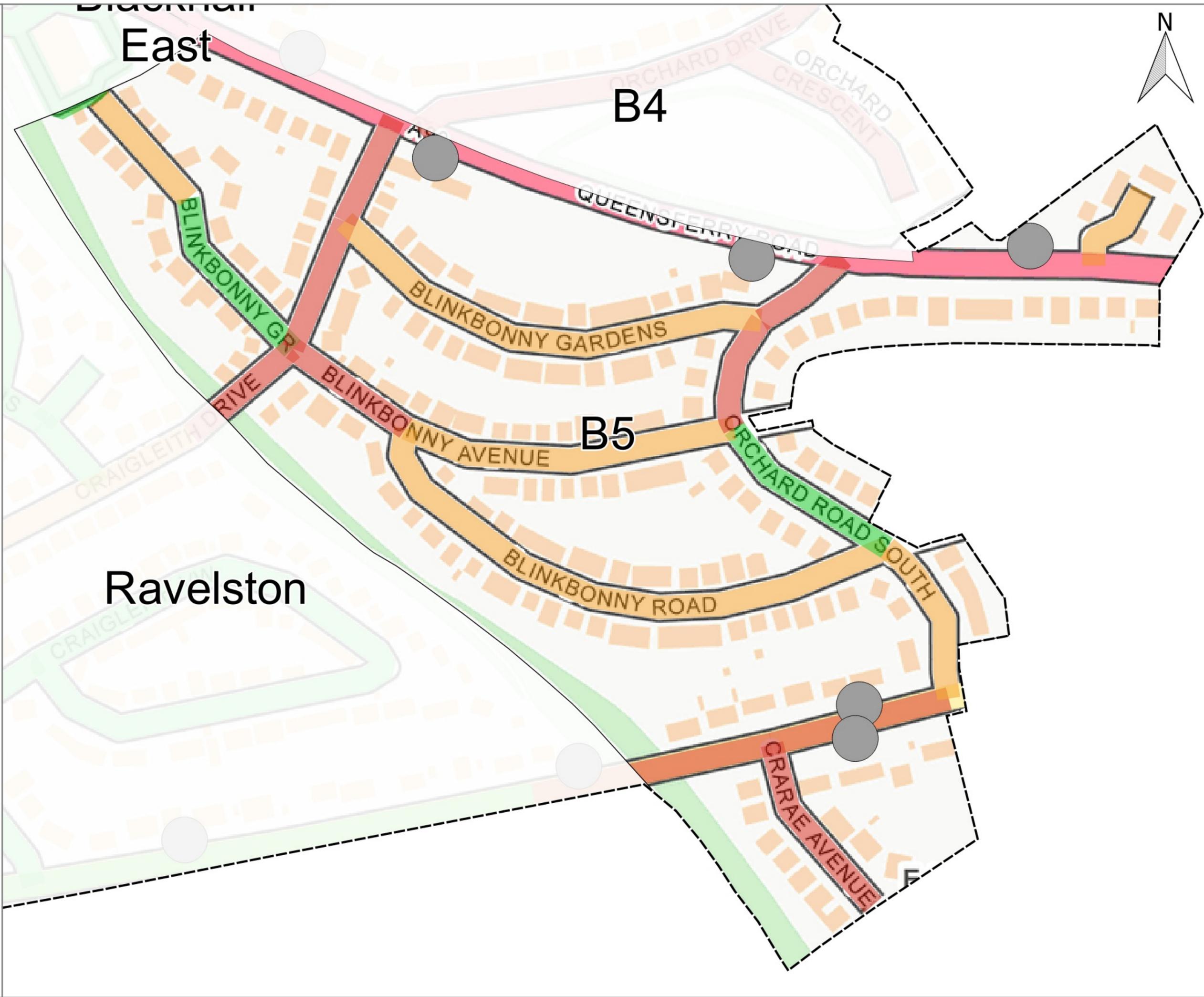
Blackhall East



Parking Pressure Survey
B5 Area

- Level of Parking Pressure
- Low (<40% occupied)
 - Medium (40-75% occupied)
 - High (>75% occupied)

- Generators of Parking Pressure
- School
 - Public Transport
 - Offices
 - Shopping Areas
 - Industrial
 - Medical



Parking Pressure Survey

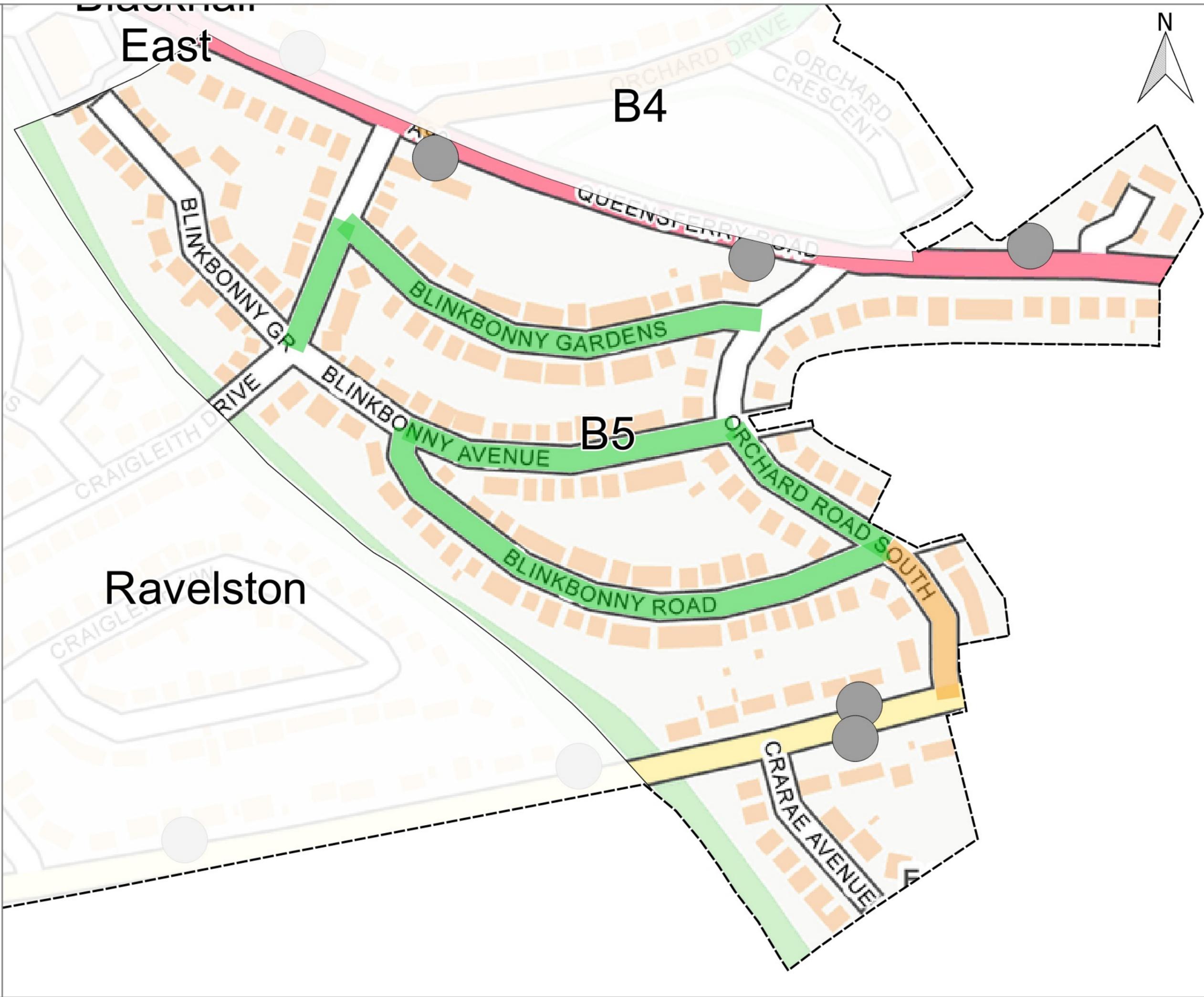
Controlled Parking
B5 Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

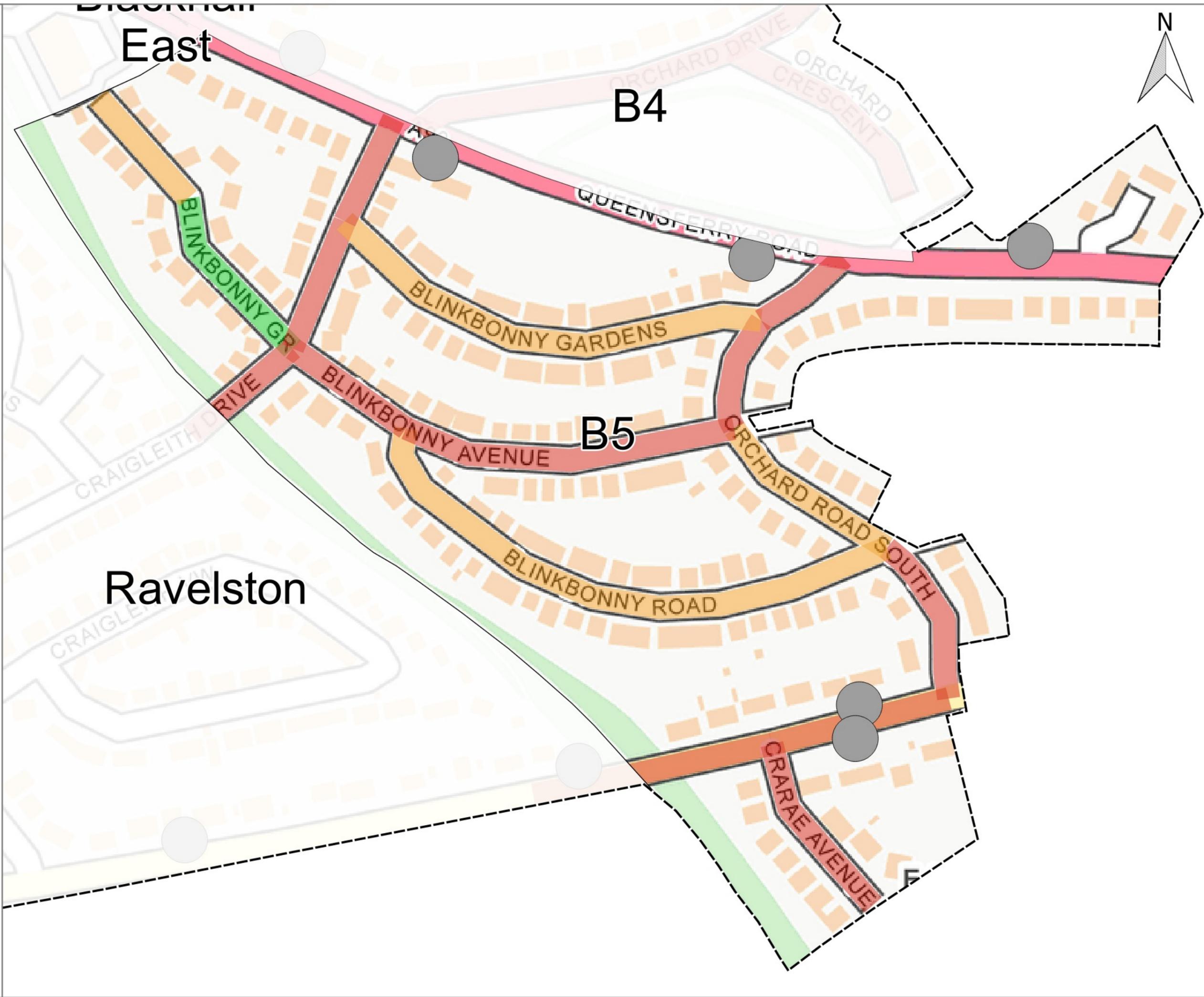
Uncontrolled Parking
B5 Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



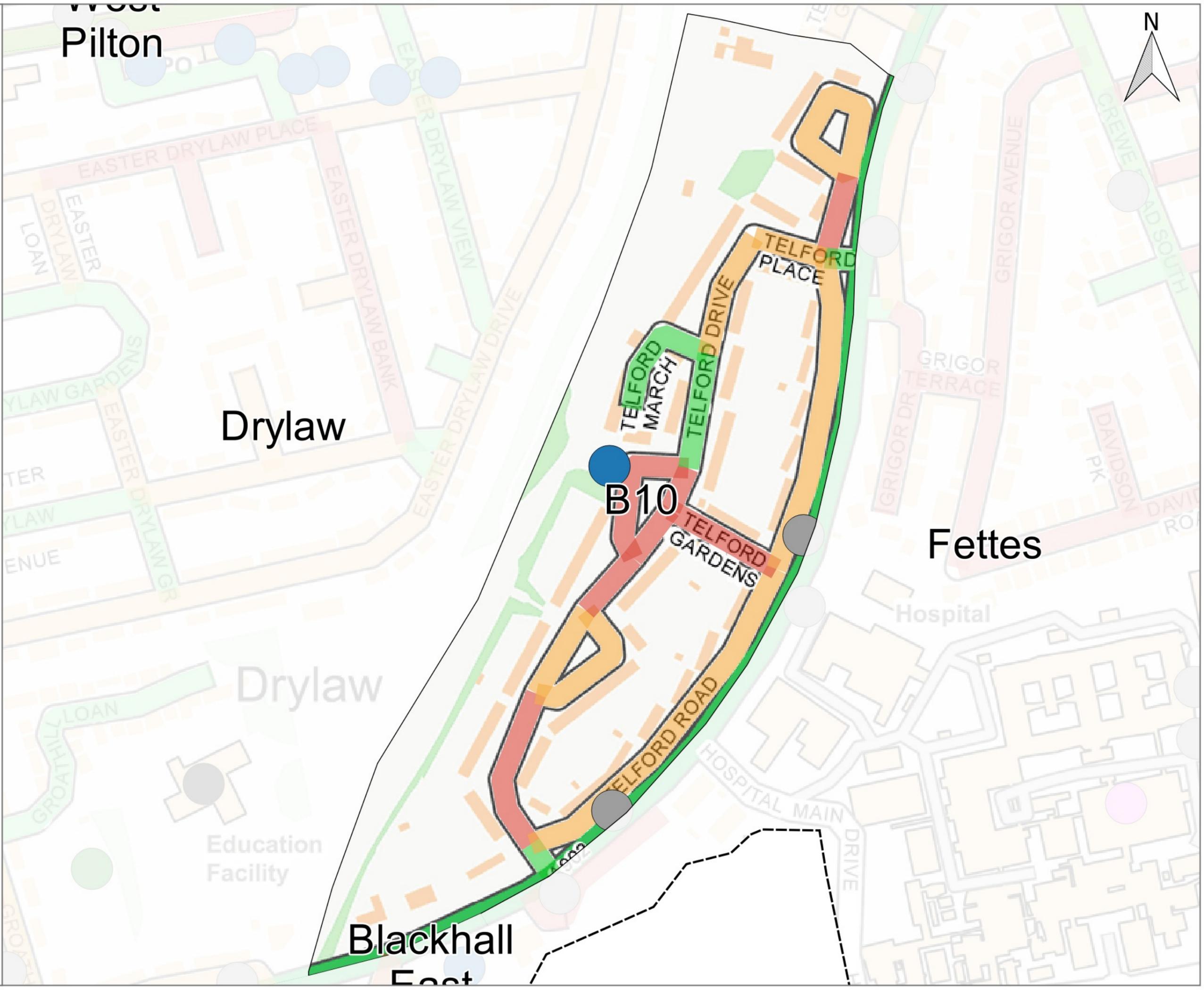
Parking Pressure Survey
B10 Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

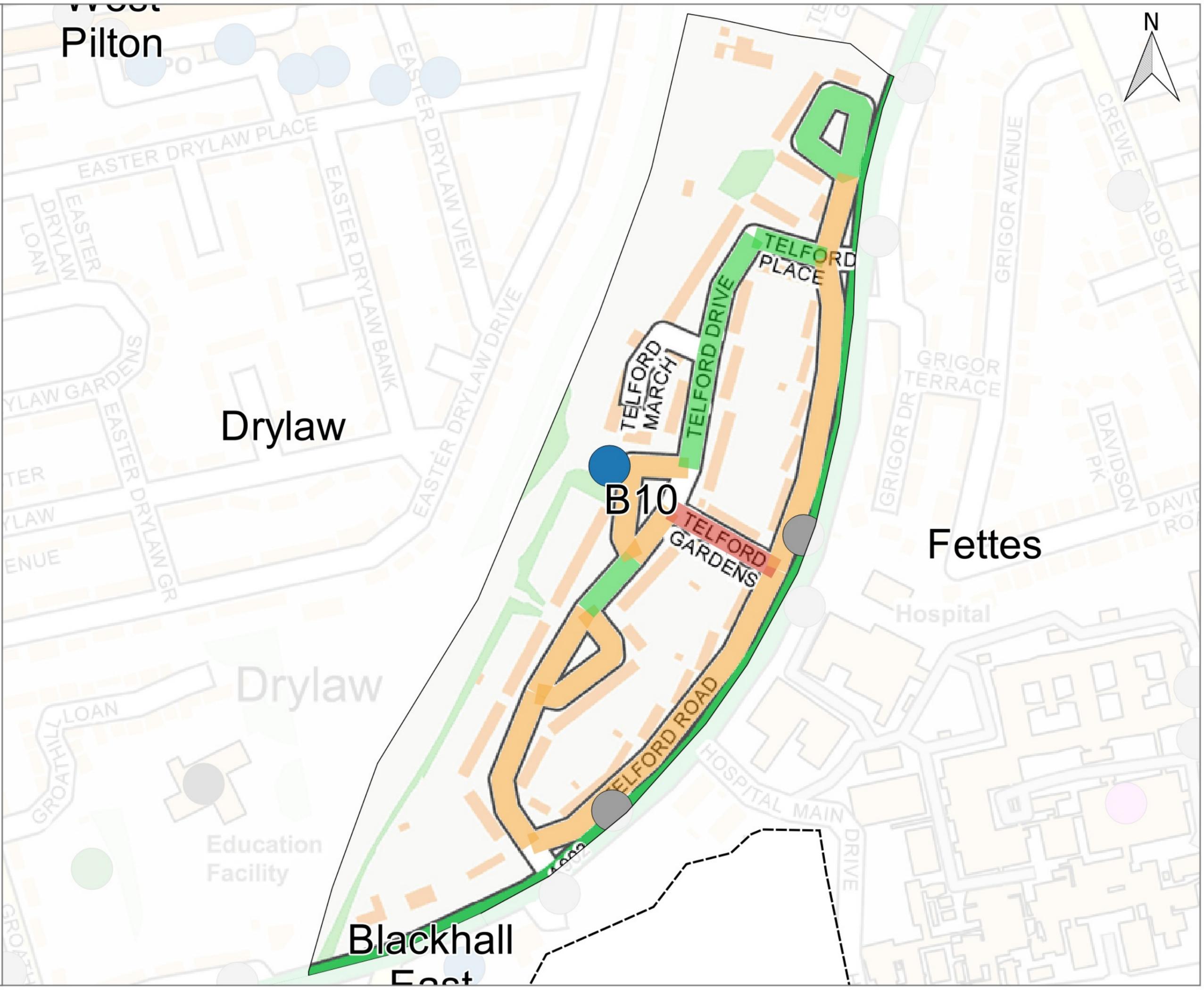
Controlled Parking
B10 Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Parking Pressure Survey

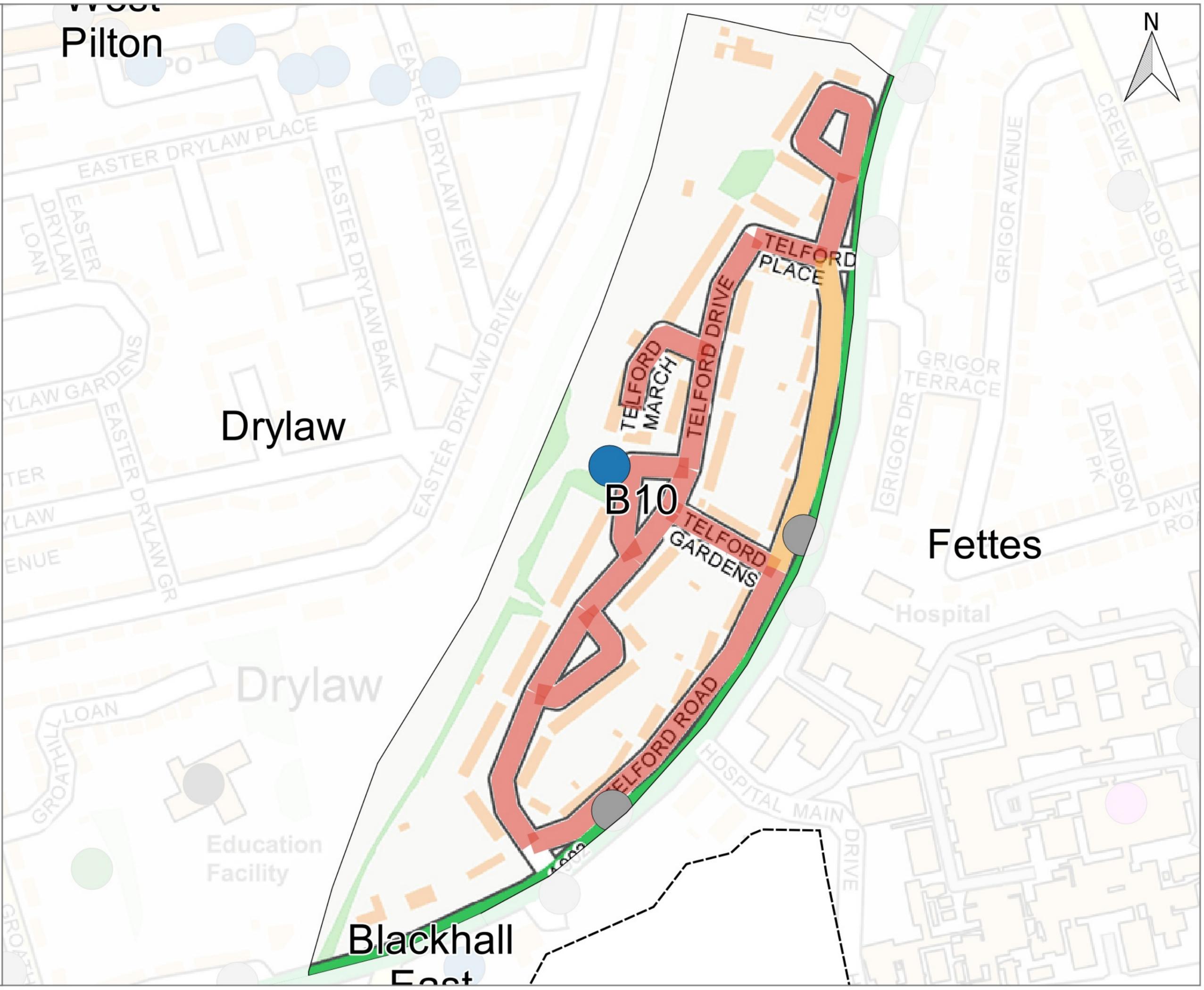
Uncontrolled Parking
B10 Area

Level of Parking Pressure

- Low (<40% occupied)
- Medium (40-75% occupied)
- High (>75% occupied)

Generators of Parking Pressure

- School
- Public Transport
- Offices
- Shopping Areas
- Industrial
- Medical



Appendix D – CEC LDP Proposals Maps

EDINBURGH LOCAL DEVELOPMENT PLAN PROPOSALS MAP

ADOPTED NOVEMBER 2016

The City of Edinburgh Council Boundary
General plan - wide policies

Del 1; Des 1-13; Env 2-4, Env 7-9, Env 12, Env 16; Env 18-22; Hou 1-7; Hou 9-10; Ret 1, Ret 6, Ret 8, Ret 10-11; Tra 1-4, Tra 6, Tra 8-9, Tra 11; RS 1, RS 4, RS 6 - RS 7

Proposals Map designations and relevant policies and proposals in the Written Statement

- Urban Area - refers to all LDP area outwith the Green Belt and Countryside Policy Area
- City Centre
- City Centre Proposal
- Edinburgh Waterfront
- Edinburgh Park/South Gyle
- World Heritage Site
- Designated Conservation Area
- Scheduled Ancient Monument (including Union Canal)
- Historic Garden / Designed Landscape - Inventory Site
- Green Belt
- Countryside Policy Area
- Special Landscape Area
- International and National Natural Heritage Designation (Natura 2000 Site and/or SSSI)
- Local Nature Conservation Site
- Local Nature Reserve
- Area of Importance for Flood Management
- Open Space
- Greenspace Proposal (GS1-11)
- Pentland Hills Regional Park
- Housing Proposal (HSG 1 - HSG 41)
- School Proposal (SCH 4-5)
- Indicative School Proposal (SCH 1-3, SCH 6-10)
- Strategic Business Centre
- Business and Industry Area
- Special Economic Area (Emp 2-8)
- Safeguard for Potential Relocation of Royal Highland Centre
- Local Centre
- Town Centre (including City Centre Retail Core)
- Commercial Centre
- Speciality Shopping Street
- Indicative Shopping Proposal (S1-S5)
- Tram Route Safeguard with Proposed Stop
- Existing Tram Route with Stops
- Railway Safeguard
- Station Safeguard
- Roundabout / Junction Improvement
- Road Safeguard / Improvement
- Cycleway / Potential Public Transport Safeguard
- Cycleway / Footpath Safeguard
- Cycleway / Footpath Access Safeguard
- Safeguard for Potential Additional Runway
- Airport Public Safety Zone
- Safeguarded Waste Management Facility
- Minerals Site

Emp 1, Emp 9-10, Hou 8, Ret 6, RS 3

Del 2, Emp 1, Ret 7, Tra 5

(CC1) Table 10
(CC2-4) Table 3, Table 10, Hou 1

(EW 1a-c, EW 2a-d) Del 3, Hou 1, Ret 7
(EW 1d&e) Table 2, Del 3, Emp 8

Del 4, Emp 1

Env 1

Env 5, Env 6

Env 8

Env 7

Env 10

Env 10

Env 11

Env 13, Env 14

Env 15

Env 15

Env 21

Env 18, Env 19

Table 1

Env 17

Tables 3 & 4, Hou 1

Table 5

Table 5

Emp 1

Emp 8, RS 3

Table 2, Emp 2-8

Emp 5

Table 6, Ret 5, Ret 9, Emp 1

Table 6, Ret 2, Ret 3, Ret 9, Emp 1

Table 7, Ret 4

Ret 10

Table 8, Ret 5, Ret 9

Table 9, Tra 7

Table 9, Tra 7

Table 9, Tra 7

Table 9, Tra 7

Table 9, Tra 10

Table 9, Tra 10

Table 9, Tra 10

Table 9, Tra 7, Tra 9

Table 9, Tra 9

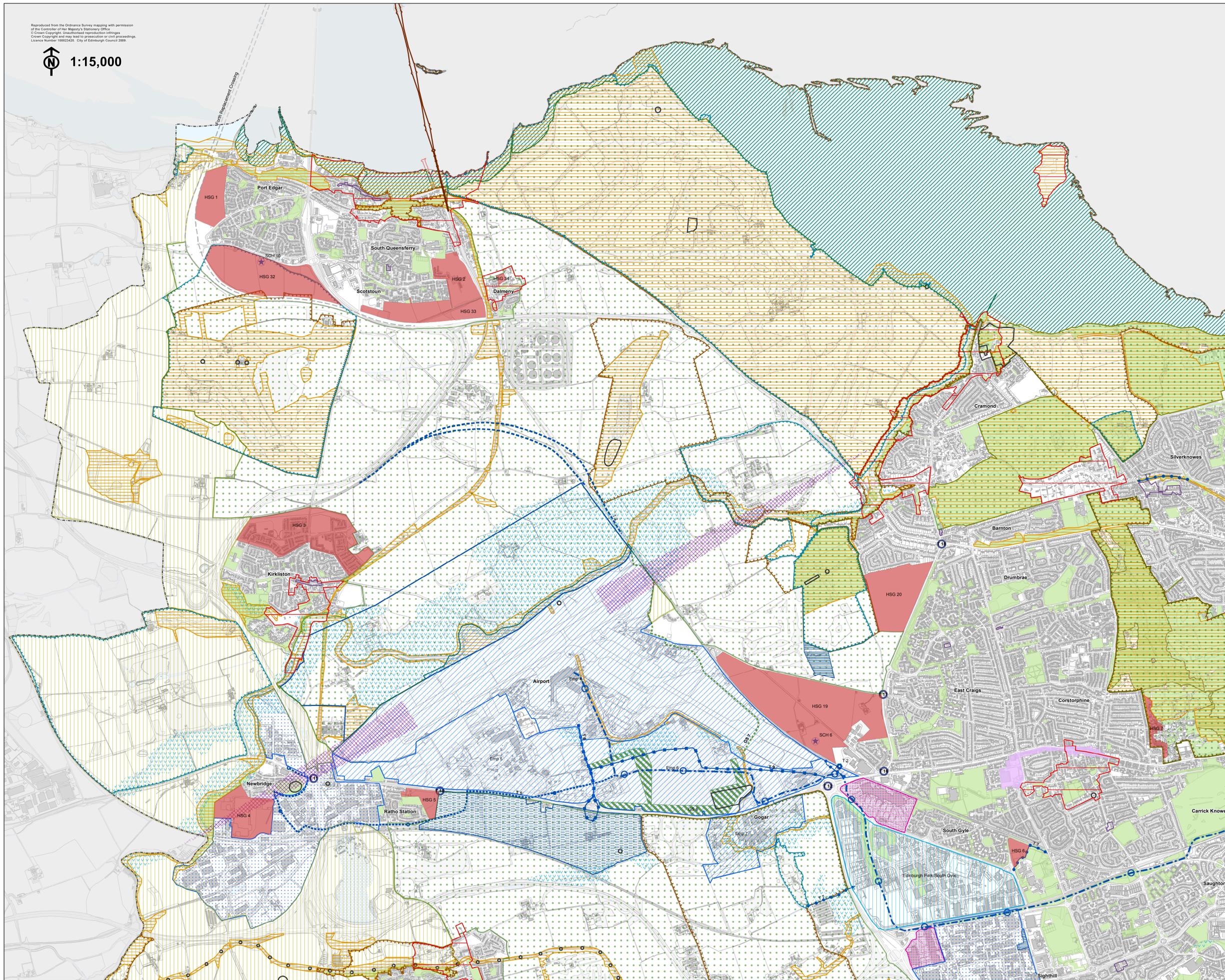
Table 9, Tra 9

Emp 4

Tra 12

RS 2, RS 3, RS 4

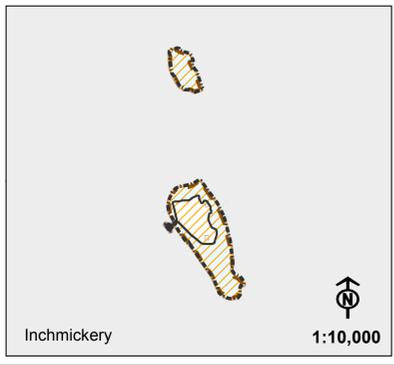
RS 3, RS 5



EDINBURGH LOCAL DEVELOPMENT PLAN
PROPOSALS MAP
ADOPTED NOVEMBER 2016

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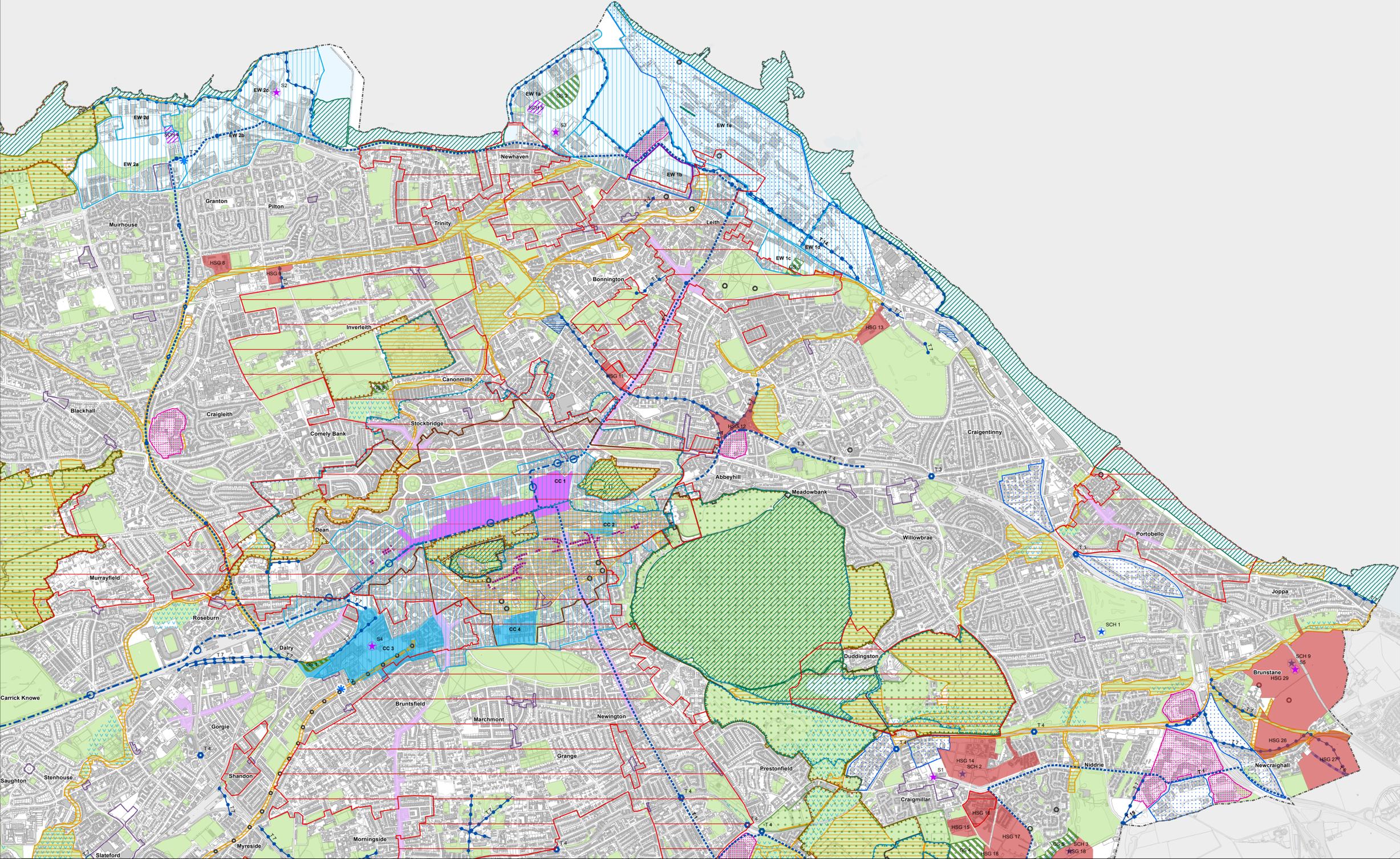


The City of Edinburgh Council Boundary
General plan - wide policies

Del 1, Des 1-13; Env 2-4,
Env 7-9; Env 12, Env 16;
Env 18-22; Hou 1-7; Hou 9-10;
Ret 1, Ret 6, Ret 8, Ret10-11;
Tra 1-4, Tra 6, Tra 8-9, Tra 11;
RS 1, RS 4, RS 6 - RS 7

Proposals Map designations and relevant policies and proposals in the Written Statement

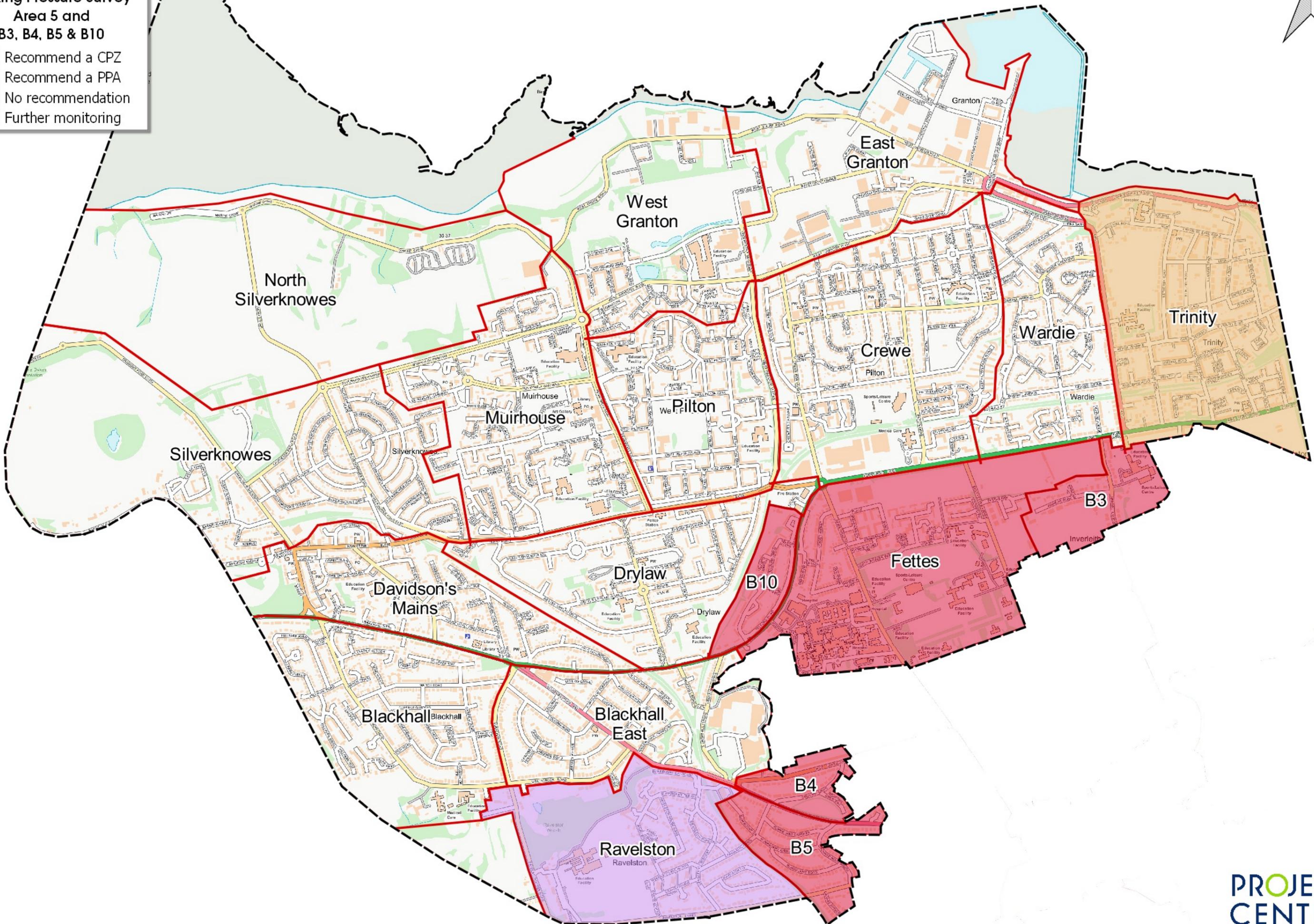
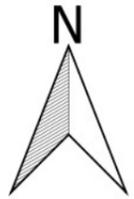
	Urban Area - refers to all LDP area outwith the Green Belt and Countryside Policy Area	Emp 1, Emp 9-10, Hou 8, Ret 6, RS 3
	City Centre	Del 2, Emp 1, Ret 7, Tra 5
	City Centre Proposal	(CC1) Table 10 (CC2-4) Table 3, Table 10, Hou 1
	Edinburgh Waterfront	(EW 1a-c, EW 2a-d) Del 3, Hou 1, Ret 7 (EW 1d&e) Table 2, Del 3, Emp 8
	Edinburgh Park/South Gyle	Del 4, Emp 1
	World Heritage Site	Env 1
	Designated Conservation Area	Env 5, Env 6
	Scheduled Ancient Monument (including Union Canal)	Env 8
	Historic Garden / Designed Landscape - Inventory Site	Env 7
	Green Belt	Env 10
	Countryside Policy Area	Env 10
	Special Landscape Area	Env 11
	International and National Natural Heritage Designation (Natura 2000 Site and/or SSSI)	Env 13, Env 14
	Local Nature Conservation Site	Env 15
	Local Nature Reserve	Env 15
	Area of Importance for Flood Management	Env 21
	Open Space	Env 18, Env 19
	Greenspace Proposal (GS1-11)	Table 1
	Pentland Hills Regional Park	Env 17
	Housing Proposal (HSG 1 - HSG 41)	Tables 3 & 4, Hou 1
	School Proposal (SCH 4-5)	Table 5
	Indicative School Proposal (SCH 1-3, SCH 6-10)	Table 5
	Strategic Business Centre	Emp 1
	Business and Industry Area	Emp 8, RS 3
	Special Economic Area (Emp 2-8)	Table 2, Emp 2-8
	Safeguard for Potential Relocation of Royal Highland Centre	Emp 5
	Local Centre	Table 6, Ret 5, Ret 9, Emp 1
	Town Centre (including City Centre Retail Core)	Table 6, Ret 2, Ret 3, Ret 9, Emp 1
	Commercial Centre	Table 7, Ret 4
	Speciality Shopping Street	Ret 10
	Indicative Shopping Proposal (S1-S5)	Table 8, Ret 5, Ret 9
	Tram Route Safeguard with Proposed Stop	Table 9, Tra 7
	Existing Tram Route with Stops	Table 9, Tra 7
	Railway Safeguard	Table 9, Tra 7
	Station Safeguard	Table 9, Tra 7
	Roundabout / Junction Improvement	Table 9, Tra 10
	Road Safeguard / Improvement	Table 9, Tra 10
	Cycleway/ Potential Public Transport Safeguard	Table 9, Tra 7, Tra 9
	Cycleway / Footpath Safeguard	Table 9, Tra 9
	Cycleway / Footpath Access Safeguard	Table 9, Tra 9
	Safeguard for Potential Additional Runway	Emp 4
	Airport Public Safety Zone	Tra 12
	Safeguarded Waste Management Facility	RS 2, RS 3, RS 4
	Minerals Site	RS 3, RS 5



Appendix E– Area 5 Recommendation Map

Parking Pressure Survey
Area 5 and
B3, B4, B5 & B10

- Recommend a CPZ
- Recommend a PPA
- No recommendation
- Further monitoring



Appendix 5: Action List - Interim

This Appendix details the results prepared by The Project Centre from each of the 124 areas forming the Strategic Review of Parking and, based on an assessment of the current parking situations in each area, provides a recommended course of action in line with the design brief issued by the Council.

Reference should be made to Appendix 6, which recommends some amendments to these recommended courses of action, taking into account the full results and the further potential implications of factors such as the migration of parking pressures and of ongoing or planned development.

The final Action List, which includes all of the proposed amendments, can be found in Appendix 7.

Part 1 – The Strategic Review Results - DRAFT

Rank	Area	Average Parking Pressure	Percentage of Roads by Parking Pressure Level			Recommendation	Investigation Area
			High	Medium	Low		
1	Leith Walk	92	91%	9%	0%	CPZ	3
2	Roseburn	90	91%	9%	0%	CPZ	1
3	Shandon	89	92%	8%	0%	CPZ	2
4	Abbeyhill	86	91%	5%	5%	CPZ	3
5	Willowbrae North	85	94%	6%	0%	CPZ	3
6	B8	80	67%	33%	0%	CPZ	2
7	South Morningside	80	64%	32%	4%	CPZ	2
8	Leith	79	78%	10%	12%	CPZ	3
9	Sighthill Industrial Estate	79	80%	13%	7%	Further monitoring	2
10	B4	79	50%	50%	0%	CPZ	5
11	Bonnington	77	60%	35%	5%	CPZ	3
12	West Leith	75	65%	28%	7%	CPZ	3
13	Pilrig	75	66%	23%	11%	CPZ	3
14	Gorgie North	75	75%	13%	13%	CPZ	2
15	Easter Road	74	53%	41%	6%	CPZ	3
16	B2	74	64%	21%	14%	CPZ	2
17	B1	73	65%	26%	9%	CPZ	4
18	North Leith	71	58%	28%	15%	CPZ	3
19	B7	71	60%	33%	7%	CPZ	4
20	B3	70	67%	33%	0%	CPZ	5
21	Fettes	69	48%	43%	9%	CPZ	5
22	Newhaven South	69	54%	30%	17%	PPA	3
23	Portobello	68	63%	12%	24%	CPZ	3
24	Piershill	67	56%	28%	17%		3
25	Newhaven North	63	44%	39%	17%	Further monitoring	3
26	Saughtonhall	62	29%	65%	6%	CPZ	1
27	Corstorphine	62	64%	7%	29%	CPZ	1
28	Gorgie	62	38%	44%	18%	CPZ	2
29	B5	61	40%	50%	10%	CPZ	5
30	B6	60	18%	59%	24%	Further monitoring	4
31	East Leith	60	30%	52%	18%		3
32	Stenhouse	59	23%	69%	8%	CPZ	2
33	Cluny	58	27%	64%	9%	CPZ	2
34	Prestonfield	58	27%	53%	20%	PPA	4
35	Sighthill / Parkhead	58	30%	48%	21%		2
36	Trinity	57	33%	42%	25%	PPA	5
37	B9	56	39%	36%	25%	CPZ	1
38	Blackford	56	39%	29%	32%	Further monitoring	4
39	Restalrig	54	20%	50%	30%		3
40	Fort Kinnaird	54	50%	0%	50%	Further monitoring	4
41	Blackhall East	53	31%	41%	28%		5
42	B10	53	20%	40%	40%		5
43	Saughton	50	23%	43%	34%	CPZ	1
44	Joppa	48	23%	31%	46%		3

Rank	Area	Average Parking Pressure	Percentage of Roads by Parking Pressure Level			Recommendation	Investigation Area
45	Broomhouse	48	20%	41%	39%	CPZ	2
46	Juniper Green	48	21%	47%	32%		2
47	Clermiston North	48	23%	46%	30%		1
48	Colinton Mains	48	18%	50%	32%		2
49	Pilton	46	6%	63%	31%		5
50	Gracemount	46	12%	47%	41%		4
51	Gilmerton	45	10%	43%	48%		4
52	Oxgangs	45	14%	46%	39%		2
53	Craiglockhart North	45	11%	50%	39%	Further monitoring	2
54	Inch West	45	15%	50%	35%	Further monitoring	4
55	Drylaw	44	9%	45%	45%		5
56	East Granton	44	14%	48%	38%		5
57	Longstone	43	17%	50%	33%		2
58	Spylaw	43	24%	29%	47%		2
59	Willowbrae South	42	11%	46%	43%		3
60	Inch East	42	11%	37%	52%		4
61	Craigentenny	42	14%	49%	38%		3
62	Craigmillar	42	3%	52%	45%		4
63	Corstorphine South	42	17%	24%	59%	CPZ	1
64	Chesser	40	13%	39%	48%	Further monitoring	2
65	Northfield	39	4%	46%	50%		3
66	Niddrie	38	5%	32%	64%		4
67	Wardie	38	5%	42%	53%		5
68	Brunstane	38	6%	35%	59%		3
69	West Pilton	38	3%	35%	61%		5
70	Newcraighall	38	21%	21%	57%		4
71	Clermiston South	37	15%	39%	46%		1
72	Liberton West	37	7%	37%	56%		4
73	West Craigs	36	20%	20%	60%		1
74	Braid Hill	36	17%	17%	65%	Further monitoring	2
75	Moredun	35	3%	38%	59%		4
76	Greendykes North	35	0%	42%	58%		4
77	Gilmerton Dykes	35	7%	37%	56%		4
78	Niddrie Mill	34	0%	50%	50%		4
79	Ferniehill	33	0%	39%	61%		4
80	Cameron Toll	32	9%	27%	64%		4
81	Duddingston North	32	5%	33%	63%		3
82	Muirhouse	32	0%	38%	62%		5
83	Currie East	32	13%	20%	67%		2
84	Duddingston South	31	3%	33%	64%		3
85	Newbridge	29	20%	13%	67%		1
86	Kingsknowe	29	14%	7%	79%		2
87	Liberton East	29	4%	19%	78%		4
88	Davidson's Mains	29	13%	16%	72%		5
89	West Granton	27	4%	23%	73%		5
90	Redford	27	0%	24%	76%		2

Rank	Area	Average Parking Pressure	Percentage of Roads by Parking Pressure Level			Recommendation	Investigation Area
91	Craiglockhart	27	5%	18%	77%		2
92	Corstorphine North	26	6%	15%	79%	PPA	1
93	Wester Hailes South	26	0%	35%	65%		2
94	Comiston	26	6%	16%	78%		2
95	Currie West	25	7%	22%	71%		2
96	Murrayfield	25	3%	38%	59%	CPZ	1
97	Queensferry East	25	14%	11%	75%		1
98	Kirkliston South	24	6%	4%	90%		1
99	Alnwickhill	23	2%	19%	79%		4
100	Calder	23	4%	13%	83%		2
101	Ravelston	23	0%	26%	74%	Further monitoring	5
102	Burdiehouse	22	3%	11%	86%		4
103	Greenbank	21	3%	19%	77%	Further monitoring	2
104	Baberton	21	0%	4%	96%		2
105	Ratho	21	6%	10%	84%		2
106	Barnton	20	9%	3%	88%		1
107	Buckstone	20	2%	14%	84%		2
108	East Craigs	19	6%	10%	83%		1
109	Greendykes South	18	9%	0%	91%		4
110	Silverknowes	18	0%	6%	94%		5
111	South Cramond	18	6%	8%	85%		1
112	South Gyle	18	13%	7%	80%		1
113	Queensferry West	17	6%	5%	90%		1
114	Kirkliston North	17	0%	3%	97%		1
115	Balerno	16	4%	7%	89%		2
116	Wester Hailes North	16	0%	5%	95%		2
117	Swanston	16	0%	9%	91%		2
118	Bonaly	15	0%	8%	93%		2
119	North Silverknowes	15	0%	0%	100%		5
120	Bughtlin	15	2%	13%	85%		1
121	Blackhall	14	0%	6%	94%		5
122	North Cramond	13	1%	7%	92%		1
123	Cammo	11	0%	0%	100%		1
124	Queensferry South	9	0%	2%	98%		1

Appendix 6: Summary of Results for Areas 1 through 5

Introduction

This Appendix provides an overview of the results from each of the five areas of the Strategic Review. Some of the information in this appendix, relating to Areas 1 through 3, will have previously appeared in the reports considered by Committee in March and June of this year. That information is reproduced or paraphrased here for the sake of completeness and to add context to any proposed changes to previously recommended courses of action. In light of the full results, some of the information may also have been expanded on in order to highlight particular issues or parking pressures or to provide additional context to the recommended phasing in Appendix 8

Where information relating to the results for Areas 1, 2 and 3 is summarised here, there are more detailed results for Areas 4 and 5.

This appendix also proposes changes to the recommended course of action in a number of areas. This approach also reflects an improved understanding of the relative parking pressures identified by the review, where the full results present a clearer picture of where the greatest need for controls exists.

NOTE: For the sake of clarity, this does not mean that it is now considered that, for example, parking controls should not now be considered in that area, but rather that further work is required to better understand the impact of controls being introduced into neighbouring areas.

There will also be instances where additional monitoring or consideration is deemed necessary as a result of other external factors, such as ongoing or planned development. Those factors, along with any changes proposed in response, are detailed within this Appendix and recorded in the updated action list in Appendix 7.

Having considered the results and any changes, this appendix will then indicate what is now proposed in each area and identify the next steps where appropriate.

A proposed order for moving forward with the proposals can be found in Appendix 8.

1. Citywide Review: Area 1

- 1.1 Area 1 covers the north-west of the city, extending from Roseburn and Corstorphine Hill westwards through Corstorphine, Drumbrae and Barnton and including the villages and towns in rural west Edinburgh such as Newbridge, Kirkliston and Queensferry. A plan showing the full extent of Area 1 can be found in Appendix 1 of this report.
- 1.2 The full results of the review of parking in Area 1 can be found in the report considered by Committee on [5 March 2019](#). Those results were prepared on the Council's behalf by the appointed consultants, The Project Centre.
- 1.3 The findings of the review show that there are a number of areas where there have been shown to be high levels of parking pressure. The findings also show that the greatest pressure exists in those areas lying alongside the A8, with pressures evident through Roseburn, Saughtonhall, Corstorphine and Drumbrae/North Gyle.
- 1.4 As such, the recommendations from the review of Area 1 were that new parking controls should be considered/further investigated in the following areas:

Overall Rank	Area	Average Parking Pressure
2	Roseburn	90
26	Saughtonhall	62
27	Corstorphine	62
43	Saughton	50
73	West Craigs	36

- 1.5 The existing B9 Priority Parking Area in Murrayfield was also highlighted as potentially requiring an upgrade to CPZ in order to protect this area from migrated pressures from neighbouring areas that might also become subject to full control.

Overall Rank	Area	Average Parking Pressure
37	B9	56

- 1.6 It was also recommended that further work be carried out to ascertain the likely cause of parking pressure in the Clermiston Area and that further consideration will be required to determine whether this area should also become a Priority Parking Area.

Initial Conclusion – Area 1 (As reported to Committee 5 March 2019)

- 1.7 This section reflects the conclusions reached as a result of the standalone assessment of the Area 1 results.
- 1.8 It must be considered that any measures proposed as a result of the review must be designed to not simply move parking pressures from one area to another, but that the aim must be to discourage commuter parking from taking place.
- 1.9 While the results of the Corstorphine parking consultation suggest that parking pressures and issues ease within a short distance of the A8, controlling only those areas closest to the A8 would simply leave commuters with a relatively short distance to walk to the A8. Controlling such an area would not solve the commuter problem but would merely relocate it to other streets.
- 1.10 It was concluded that parking controls must extend for a sufficient distance either side of the A8 corridor as a means of discouraging commuters from parking along this route. It was, therefore, recommended that the findings of the Area 1 review form the basis of a new area of proposed parking control, with further consideration now required to determine the appropriate form of parking controls, as well as the full extent of control required.
- 1.11 It is proposed that the areas detailed should now be subject to that further consideration, with initial designs being prepared in readiness for a public consultation exercise. This consultation will be used to prepare a draft design, at which time authority will be sought from Committee to proceed to the legal process to introduce parking controls.

Final Conclusion – Area 1

- 1.12 The initial conclusions detailed above were reported to Committee in March 2019 on the basis of the review results for Area 1 alone. With the results now available for the other four areas of the review, it is considered that further consideration must be given to the Area 1 recommendations in the wider context of the full results.
- 1.13 While those full results reveal a number of locations in other review areas where parking pressures are at higher levels than in Area 1, there is evidence to suggest that the introduction of parking controls in the west of the city could have a positive impact on accessibility, traffic movement, air quality and road safety, by reducing the potential for those areas to be used as informal park and ride.
- 1.14 However, it is also the case that some of the areas identified by the review of Area 1 could not be considered to justify the introduction of parking controls based on their current ranking and that areas that are ranked significantly higher should be given priority.
- 1.15 Nonetheless, it remains the case that the main finding from Area 1 is that parking controls are required to manage parking demand on the A8 corridor and that proposals should be taken forward to detailed design. At this time, with the full result from the review now available, it is proposed that those controls should initially extend to the following areas:

Overall Rank	Area	Average Parking Pressure	Recommended Action
2	Roseburn	90	CPZ
26	Saughtonhall	62	CPZ
27	Corstorphine	62	CPZ
37	B9	56	CPZ

1.16 It further recommended that parking controls should be introduced into the **Murrayfield** area. While this area has the lowest rank of any area where parking controls are proposed, its inclusion reflects the likelihood that this area would be subject to significantly increased parking pressure should no measures be proposed.

Overall Rank	Area	Average Parking Pressure
96	Murrayfield	25

1.17 It is also considered that further consideration, in tandem with monitoring exercises as described in Appendix 9, should be given to the following areas, for the reasons listed at the end of this Appendix:

Overall Rank	Area	Average Parking Pressure
43	Saughton	50
63	Corstorphine South	42
73	West Craigs	36
92	Corstorphine North	26
112	South Gyle	18

1.18 This approach recognises that these areas may not be among the areas under the greatest parking pressure, but that there is potential for these areas to see an increase in parking pressure as a result of either:

- Migrated parking as a result of the introduction of parking controls nearby, or
- Other external factors, such as development

1.19 As the proposals move forward it is proposed to allow sufficient flexibility within the programme that it will be possible to add any area identified as requiring further monitoring to a proposed phase of implementation, or an additional phase of implementation, should it become apparent that the situation in that area has changed significantly.

2. Citywide Review: Area 2

2.1 Area 2 covers the south-west of the city, extending westwards from Gorgie, Morningside and Buckstone westwards to the city boundary. It includes areas that lie outside of the main part of the city, including Currie, Balerno and Ratho. A plan showing the extent of each review area can be found in Appendix 2 of this report.

2.2 The full results of the review of parking in Area 2 can be found in Appendix 4 of the report that was considered by Committee on 20 June 2019. Those results were prepared on the Council's behalf by the appointed consultants, The Project Centre.

2.3 The greatest parking pressures are to be found in:

Overall Rank	Area	Average Parking Pressure	Recommended Action
3	Shandon	89	CPZ
6	B8	80	CPZ
7	South Morningside	80	CPZ
14	Gorgie North	75	CPZ
16	B2	74	CPZ
28	Gorgie	62	CPZ

2.4 However, there is also evidence of local parking pressure in areas adjacent to the line of the Edinburgh Tram, in the Stenhouse, Broomhouse and Sighthill Industrial Estate areas. In the case of both Stenhouse and Broomhouse, the neighbouring areas to the north of the Edinburgh to Glasgow rail line have been recommended for consideration of CPZ control by the Area 1 review. On this basis both Broomhouse and Stenhouse must also be similarly considered in order to provide a consistency of approach along the Tram route.

Overall Rank	Area	Average Parking Pressure	Recommended Action
32	Stenhouse	59	CPZ
45	Broomhouse	48	CPZ

2.5 Tram also operates adjacent to Sighthill Industrial Estate, an area which is in the top five busiest areas within Area 2. With no residential properties within this area, parking pressures are generated almost solely by businesses, with the results indicating that 80% of roads in this area experience high parking pressure.

Initial Conclusion – Area 2

2.6 The recommendations from the review of Area 1 were that new parking controls should be introduced in the following areas:

- a) Shandon (CPZ);
- b) Gorgie North (CPZ);
- c) Gorgie;
- d) B8 (CPZ);
- e) B2, South Morningside and Cluny (CPZ);
- f) Stenhouse (CPZ); and
- g) Broomhouse (CPZ).

2.7 While most of these areas are subject to widespread parking pressures, the results for both Stenhouse and Broomhouse show that pressures in these areas are limited to those streets nearest to the Tram line and to the Government Buildings. It is recommended that further investigation be conducted to determine the potential extent of any measures in these two areas, with the potential for either partial control, or for a combination of CPZ and PPA as a means of managing parking demand.

Final Conclusion – Area 2

2.8 The initial conclusions detailed above were reported to Committee in June 2019 on the basis of the review results for Areas 1 , 2 and 3. With the results now available for the remaining two areas of the review, it is considered that further consideration must be given to the Area 2 recommendations in the wider context of the full results.

2.9 The full results show that there is significant parking pressure in a number of locations in Area 2 and where the introduction of parking controls in the west of the city could have a positive impact on accessibility, traffic movement, air quality and road safety, by reducing the potential for those areas to be used as informal park and ride.

2.10 It therefore remains the main finding from Area that parking controls are required to manage parking demand in the areas of

Overall Rank	Area	Average Parking Pressure	Recommended Action
3	Shandon	89	CPZ
6	B8	80	CPZ
14	Gorgie North	75	CPZ
28	Gorgie	62	CPZ

- 2.11 It is also considered that these areas should remain, as approved by Committee on 20 June 2019, in Phase 1 of the proposed rollout of new parking controls and that the work that has commenced following that decision should proceed as agreed. By the time Committee considers this report, an initial consultation exercise is expected to have started, with stakeholders in the affected areas having been given the opportunity to view and comment on the draft proposals. The results of that consultation will be reported back to Committee at the earliest possible opportunity.
- 2.12 Further to the decision by Committee to proceed with the implementation of an expansion to the B2 Priority Parking Area, while it remains the finding of this review that there is justification for the introduction of Controlled Parking Zones in the **South Morningside, B2** and **Cluny** areas, that proposal has now been deferred to allow an assessment to be made of the impact of the expansion of B2. While the wider South Morningside area remains in the programme of implementation, this will remain subject to change until the agreed assessment has been completed.
- 2.13 It is also considered that further consideration, in tandem with monitoring exercises as described in Appendix 8, should be given to the following areas, for the reasons described at the end of this Appendix:

Overall Rank	Area	Average Parking Pressure
32	Stenhouse	59
45	Broomhouse	48
53	Craiglockhart North	45
64	Chesser	40
112	South Gyle	18

- 2.14 This approach recognises that these areas may not be among the areas under the greatest parking pressure, but that there is potential for these areas to see an increase in parking pressure as a result of either:
 - Migrated parking as a result of the introduction of parking controls nearby, or
 - Other external factors, such as development
- 2.15 As the proposals move forward it is proposed to allow sufficient flexibility within the programme that it will be possible to add any area identified as requiring further monitoring to a proposed phase of implementation, or an additional phase of implementation, should it become apparent that the situation in that area has changed significantly.

3. Citywide Review: Area 3

- 3.1 Area 3 covers the north-east of the city, extending from Trinity in the north, through Leith and Portobello to Duddingston, Northfield and Willowbrae. A plan showing the extent of each review area can be found in Appendix 2 of this report.
- 3.2 The full results of the review of parking in Area 2 can be found in Appendix 4 of the report that was considered by Committee on 20 June 2019. Those results were prepared on the Council’s behalf by the appointed consultants, The Project Centre.
- 3.3 The findings of the review show that there are a number of areas where there are high levels of parking pressure. While much of the parking pressures follow the major transport corridors in this area, there are widespread pressures across much of the northern part of Area 3.
- 3.4 The greatest parking pressures are to be found in:

Overall Rank	Area	Average Parking Pressure
1	Leith Walk	92
4	Abbeyhill	86
5	Willowbrae North	85
8	Leith	79
11	Bonnington	77

- 3.5 Five out of the eleven areas where the average parking pressure is within the highest band assigned by the review are located within Area 3. Of the twenty-five highest ranked areas, thirteen of those are within Area 3. There are, therefore, a number of other areas where there is clear justification for action.
- 3.6 The Area 3 results also show some of the highest parking pressures recorded by the review (with Leith Walk, Abbeyhill and Willowbrae North all recording High parking pressures in over 90% of roads). Area 3 also has the most significant concentration of parking pressures, with the majority of the areas suffering from the worst pressures being centred around Leith Walk, Easter Road, London Road and Great Junction Street.
- 3.7 With an extension to Edinburgh Tram now planned that would see the tram route taken through the Leith Walk, Pilrig, Leith, North Leith and Newhaven North areas, there has already been concern expressed that the arrival of tram could herald a further increase in parking demand in this part of the city. With justification for parking controls already evident in most areas along the proposed tram route in terms of existing parking pressures, any increase in parking demand would only exacerbate the current difficulties.

3.8 Without the proposed tram extension, it is obvious that action to address parking issues is already required. While the likely impacts of tram on parking cannot easily be foreseen, there is certainly potential for the addition of tram, without measures designed to mitigate a potential increase in commuter parking, to further impact on accessibility for residents, visitors and businesses in adjacent areas.

Initial Conclusion – Area 3

3.9 The recommendations from the review of Area 3 are, therefore, that new parking controls should now be introduced in the following areas:

Overall Rank	Area	Average Parking Pressure	Recommended Action
1	Leith Walk	92	CPZ
4	Abbeyhill	86	CPZ
5	Willowbrae North	85	CPZ
8	Leith	79	CPZ
11	Bonnington	77	CPZ
12	West Leith	75	CPZ
13	Pilrig	75	CPZ
15	Easter Road	74	CPZ
18	North Leith	71	CPZ

3.10 The exact extents of the measures proposed will be subject to further investigation and consideration. In the case of areas like Piershill and East Leith, where there either indications of existing pressures or where there is the potential for issues in neighbouring areas to migrate, there is scope for boundaries to be adjusted to help contain parking pressures and prevent migration.

3.11 In recognition of continuing development at Newhaven and that the proposed extension to tram will terminate within this area, it is further proposed to monitor parking pressures in the Newhaven North Area. The current levels of parking pressure in this area do not indicate a present need to consider the introduction of parking controls. There is, however, potential for that situation to change as development continues and the tram line is extended.

3.12 It is also recommended to consider the introduction of parking controls in:

- a) Portobello.

3.13 This proposal recognises that the aims of the review are not simply to manage commuter parking, but also to encourage users to consider how they make other journeys as well.

- 3.14 As a busy local shopping area as well as a popular leisure destination, Portobello draws a high number of visitors. The results of a previous investigation into parking in Portobello showed a very high proportion of parking instances that could only reasonably be attributed to short to medium stay visitor parking, as well as the anticipated profile of commuter parking that would be expected in any area that included local shops and businesses.
- 3.15 It is, therefore, considered that there is justification for considering measures that would manage parking in the Portobello area, with the aim of encouraging commuters and visitors parking in this area to consider their chosen mode of travel and to encourage increased use of other, more sustainable modes of transport. Parking controls would improve accessibility for businesses and for those visitors who have little choice but to travel by private transport.

Final Conclusion – Area 3

- 3.16 The conclusions for Area 3 remain largely unaltered, with clear justification for parking controls in **Leith Walk, Pilrig, Easter Road, Abbeyhill, Leith, North Leith, West Leith, Bonnington, Willowbrae North, Newhaven South and Portobello.**
- 3.17 It is also considered that further consideration, in tandem with monitoring exercises as described in Appendix 8, should be given to the following areas, for the reasons described at the end of this Appendix:

Overall Rank	Area	Average Parking Pressure
24	Piershill	67
25	Newhaven North	63
31	East Leith	60
39	Restalrig	50

- 3.18 This approach recognises that these areas may not be among the areas under the greatest parking pressure, but that there is potential for these areas to see an increase in parking pressure as a result of either:
 - Migrated parking as a result of the introduction of parking controls nearby, or
 - Other external factors, such as development
- 3.19 As the proposals move forward it is proposed to allow sufficient flexibility within the programme that it will be possible to add any area identified as requiring further monitoring to a proposed phase of implementation, or an additional phase of implementation, should it become apparent that the situation in that area has changed significantly.

4. Citywide Review – Area 4

- 4.1 Area 4 covers the south-east of the city, from the Braid Hills in the west through Liberton, Gilmerton and Moredun around to Niddrie and Fort Kinnaird.
- 4.2 The results for Area 4 suggest that, in comparison to other parts of the city, parking pressures are neither as acute nor as widespread. Nonetheless, there are areas where there is evidence of parking pressure, with the worst affected areas being:

Overall Rank	Area	Average Parking Pressure
17	B1	73
19	B7	71
34	Prestonfield	58

- 4.3 There are several large generators of traffic movements within Area 4, most notably including the Royal Infirmary of Edinburgh, Cameron Toll Shopping Centre, Fort Kinnaird retail park and the Edinburgh University campus at King's Buildings.
- 4.4 With regard to these, there is little evidence from the review results to suggest that any of these have a level of impact on surrounding streets that would necessitate parking controls. While there are clearly parking issues at the Royal Infirmary, those appear to be relatively localised in nature, although the relocation of the Royal Hospital for Sick Children may have a further impact on parking pressure.
- 4.5 While Fort Kinnaird is often busy, with parking potentially spilling out into adjacent streets, some of the parking pressures recorded might also be attributable to the adjacent industrial estate and to the nearby car dealerships. This area will fall into the same category as Sighthill Industrial Estate, with further consideration of how the Council should approach such issues being detailed in Appendix XX.
- 4.6 Cameron Toll is also relatively self-contained. While it is entirely likely that there may be overspill if the on-site car park is full, observations suggest that this is not a regular occurrence.
- 4.7 In respect of King's Buildings, the review results do not appear to reflect the observations made by Council officials of parking in this area. It has been established that the review visits were made in May 2019, when it is more than likely that the majority of students and university staff may not have been on campus. As a result, the review assessments will be repeated in the Blackford, B6, Cameron Toll and Inch West areas in October of this year. The results of that further assessment will be detailed in a future Committee report.
- 4.8 The remainder of Area 4 shows parking at levels that would not warrant any further consideration at this time.

Final Conclusion – Area 4

- 4.9 The primary aims of this review were to identify potential locations where parking controls would provide benefits and where they would address concerns about the impact of commuter parking.

4.10 While the results from Area 4 indicate that parking pressures are not as acute as, for example, in Area 3, the emerging picture that we have from the review is that there is a need for a further ring of parking controls around the city centre, with further controls required within some of the most densely populated areas and along our busiest main routes.

4.11 That being the case, there is a strong likelihood that any areas not included in this new “ring” could simply find that parking pressures increase as commuters find new parking spots as close or as convenient as possible to their destination. In terms of Area 4 this means that it is now proposed that action be taken in the following areas:

Overall Rank	Area	Average Parking Pressure	Recommended Action
17	B1	73	CPZ
19	B7	71	CPZ
34	Prestonfield	58	PPA

4.12 Furthermore, it is also proposed to repeat the assessment exercise carried out in the following areas, during October 2019:

Overall Rank	Area	Average Parking Pressure
30	B6	60
38	Blackford	56
54	Inch West	45
80	Cameron Toll	32

4.13 It is also considered that further consideration, in tandem with monitoring exercises as described in Appendix 8, should be given to the following areas, for the reasons described at the end of this Appendix:

Overall Rank	Area	Average Parking Pressure
40	Fort Kinnaird	54

5. Citywide Review – Area 5

- 5.1 Area 5 covers the north of the city, stretching from Ravelston, Blackhall and Silverknowes in the west across to Trinity in the east.
- 5.2 The review results reveal that there are several areas, the majority of which are on the boundary of the existing Controlled Parking Zones, where there are existing parking pressures. The busiest areas are:

Overall Rank	Area	Average Parking Pressure
10	B4	79
20	B3	70
21	Fettes	69
29	B5	61
36	Trinity	57
42	B10	53

- 5.3 The majority of Area 5 sees localised parking pressures that are likely to be attributable to local facilities such as shops, medical centres etc. The significant parking pressures are confined to the areas listed above.
- 5.4 With the main generators of high levels of commuter parking anticipated to be the Western General Hospital and the easy access to the city centre afforded by frequent bus services on the Queensferry Road, the evidence gathered suggest that, at the present time, the need for parking control is confined to the areas listed above.

Area 5 – Final Conclusion

- 5.5 The primary aims of this review were to identify potential locations where parking controls would provide benefits and where they would address concerns about the impact of commuter parking.
- 5.6 In a situation that is very similar to that found in Area 4, the results from Area 5 do not indicate that parking pressures are as acute as those found in other areas. The emerging picture that we have from the review is, however, that there is a general need for a further ring of parking controls around the city centre, with further controls required within some of the most densely populated areas and along our busiest main routes.
- 5.7 That being the case, there is a strong likelihood that any areas not included in this new “ring” could simply find that parking pressures increase as commuters find new parking spots as close or as convenient as possible to their destination. It is important that the review recognises such potential and makes recommendations that not only reflect existing parking pressures, but that also recognise future potential for migration. In terms of Area 5 this means that it is now proposed that action be taken in the following areas:

Overall Rank	Area	Average Parking Pressure	Recommended Action
10	B4	79	CPZ
20	B3	70	CPZ
21	Fettes	69	CPZ
29	B5	61	CPZ
36	Trinity	57	PPA
42	B10	53	CPZ

- 5.8 While the Trinity Area sits at the lower end of the areas recommended for action, it's inclusion reflects its position close to the proposed controls in Bonnington and B3, but also its relative proximity to the extension of the Tram, as well as showing indications of levels of parking pressure that could easily be exacerbated by additional parking.
- 5.9 B10 is the second lowest ranked area to be recommended for CPZ. Its proximity to the Western General and the significant likelihood that displaced parking from the Fettes area could simply migrate to this area, justifying its inclusion on the above list. While PPA has been successful at improving conditions for residents elsewhere, it has not provided the same level of improvement in the Telford area. This may be in part due to the low take-up of permits (around 50) and also because of increased parking pressures caused by commuter parking being displaced from elsewhere. CPZ will provide a more effective solution, removing commuter parking from this area.
- 5.10 It is also considered that further consideration, in tandem with monitoring exercises as described in Appendix 8, should be given to the following areas, for the reasons described at the end of this Appendix:

Overall Rank	Area	Average Parking Pressure
41	Blackhall East	53
101	Ravelston	23

6. Impact of Proposed Development

- 6.1 While the review results show the impact of parking pressure based on existing parking levels, there are a number of large-scale developments and redevelopments where there is potential for parking associated with those developments to change the extent and severity of parking pressures either within the area of the development or within adjacent areas.
- 6.2 The following table shows those developments where it is considered that such potential exists, along with the areas that are most likely to be impacted:

Development	Area	Average Parking Pressure
West Craigs	West Craigs	36
Western Harbour	Newhaven North	63
Royal Edinburgh Hospital	South Morningside	80
	B2	74
	Cluny	58
Garden District	West Craigs	36
	South Gyle	18
IBG	West Craigs	36
	South Gyle	18
Meadowbank	Restalrig	54

7. Overall Conclusion

- 7.1 The Council has taken the step of looking at parking across the city, with a view to:
- addressing parking issues caused by commuter parking;
 - improving parking for residents and businesses; and
 - supporting the aims of the Council's Local Transport Strategy.
- 7.2 With these aims in mind it continues to be the case that any measures proposed as a result of the review must be designed to not simply move parking pressures from one area to another, but that the aim must be to discourage commuter parking from taking place.
- 7.3 Collectively, the full results show that parking pressures exist across many parts of the city, although in many cases those pressures are localised in nature, are associated with local shops, amenities or simply with residential parking demand. In such situations the introduction of parking controls is not only likely to be unpopular, but is also likely to result in disparate controls covering areas that do not strictly need and would see little benefit from parking controls.
- 7.4 At the same time there are a number of areas where the pattern of parking, its location and its proximity to significant generators of traffic highlight that there is a clear need to manage that parking to the benefit of residents and businesses. Parking controls also bring other benefits, reducing traffic movements, reducing congestion and improving air quality, as well as improving conditions for pedestrians and cyclists and accessibility for all users.

- 7.5 As part of an overall package of measures designed to bring about significant change in the way that people move around our city, controlled parking also has an important role to play.
- 7.6 On that basis it is now proposed to proceed with a strategy of implementing four phases of new parking controls and that those phases should cover not only the greatest concentration of parking pressures, but should also make provision for new controls in each of the five review areas.
- 7.7 With all areas now reviewed, we now have results for all 124 distinct areas of Edinburgh and surrounding towns and villages. Those results, sorted into order by severity of parking pressure, can be found in Appendix 7.
- 7.8 Of the 124 areas:
- a) 60 have average parking pressures of less than 40%;
 - b) 53 have average parking pressures between 40 and 75%; and
 - c) 11 have average parking pressures greater than 75%.
- 7.9 Of the eleven most densely parked areas, only Sighthill Industrial Estate remains without an initial recommendation for CPZ. The reasons behind this decision were discussed in the report considered by Committee on 20 June 2019. Further consideration of that situation is provided in detail in Appendix 10. A similar situation exists with respect to the Fort Kinnaird area.
- 7.10 In total thirty-two areas were initially recommended for CPZ. As a result of further consideration to the extent of proposed parking controls and the overall results from the five review areas, the number of areas now proposed for inclusion in the initial four phases of implementation stands at twenty-five. This includes the areas of South Morningside, B2 and Cluny, where the recommendation now stands as “CPZ subject to further monitoring”, recognising both the results of the review and the decision to defer CPZ to allow further assessment to take place.
- 7.11 Twenty-four areas are now noted as requiring “Further monitoring”. Monitoring of these areas will proceed in accordance with the process described in Appendix 9.

8. Prioritising new parking controls

- 8.1 While it appears obvious that the most densely parked areas should be treated as the priority, there are other considerations. Treating standalone areas will not address the issue of migration. Nor would such an approach meet the main aim of this review to address, in a strategic way, the parking issues experienced across the city. It is, therefore, proposed to take an approach that seeks to both address those areas of greatest pressure, whilst recognising that adjoining areas with medium parking pressure should also be considered at this time.
- 8.2 The potential linkage with the extension of Tram also needs to be considered, especially as the potential timescales for a first phase of new CPZ are likely to be very similar to the anticipated timescale for delivering the tram extension.

- 8.3 The phased approach proposed within this report will involve four separate phases of implementation, arranged such that controls will be initially be introduced on an area basis. During the latter phases, implementation will seek to include some of the lower ranked areas. This approach will allow us to treat areas on the basis of the greatest need, whilst recognising that this greatest need is geographically spread across different areas of the city.
- 8.4 The phasing that is now proposed can be found in Appendix 8.

Proposed Amendments to Review Recommendations

The amended recommendations detailed in the following tables have been translated into the final prioritised list, shown in full in Appendix 7

Rank	Area	Average Parking Pressure	Recommendations		Investigation Area	Council Comment
			Original	Revised		
7	South Morningside	80	CPZ	CPZ subject to further Monitoring	2	At Committee on 20 June 2019 it was decided to proceed to implement the previously planned expansions of the B2 Priority Parking Area. It was further agreed to defer a decision on the potential introduction of CPZ into this area until after an assessment of the impact of that expansion. While South Morningside, along with B2 and Cluny, remain in the programme for the implementation of CPZ, that inclusion is dependent on the outcome of that further assessment.
9	Sighthill Industrial Estate	79	Further Monitoring	Further Consideration	2	While there is no impact on residential parking from parking pressures in Sighthill Industrial Estate, this area is heavily parked on a daily basis by commuters. With one of the main aims of the review being to tackle both the problems caused by commuter parking and to discourage commuting by private vehicle, it is considered that busy commuter parking areas such as Sighthill Industrial Estate must warrant action. Further discussion on the available options and implications can be found within Appendix 10
16	B2	74	CPZ	CPZ subject to further Monitoring	2	Refer to South Morningside, Ranked 7, above.
24	Piershill	67		Further monitoring	3	Requires further monitoring in order to gauge the impact of potential controls in the Abbeyhill area. As the next area along two major bus routes, there is a risk that commuter parking might simply relocate to Piershill.
25	Newhaven North	63	Further Monitoring	Further Monitoring	3	Requires further monitoring to gauge the impact of continuing redevelopment, with further residential properties planned for this area. While residential pressures alone should not be considered justification for parking controls, there would be benefits to control in such situations in terms of encouraging use of more sustainable forms of travel in preference to car ownership. With the proposed Tram extension to terminate within this area, there remains the potential for added parking pressure.
31	East Leith	60		Further monitoring	3	Requires further monitoring in order to gauge the impact of potential controls in the Leith and West Leith areas. May be far enough from Leith Walk to avoid migration but should be monitored.

Rank	Area	Average Parking Pressure	Recommendations		Investigation Area	Council Comment
			Original	Revised		
32	Stenhouse	59	CPZ	Further Monitoring	2	While Stenhouse sits at a level where it was considered that CPZ would prove beneficial, it is now proposed to look at this area in conjunction with Saughton and Broomhouse, with further monitoring proposed in order to gauge the impact of the introduction of parking controls in nearby areas. Whilst it remains likely that the ultimate outcome will be to introduce parking controls into these areas, further work is required in order to determine the extent of those potential controls and what form those controls should take. When compared with other areas recommended for CPZ at this time, the highest parking pressures are localised in nature and affect only a small part of the overall area. While some of the pressures in this area may be attributable to Tram and to local businesses and offices, the extent of those pressures is less than can be seen in other areas that sit higher in the overall rankings.
33	Cluny	58	CPZ	CPZ subject to further Monitoring	2	Refer to South Morningside, Ranked 7, above.
35	Sighthill / Parkhead	58		Further Monitoring	2	Linked to the decision on what course of action is required in Sighthill Industrial Estate. See Appendix 10.
39	Restalrig	54		Further monitoring	3	Requires further monitoring in order to gauge the impact of potential controls in the Abbeyhill and Easter Road areas. Also requires further consideration as a result of the potential implications of the redevelopment of the Meadowbank Sports Stadium site.
40	Fort Kinnaird	54	Further Monitoring	Further Consideration	4	Refer to Sighthill Industrial Estate, Ranked 9 above.
41	Blackhall East	53		Further Monitoring	5	While existing parking pressures in this area are localised to locations nearest to Hillhouse Road, there is potential for parking pressures to migrate from other areas. On this basis it is proposed to monitor this area to ensure that any increases in pressure can allow further consideration of the need for parking controls in this area.

Rank	Area	Average Parking Pressure	Recommendations		Investigation Area	Council Comment
			Original	Revised		
43	Saughton	50	CPZ	Further Monitoring	1	Saughton was recommended for CPZ on the basis of the Area 1 results alone. When compared with other areas recommended for CPZ at this time, however, the parking pressures are localised in nature, with the highest pressures affecting only a small part of the overall area. While some of the pressures in this area may be attributable to Tram and to the Government Buildings, the extent of those pressures is less than can be seen in other areas that sit higher in the overall rankings. It is therefore proposed that further monitoring take place in all areas directly adjacent to the line of the Tram, with the potential for these to form a future phase of implementation. This process will include consideration of the type of control that would be appropriate for this area.
45	Broomhouse	48	CPZ	Further Monitoring	2	Similar to Saughton, Broomhouse was recommended for CPZ on the basis of the Area 2 results, recognising the need to provide continuity of control in the vicinity of major generators of commuter parking. When compared with other areas recommended for CPZ at this time, however, the parking pressures are localised in nature, with the highest pressures affecting only a small part of the overall area. While the majority of pressures in this area and in neighbouring Stenhouse may be attributable to Tram and to the Government Buildings, the extent of those pressures is less than can be seen in other areas that sit higher in the overall rankings. It is therefore proposed that further monitoring take place in all areas directly adjacent to the line of the Tram, with the potential for these to form a future phase of implementation. This process will include consideration of the type of control that would be appropriate for this area.
63	Corstorphine South	42	CPZ	Further Monitoring	1	Corstorphine South was recommended for CPZ on the basis of the Area 1 results and the potential for migration should parking controls be introduced in neighbouring Corstorphine. This area does, however, have the second lowest score of any area proposed for CPZ. It is therefore proposed that further monitoring take place in this area, with the potential to add Corstorphine South to a future phase of implementation should it become apparent that there is a need for that control. This process will include consideration of the type of control that would be appropriate for this area.
73	West Craigs	36		Further monitoring	1	Agreed at Committee in March 2019 that West Craigs should be included in further investigations. While the current situation does not warrant action at this time, resulting in West Craigs not currently included in any proposed phase, it is recognised that there are potential implications from the introduction of controls in Corstorphine. There are also possible implications for this area because of proposed nearby development. There is, therefore, scope to include this area in a future phase if required, subject to the results of planned monitoring.

Rank	Area	Average Parking Pressure	Recommendations		Investigation Area	Council Comment
			Original	Revised		
92	Corstorphine North	26		Further Monitoring	1	Corstorphine North was recommended for CPZ on the basis of the Area 1 results and the potential for migration should parking controls be introduced in neighbouring Corstorphine. This area does, however, have the second lowest score of any area proposed for CPZ. It is proposed, therefore, that further monitoring take place in this area, with the potential to add Corstorphine South to a future phase of implementation should it become apparent that there is a need for that control. This process will include consideration of the type of control that would be appropriate for this area.
100	Calder	23		Further Monitoring	2	Linked to the decision on what course of action is required in Sighthill Industrial Estate. See Appendix 10
112	South Gyle	18		Further Monitoring	1	While the current situation does not warrant action at this time, the West Edinburgh traffic assessment, carried out in preparation for the developments at the International Business Gateway and the Garden District, recommended that South Gyle and parts of West Craigs might require parking controls to protect these areas from commuter and airport parking. With proposals for a walking and cycling link that will remove much of the existing parking provision from South Gyle Crescent, there is significant potential for parking in both the short and long term to migrate into the neighbouring residential area. Should be considered that any measures designed to offset these potential impacts should be sought either as part of the planning consents or as part of the cycle and walking project. Requires further monitoring.

Appendix 7: Action List - Final

This Appendix shows the amended recommendations based on a further assessment of the review results, taking into account previous Committee decisions and the need to consider the potential implications for parking of potential migration and of proposed or ongoing development.

The information in this list forms the basis of the Phasing proposed in Appendix 8.

The Strategic Review Results - Final

Rank	Area	Average Parking Pressure	Percentage of Roads by Parking Pressure Level			Recommendation	Investigation Area
			High	Medium	Low		
1	Leith Walk	92	91%	9%	0%	CPZ	3
2	Roseburn	90	91%	9%	0%	CPZ	1
3	Shandon	89	92%	8%	0%	CPZ	2
4	Abbeyhill	86	91%	5%	5%	CPZ	3
5	Willowbrae North	85	94%	6%	0%	CPZ	3
6	B8	80	67%	33%	0%	CPZ	2
7	South Morningside	80	64%	32%	4%	CPZ (Subject to further monitoring)	2
8	Leith	79	78%	10%	12%	CPZ	3
9	Sighthill Industrial Estate	79	80%	13%	7%	Further Consideration	2
10	B4	79	50%	50%	0%	CPZ	5
11	Bonnington	77	60%	35%	5%	CPZ	3
12	West Leith	75	65%	28%	7%	CPZ	3
13	Pilrig	75	66%	23%	11%	CPZ	3
14	Gorgie North	75	75%	13%	13%	CPZ	2
15	Easter Road	74	53%	41%	6%	CPZ	3
16	B2	74	64%	21%	14%	CPZ (Subject to further monitoring)	2
17	B1	73	65%	26%	9%	CPZ	4
18	North Leith	71	58%	28%	15%	CPZ	3
19	B7	71	60%	33%	7%	CPZ	4
20	B3	70	67%	33%	0%	CPZ	5
21	Fettes	69	48%	43%	9%	CPZ	5
22	Newhaven South	69	54%	30%	17%	PPA	3
23	Portobello	68	63%	12%	24%	CPZ	3
24	Piershill	67	56%	28%	17%	Further monitoring	3
25	Newhaven North	63	44%	39%	17%	Further monitoring	3
26	Saughtonhall	62	29%	65%	6%	CPZ	1
27	Corstorphine	62	64%	7%	29%	CPZ	1
28	Gorgie	62	38%	44%	18%	CPZ	2
29	B5	61	40%	50%	10%	CPZ	5
30	B6	60	18%	59%	24%	Further monitoring	4
31	East Leith	60	30%	52%	18%	Further monitoring	3
32	Stenhouse	59	23%	69%	8%	Further Monitoring	2
33	Cluny	58	27%	64%	9%	CPZ (Subject to further monitoring)	2
34	Prestonfield	58	27%	53%	20%	PPA	4
35	Sighthill / Parkhead	58	30%	48%	21%		2
36	Trinity	57	33%	42%	25%	PPA	5
37	B9	56	39%	36%	25%	CPZ	1
38	Blackford	56	39%	29%	32%	Further monitoring	4
39	Restalrig	54	20%	50%	30%	Further monitoring	3
40	Fort Kinnaird	54	50%	0%	50%	Further monitoring	4
41	Blackhall East	53	31%	41%	28%		5
42	B10	53	20%	40%	40%		5
43	Saughton	50	23%	43%	34%	Further Monitoring	1
44	Joppa	48	23%	31%	46%		3
45	Broomhouse	48	20%	41%	39%	Further Monitoring	2

Rank	Area	Average Parking Pressure	Percentage of Roads by Parking Pressure Level			Recommendation	Investigation Area
			High	Medium	Low		
46	Juniper Green	48	21%	47%	32%		2
47	Clermiston North	48	23%	46%	30%		1
48	Colinton Mains	48	18%	50%	32%		2
49	Pilton	46	6%	63%	31%		5
50	Gracemount	46	12%	47%	41%		4
51	Gilmerton	45	10%	43%	48%		4
52	Oxgangs	45	14%	46%	39%		2
53	Craiglockhart North	45	11%	50%	39%	Further monitoring	2
54	Inch West	45	15%	50%	35%	Further monitoring	4
55	Drylaw	44	9%	45%	45%		5
56	East Granton	44	14%	48%	38%		5
57	Longstone	43	17%	50%	33%		2
58	Spylaw	43	24%	29%	47%		2
59	Willowbrae South	42	11%	46%	43%		3
60	Inch East	42	11%	37%	52%		4
61	Craigentiny	42	14%	49%	38%		3
62	Craigmillar	42	3%	52%	45%		4
63	Corstorphine South	42	17%	24%	59%	Further Monitoring	1
64	Chesser	40	13%	39%	48%	Further monitoring	2
65	Northfield	39	4%	46%	50%		3
66	Niddrie	38	5%	32%	64%		4
67	Wardie	38	5%	42%	53%		5
68	Brunstane	38	6%	35%	59%		3
69	West Pilton	38	3%	35%	61%		5
70	Newcraighall	38	21%	21%	57%		4
71	Clermiston South	37	15%	39%	46%		1
72	Liberton West	37	7%	37%	56%		4
73	West Craigs	36	20%	20%	60%	Further monitoring	1
74	Braid Hill	36	17%	17%	65%	Further monitoring	2
75	Moredun	35	3%	38%	59%		4
76	Greendykes North	35	0%	42%	58%		4
77	Gilmerton Dykes	35	7%	37%	56%		4
78	Niddrie Mill	34	0%	50%	50%		4
79	Ferniehill	33	0%	39%	61%		4
80	Cameron Toll	32	9%	27%	64%		4
81	Duddingston North	32	5%	33%	63%		3
82	Muirhouse	32	0%	38%	62%		5
83	Currie East	32	13%	20%	67%		2
84	Duddingston South	31	3%	33%	64%		3
85	Newbridge	29	20%	13%	67%		1
86	Kingsknowe	29	14%	7%	79%		2
87	Liberton East	29	4%	19%	78%		4
88	Davidson's Mains	29	13%	16%	72%		5
89	West Granton	27	4%	23%	73%		5
90	Redford	27	0%	24%	76%		2
91	Craiglockhart	27	5%	18%	77%		2
92	Corstorphine North	26	6%	15%	79%	Further Monitoring	1
93	Wester Hailes South	26	0%	35%	65%		2
94	Comiston	26	6%	16%	78%		2
95	Currie West	25	7%	22%	71%		2

Rank	Area	Average Parking Pressure	Percentage of Roads by Parking Pressure Level			Recommendation	Investigation Area
			High	Medium	Low		
96	Murrayfield	25	3%	38%	59%	CPZ	1
97	Queensferry East	25	14%	11%	75%		1
98	Kirkliston South	24	6%	4%	90%		1
99	Alnwickhill	23	2%	19%	79%		4
100	Calder	23	4%	13%	83%		2
101	Ravelston	23	0%	26%	74%	Further monitoring	5
102	Burdiehouse	22	3%	11%	86%		4
103	Greenbank	21	3%	19%	77%	Further monitoring	2
104	Baberton	21	0%	4%	96%		2
105	Ratho	21	6%	10%	84%		2
106	Barnton	20	9%	3%	88%		1
107	Buckstone	20	2%	14%	84%		2
108	East Craigs	19	6%	10%	83%		1
109	Greendykes South	18	9%	0%	91%		4
110	Silverknowes	18	0%	6%	94%		5
111	South Cramond	18	6%	8%	85%		1
112	South Gyle	18	13%	7%	80%	Further Monitoring	1
113	Queensferry West	17	6%	5%	90%		1
114	Kirkliston North	17	0%	3%	97%		1
115	Balerno	16	4%	7%	89%		2
116	Wester Hailes North	16	0%	5%	95%		2
117	Swanston	16	0%	9%	91%		2
118	Bonaly	15	0%	8%	93%		2
119	North Silverknowes	15	0%	0%	100%		5
120	Bughtlin	15	2%	13%	85%		1
121	Blackhall	14	0%	6%	94%		5
122	North Cramond	13	1%	7%	92%		1
123	Cammo	11	0%	0%	100%		1
124	Queensferry South	9	0%	2%	98%		1

Appendix 8: Proposed Phasing and Timetable

This Appendix uses the results of the review, as summarised in Appendix 6, and the finalised Action List from Appendix 7 to propose four separate phases of implementation of new parking controls.

This Appendix also gives an indication of the anticipated timetable for delivering each of the four phases. The indicated timescales must be considered to be notional. They present challenging timescales for completing the required processes of design, consultation and legal procedures prior to being able to implement on-street.

Phasing:

Four phases of implementation are proposed. Those four phases are based on:

- Degree of parking pressure;
- Previous commitments and Committee decisions;

Consideration has also been given to ensuring that the four phases involve the introduction of controls in manageable areas and that there is recognition of a need to approach the introduction on a citywide basis, delivering parking improvements across the five different review areas and four separate Locality areas.

The four proposed phases are:

Phase	Investigation Area		Average Parking Pressure
	No	Name	
Phase 1	1	Leith	80.9
	2	Gorgie/Shandon	75.3
Phase 2	3	A8 Corridor	67.4
	4	Leith 2	78
Phase 3	5	Fettes	66.4
	6	Southside	66.2
Phase 4	7	Newhaven/Trinity	63.1
	8	South Morningside (see note 1)	70.5
	9	Portobello	67.6
	10	Stenhouse/Saughton (see note 2)	52.5

Note 1: South Morningside's inclusion is dependent on the outcome of an assessment of the success of the proposed expansion of B2 in addressing parking problems in that area and will be the subject of a future report prior to any further work being carried out.

Note 2: Stenhouse/Saughton is reliant on further consideration and monitoring to determine the extent and type of parking control that might be required in this area.

Further detail on the extents of each of the proposed phases and sub-phases can be found on the following pages.

Phase 1

Investigation Area 1:		Leith		
Review Area	Rank	Parking Pressure	Recommended Action	Average Parking Pressure
Leith Walk	1	92	CPZ	80.9
Abbeyhill	4	86		
Leith	8	79		
Pilrig	12	75		
North Leith	16	71		

Investigation Area 2:		Gorgie/Shandon		
Review Area	Rank	Parking Pressure	Recommended Action	Average Parking Pressure
Shandon	3	89	CPZ	75.3
B8	6	80		
Gorgie North	13	75		
Gorgie	22	62		

Phase 2

Investigation Area 4:		A8 Corridor		
Review Area	Rank	Parking Pressure	Recommended Action	Average Parking Pressure
Roseburn	2	90	CPZ	67.4
Corstorphine	21	62		
Saughtonhall	23	62		
B9	28	56		

Investigation Area 4:		Leith 2		
Review Area	Rank	Parking Pressure	Recommended Action	Average Parking Pressure
Willowbrae North	5	85	CPZ	78
Bonnington	11	77		
West Leith	12	75		
Easter Road	15	74		

Phase 3

Investigation Area 5:		Fettes		
Review Area	Rank	Parking Pressure	Recommended Action	Average Parking Pressure
B4	10	79	CPZ	66.4
B3	20	70		
Fettes	21	69		
B5	29	61		
B10	42	53		

Investigation Area 6:		Southside		
Review Area	Rank	Parking Pressure	Recommended Action	Average Parking Pressure
B1	17	73	CPZ	66.2
B7	20	71		
Prestonfield	34	58	PPA	

Phase 4

Investigation Area 7:		Newhaven/Trinity		
Review Area	Rank	Parking Pressure	Recommended Action	Average Parking Pressure
Newhaven South	22	69	PPA	63.1
Trinity	36	57		

Investigation Area 8:		South Morningside		
Review Area	Rank	Parking Pressure	Recommended Action	Average Parking Pressure
South Morningside	7	80	CPZ (Subject to Further Monitoring)	70.5
B2	15	74		
Cluny	26	58		

Investigation Area 9:		Portobello		
Review Area	Rank	Parking Pressure	Recommended Action	Average Parking Pressure
Portobello	23	68	CPZ	67.6

Investigation Area 10:		Stenhouse/Saughton		
Review Area	Rank	Parking Pressure	Recommended Action	Average Parking Pressure
Stenhouse	32	59	To be determined. Subject to further consideration and monitoring	52.5
Saughton	43	50		
Broomhouse	45	48		

Notes on Phases:

- 1) Murrayfield is the only area where action is recommended, but where that area is not included in any of the above phases. This reflects the current low rank (96) of this area. Murrayfield will be added to one of the identified phases if parking pressures increase. At this time, it is considered that there are higher ranked areas that require to be given priority.
- 2) Subject to monitoring, it is possible that other areas could be added to planned phases, or that further phases could be added as required in order to reflect emerging parking situations.

Proposed Timetable

	2019			2020				2021				2022				2023	
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Phase 1		Design	Initial Consultation	Committee Report	Traffic Order – Legal Process		Committee Report		Implementation								
Phase 2			Design	Initial Consultation	Committee Report			Traffic Order – Legal Process		Committee Report		Implementation					
Phase 3				Design	Initial Consultation			Committee Report		Traffic Order – Legal Process	Committee Report		Implementation				
Phase 4							Design	Initial Consultation	Committee Report	Traffic Order – Legal Process		Traffic Order – Legal Process	Committee Report				Implementation

Key

Design



Initial Consultation



Committee Report



Traffic Order – Legal Process



Implementation



Notes:

- 1) The above timetable indicates the anticipated dates that each stage of each phase will be commenced. This timetable may be accelerated if the necessary funding and resources can be identified.
- 2) The timetable shown has been arranged to avoid overlap of available resources wherever possible.
- 3) The timetable has also been arranged to avoid, where possible, consultations taking place over Christmas or summer holidays. The proposed legal process for Phase 3 may, therefore, occur earlier than shown.

Appendix 9: Implementation and Monitoring Strategy

This Appendix provides details of the processes involved in implementing new parking controls.

It also gives broad details of the processes that will be employed in areas where the recommendation is for further monitoring to take place.

Part 1: Implementation Strategy

As indicated in the proposed timetable shown in Appendix 8, the implementation of new parking controls will primarily consist of the following four stages:

- 1) Design**
- 2) Initial Consultation and Review**
(Committee Report)
- 3) Legal Process**
(Committee Report)
- 4) Implementation***

As indicated, the Initial Consultation and Review and Legal Process stages will be followed by further Committee reports.

Further details of what will be involved in each of these stages and the purpose of the intermediate Committee reports can be found on the following pages.

* It should be noted that further work will be required before it is possible to indicate how it is proposed to implement controls on-street. This aspect of the process will be covered by future Committee reports.

1) Design

The draft design will be based on the following principles. The approach may vary slightly depending on the type of control proposed, but will follow the basic principles outlined here:

- All existing yellow line restrictions will be retained unless it can be determined that there would not only be a direct benefit from changing or removing that restriction, but also that said there would be no adverse implications on road safety or accessibility from that change or removal;
- All existing disabled parking places will be retained. Any disabled parking places not included in the existing traffic order will be added, subject to confirmation that the bay is still required or is reasonably necessary in its current location;
- All existing features that will impact the location of any proposed parking places, such as bus stops, driveways and pedestrian crossing points, will be identified and excluded from the design process;
- The layout of parking places will take into account road widths and the general requirements of accessibility, allowing vehicles, cyclists and pedestrians to travel safely within each area;
- The make-up of parking places will generally follow the same principles that were applied to the extended zones of the Controlled Parking Zones (CPZ), where the controls will primarily consist of a mixture of shared-use parking places and permit holder parking places, with pay-and-display parking being provided in close proximity to local shops and businesses;
- Pay-and-display parking will be provided on the basis that it is primarily intended for short-term parking. Maximum stays will reflect this, with 1 hour, 2 hour and 4 hour being considered as standard. Longer lengths of stay, mirroring existing situations in the peripheral and extended zones where there is 6 hour and 9 hour parking available will be considered if there is spare provision in suitable locations where longer stay would not impact on residential or visitor parking;
- The number of spaces required for permit holders will be calculated based on our experience of permit uptake in other parts of the CPZ, with the intention that each area should have sufficient parking to cater for all permit holders. Where possible, parking over and above this level will be provided as a means of providing flexibility of available space and to allow for visitor parking opportunities;
- Any part of any road not identified as being suitable for the introduction of a parking place will be shown as being subject to a yellow line restriction. It is anticipated that these will be a mixture of single and double yellow lines, primarily without loading restrictions. Loading restrictions will be considered if there is a particular road safety or traffic management reason for such a restriction;
- Zone boundaries will be determined only once an assessment of the levels of parking provision and the anticipated permit uptake levels have been assessed in order to ensure, as far as is possible within the physical constraints of each street or area, that each zone has sufficient parking within it to meet permit and visitor demand levels;

- Zone sizes will be determined from the demand assessment outlined above, but will also be influenced by physical features that naturally divide areas. The overall aim will be to maximise space and accessibility, without creating zones of a size that encourage commuter or visitor trips within any zone. Conversely, zone sizes must also be large enough to avoid boundary issues, where the availability of nearby space for permit holders is impaired by their proximity to a boundary;

The above principles are designed to allow the Council to design measures based on the existing approaches to parking controls:

- a) Controlled Parking Zones – Where all kerbside space is controlled during the working day; or
- b) Priority Parking Areas – Where only part of the kerbside space is controlled and during only part of the working day.

This part of the process will result in a draft design prepared for the purposes of consulting with residents, businesses and other interested or affected parties. The design will show the proposed layout of parking places and other restrictions, as well as zone boundaries.

2) Initial Consultation and Review

Once the draft designs have been completed for each proposed phase of implementation, an initial consultation exercise will be carried out, with interested and affected parties being invited to share their views with the Council.

The consultation will allow the Council to explain the strategic aims behind parking controls and how parking controls will both support the Council's wider Transport policies and complement other initiatives such as Low Emission Zones (LEZ).

The consultation exercise will be conducted by the Council's consultant, The Project Centre, supported by Council officers from within the Parking team. Although final details have, at the time of writing, yet to be finalised, the consultation will include as a minimum:

- Leaflets delivered to all addresses within the areas where the review has recommended new parking controls, including
 - details of the Strategic Review and its findings;
 - reasons behind proposing parking controls;
 - benefits of managing parking;
 - links to additional proposal detail where required;
 - details of the different ways that interested parties can engage with the consultation process;
 - a short returnable questionnaire;
 - links to a longer online questionnaire;
 - contact details for submitting responses.
- A dedicated consultation website managed by The Project Centre that will include:
 - Draft plans of the proposals;
 - Details of the Strategic Review and its findings;
 - Links to related and relevant Committee reports;
 - Reasons for proposing parking controls;
 - Benefits of managing parking;
 - An online questionnaire;
 - Means for submitting comments on the proposals.
- Drop-in sessions within the areas where the review has recommended new parking controls, where interested parties can view the proposals, including:
 - Full plans of the proposals;
 - Detail of the review and its findings;
 - Sessions staffed by The Project Centre and council officers available to discuss the proposals and answer questions.

All responses to the consultation will then be analysed, with the aim of then using the feedback received to make any arising amendments to the detail of the proposal before submitting a detailed report to the next available meeting of the Transport and Environment Committee.

Committee will be asked to note the outcome of the consultation and the changes that have been proposed to the draft design as a result of the comments received.

Depending on the outcome of the consultation process Committee will also be asked to approve the commencement of the legal process required to introduce the proposed parking controls.

3) Legal Process

The ability to determine how road users may use a road is provided for within the Road Traffic Regulation Act 1984. Details of how to conduct the legal process necessary to bring into effect the proposed restrictions is set down by the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

The legal process consists of several stages, including two separate consultation periods. The key stages are:

- Preparation of initial consultation documents
- Initial consultation
- Consider responses
- Drafting of legal documents
- Advertising Draft Order
- Consider objections
- Report any objections to Committee
- Make traffic order
- Implement on-street

During the initial consultation the Council writes to a number of statutory consultees, advising them of the proposal and inviting comments. The Council typically includes additional consultees in this part of the process over and above those required by the legislation as a means of ensuring that any proposals are brought to the attention of a range of interested parties.

If the initial consultation does not highlight any issues that require to be resolved, the legal documents are then prepared in readiness for the Advertising of the Draft Order. This Advertising forms the second stage of consultation where the Council:

- makes further direct contact with consultees to advise them that objections are now invited;
- places adverts in the local press advising of the extent, nature and effect of the proposal;
- Places details of the draft order on:
 - Tellmesotland.gov.uk;
 - The Council's own website; and
 - On public deposit at the front counter in Waverley Court.
- Places street-bills (if required) on the affected roads

These different forms of advertising the draft order are designed to ensure that the proposal reaches a wide audience. However, in order to ensure that interested or affected parties are given full information about the proposal and to encourage as many people as possible to respond, the Council will take additional steps to highlight this consultation, including further:

- Leaflet or letter drops within affected areas;
- Drop-in sessions; and
- Dedicated website with full details of the proposal.

While the primary legal aim of advertising the draft order is to elicit objections, in order that the Council can consider why it might choose to alter or abandon the proposal, it has been common practice in the case of new parking controls to invite respondents to indicate whether they are supportive of the proposal. This approach provides an opportunity for the Council to see more than simply responses from those who might raise an objection.

A full analysis of every response will then be undertaken, with a detailed report being submitted to the next available meeting of the Transport and Environment Committee.

That report will need to consider each objection and make a recommendation to Committee on the proposed course of action for that objection.

Committee will be asked to determine whether the draft order should be made. If an order is made, then the Council would commence the process to implement the new controls on-street.

Part 2: Monitoring Strategy

With the full results of the Strategic Review of Parking now available, the recommendations include that further monitoring should take place in twenty investigation areas. Those are:

Rank	Area	Average Parking Pressure	Percentage of Roads by Parking Pressure Level			Recommendation
			High	Medium	Low	
24	Piershill	67	56%	28%	17%	Further monitoring
25	Newhaven North	63	44%	39%	17%	Further monitoring
30	B6	60	18%	59%	24%	Further monitoring
31	East Leith	60	30%	52%	18%	Further monitoring
32	Stenhouse	59	23%	69%	8%	Further Monitoring
38	Blackford	56	39%	29%	32%	Further monitoring
39	Restalrig	54	20%	50%	30%	Further monitoring
40	Fort Kinnaird	54	50%	0%	50%	Further monitoring
43	Saughton	50	23%	43%	34%	Further Monitoring
45	Broomhouse	48	20%	41%	39%	Further Monitoring
53	Craiglockhart North	45	11%	50%	39%	Further monitoring
54	Inch West	45	15%	50%	35%	Further monitoring
63	Corstorphine South	42	17%	24%	59%	Further Monitoring
64	Chesser	40	13%	39%	48%	Further monitoring
73	West Craigs	36	20%	20%	60%	Further monitoring
74	Braid Hill	36	17%	17%	65%	Further monitoring
92	Corstorphine North	26	6%	15%	79%	Further Monitoring
101	Ravelston	23	0%	26%	74%	Further monitoring
103	Greenbank	21	3%	19%	77%	Further monitoring
112	South Gyle	18	13%	7%	80%	Further Monitoring

In addition, following the decision to extend the B2 Priority Parking Area, the following areas are also to be subject to further investigation:

Rank	Area	Average Parking Pressure	Percentage of Roads by Parking Pressure Level			Recommendation
			High	Medium	Low	
7	South Morningside	80	64%	32%	4%	CPZ (Subject to further monitoring)
16	B2	74	64%	21%	14%	CPZ (Subject to further monitoring)
33	Cluny	58	27%	64%	9%	CPZ (Subject to further monitoring)

With the Strategic Review having provided the baseline figures shown in the above tables, the general proposal for undertaking the planned monitoring will see the assessment process undertaken for the Strategic Review repeated at six monthly intervals in each of the highlighted areas. This will involve repeat visual assessments of parking levels in each street, so that the relative levels of parking can be compared and any changes in parking pressure highlighted so that remedial action can be proposed.

There are, however, a variety of reasons for recommending that further monitoring take place. For those areas where ongoing or proposed development serves as one of those reasons, there will be a need to ensure that any monitoring ties-in with progress on those developments. Further consideration will, therefore, need to be given as to the appropriate time to undertake further assessments in the following areas:

- Newhaven North;
- Restralrig; and
- West Craigs

Further assessments will be undertaken in South Morningside as part of the agreed monitoring process. The intention for South Morningside is to commence that monitoring process immediately, but to tie that monitoring into the overall process for assessing the effectiveness of an extended B2 Priority Parking Area.

For the remaining areas, it is anticipated that initial monitoring exercises will be carried after the implementation of the first phase of the rollout of new parking controls. Where there is crossover between potential development impact and potential impact from the introduction of nearby parking controls development, then the monitoring exercises will be triggered as by whichever of these factors occurs first.

The results of these monitoring exercises will be reported to Committee as the project moves forward, with further recommendations on additional measures designed to address parking pressures being made as required.

Appendix 10 - Sighthill Industrial Estate

Introduction

Whilst the primary focus of this Appendix is on Sighthill Industrial Estate, there are a number of similar locations spread across the Edinburgh area. Some of these locations, like Sighthill Industrial Estate consist almost entirely of commercial or industrial properties, while others are located next to, or among, residential properties.

This Appendix expands upon the information that was contained within the report to this Committee on 20 June 2019.

While the following paragraphs refer to the situation Sighthill Industrial Estate, the issues and potential solutions are common to all areas of a similar type.

Existing Situation

Sighthill Industrial Estate is home to a range of businesses, from car dealerships, self-storage units and DIY stores to food production, banks, parcel distribution and government offices.

While many of these properties have their own, dedicated off-street parking, there are many that have no such facilities, or that have limited availability compared to their potential number of employees.

The industrial estate sits between the A71, Calder Road and Bankhead Drive. This location provides direct access to several bus services serving West Lothian, the west of the city and the city centre. There is direct access to Edinburgh Tram, with regular services to the Airport, Ingliston Park and Ride, west Edinburgh and the city centre, and Edinburgh Park Station, with frequent train services linking this area to the entire central belt.

Observations show that, throughout the normal working week, Sighthill Industrial Estate is subject to extensive parking, with many parts of the estate filled to capacity. With no residential properties in this area it is apparent that the majority of these vehicles belong to commuters who are either working in this area or park here before continuing their journey by other means. Observations also show that little parking takes places in this area in the evenings or at weekends, further supporting the conclusion that parking is predominantly by commuters.

Scotland's Census

Information on commuter journeys from Scotland's Census, (which is publicly available at www.scotlandcommute.datashine.org.uk) shows that, in terms of commuting by car, the nodes covering Bankhead and South Gyle have the heaviest concentrations of inbound journeys within the Edinburgh area.

Of all of the nodes in the Edinburgh area, the "South Gyle" node also has the second highest concentration of journeys made by any means.

Looking at car journeys alone, the census shows that a total of 13,302 respondents indicated that they travel to a location in this area on a regular basis, by car. Of those, a breakdown by origin reveals that 46% of those car journeys start within Edinburgh. The following table gives an indication of the journey breakdown by origin:

Origin Area	%-age of journeys	Number of journeys
Edinburgh	46%	6,053
West Lothian	21%	2,739
Fife	9%	1,236
Midlothian	8%	1,063
East Lothian	6%	797
Borders	2%	294
Other	11%	1,120

It should be noted that the “South Gyle” node covers South Gyle, Edinburgh Park and Sighthill Industrial Estate. These figures do, however, give a very clear indication of the number of commuter journeys made by car into one, relatively small part of the city.

According to the census data the total number of vehicles commuting into the Edinburgh area is of the order of 53,000 vehicles, with a similar number of commuter journeys made from within the Edinburgh area. The data therefore suggest that South Gyle, Edinburgh Park and Sighthill Industrial Estate account for around 12% of commuter journeys by car in the Edinburgh area.

The Strategic Review

One of the aims of the review, beyond simply identifying areas of parking pressure, is to enable the Council to make informed decisions about where there is a need to manage parking demand. While the review has been largely led by concerns voiced by residents, it must also be considered that in order to make significant changes to the way that commuters travel into our city we must look beyond simply managing parking in residential areas.

While proposals like Workplace Parking Levy would apply charges to employers who provide parking spaces within their own premises, such charges would not apply to on-street parking. Parking controls remain the sole means by which the Council could manage the use of on-street space.

The review results for Sighthill Industrial Estate show an average parking pressure of 79%, placing that area in the top ten most densely parked areas of the city. However, those pressures do not appear to have any significant impact on the ability of residents to park, with parking pressures in adjoining areas showing little indication that parking from the industrial estate has spilled over to any significant degree.

While the main aim of the Strategic Review is to consider the impact of commuter parking on residents and/or accessibility to businesses and local services, it is also the case that the review should recognise the opportunity to encourage those who commute by car to consider their mode of transport and, by introducing measures to manage parking demand, reduce reliance on commuting by private vehicle.

In areas like Sighthill Industrial Estate there are a number of options that could be employed. Those options are discussed in greater detail on the following pages.

Option 1	
Proposal	Full Parking Control (CPZ)
Detail	All kerbside space in Sighthill Industrial Estate would be subject to parking controls. Additional yellow lines would be introduced to improve sightlines for pedestrians, cyclists and motorists and to provide unhindered access by delivery vehicles. Given the lack of residential demand, controls would primarily consist of pay and display parking, with options to limit lengths of stay or to set charges at rates where longer stays incur higher charges.
Arguments for:	1. Allows the Council to manage and ultimately reduce commuter parking.
	2. Would encourage increased public transport patronage, particularly from within the Edinburgh area.
	3. Could be used to remove on-street commuter parking or to set conditions on how that space might be used, such as introducing tiered charges.
	4. Restricting lengths of stay could improve accessibility to business within this area with limited visitor parking opportunities.
Arguments against:	1. A large-scale implementation of parking controls may not bring about any immediate change in travel mode, with commuters potentially likely to simply find another free area in which to park. There is significant likelihood that the neighbouring areas of Calders and Sighthill could see increased parking if this approach were employed.
	2. Walking figures for the South Gyle node show that walking forms a reasonably high means of travel to South Gyle and Sighthill Industrial Estate, with responses indicating that walking journeys up to an hour already take place to this area. The effective removal of parking from Sighthill Industrial Estate could therefore have a wider impact if commuters do not, or cannot, change transport mode and choose instead to park in other areas and walk the remaining distance.
	3. The Strategic Review shows little parking pressure in any of the areas that could be directly affected by migrated parking. Likely to be opposition from residents to the introduction of parking controls in residential areas, especially if that introduction is in response to the introduction of controls into a non-residential area.
	4. There is likely to be opposition to extensive controls in the Industrial Estate from commuters and businesses.
	5. Potential impact on businesses if they are concerned that their employees' journeys to work are being impacted by parking controls.
Mitigatory Measures?	1. Residential parking schemes would be required in Calders and Sighthill, with a high possibility that areas like Broomhouse and Parkhead and the residential areas of South Gyle (within less than a 10 minute walk) could also require mitigatory measures.

Option 2	
Proposal	Partial Parking Control
Detail	<p>A proportion of the kerbside space in Sighthill Industrial Estate would be subject to parking controls. The proportion of space controlled could be increased over time to gradually reduce the amount of space available to commuters.</p> <p>Additional yellow lines would be introduced to improve sightlines for pedestrians, cyclists and motorists and to provide unhindered access by delivery vehicles.</p> <p>Controls would almost exclusively consist of pay and display parking, with options to limit lengths of stay or to set charges at rates where longer stays incur higher charges.</p>
Arguments for:	1. Allows the Council to manage and ultimately reduce commuter parking.
	2. Would encourage increased public transport patronage, particularly from within the Edinburgh area.
	3. Could be used to gradually remove on-street commuter parking. Parking charges could assist in encouraging commuters to consider whether their commute could be made by other means.
	4. With a high number of car trips currently being made from within the local area (Calders, Corstorphine, Broomhouse etc) there is significant opportunity to encourage additional walking or cycling. Gradually introducing controls will give commuters time to adjust.
	5. Partial approach allows the Council to monitor the impact of controls on neighbouring areas and to take mitigatory action where required.
	6. Restricting lengths of stay could improve accessibility to business within this area with limited visitor parking opportunities.
Arguments against:	1. Potential for parking to migrate to other areas
	2. Opposition from commuters and businesses
	3. Given the proposals to extend the CPZ into other areas, this partial approach could be viewed as giving preferential treatment to those working in this area.
Mitigatory Measures?	1. Monitoring of neighbouring areas would assist in identifying migrated parking and allow action to be taken to mitigate the effects of that migration. Consideration could be given to permit schemes designed to prioritise parking for residents and visitors.

Option 3	
Proposal	No Action
Detail	Retains the status quo. Free on-street parking continues with no management of how the on-street space is used.
Arguments for:	1. No impact on surrounding areas.
	2. No impact on businesses or their employees.
Arguments against:	1. No incentives for commuters to change how they travel to work
	2. No improvements to air quality as a result of reduced commuting by private vehicle.
	3. No improvements to traffic movement, congestion or journey times.
	4. No improvements in public transport journey times or patronage.
	5. Does not assist the Council in achieving local or national policy objectives or air quality improvements.
Mitigatory Measures?	1. No direct mitigation required.
	2. Indirect mitigation might involve measures to manage traffic flows, to improve bus journey times and prioritise public transport.

Conclusions

It is apparent from the results of the Strategic Review that there are significant parking pressures in many residential areas of the city. As previously stated, the results for Sighthill Industrial Estate place this area among the worst in terms of parking pressure.

However, with no residential parking demand, Sighthill Industrial Estate does not immediately appear to be similar in nature to other areas where parking controls are now proposed. At the same time, the need for new controls has largely been driven by the impact of commuter parking, primarily on residents, but also in terms of the impact that journeys by private vehicle have on the environment, on road safety and on the general efficiency of our road network.

The review does present evidence of the more widespread impact of commuters. Taken in conjunction with the census information, it is evident that industrial areas like Sighthill Industrial Estate are a major generator of commuter traffic. With almost half of the journeys made to and from Sighthill and South Gyle made from within Edinburgh, these journeys have a daily impact on congestion and air quality within our city. While over 50% of journeys originate from outwith the city, meaning that these journeys would appear to have no direct impact on Edinburgh, these journeys do have indirect impacts, adding to congestion that adversely affects public transport, generating pollutants across central Scotland and impacting on the movement of goods and services.

If the Council is to take action to address commuter parking in residential areas, then the problems presented by commuting into non-residential areas cannot be ignored. Option 3 above, where no action is suggested, is not a viable option.

While the other two options presented above would help the Council address commuter parking, we should be careful that we do not simply move parking pressures from one area to another. This is a potential outcome wherever parking controls are introduced, which is why there is a commitment to monitoring the impact of those new controls. In residential areas the level of commuter parking is already managed to an extent by the availability of space. In more industrial areas, the availability of space is less restricted, which is why areas like Sighthill Industrial Estate are full during the working day.

Any action that we do take in areas like Sighthill Industrial Estate has to be taken in the knowledge that there is significant potential for large numbers of commuter vehicles to move to other areas and that moving from no control of parking to full control of parking would require surrounding areas to be protected from that migration.

For that reason, it is considered that Option 2, Partial Parking control, be considered to be the preferred option and that a trial be proposed in the Sighthill Industrial Estate.

Recommendations

It is recommended that:

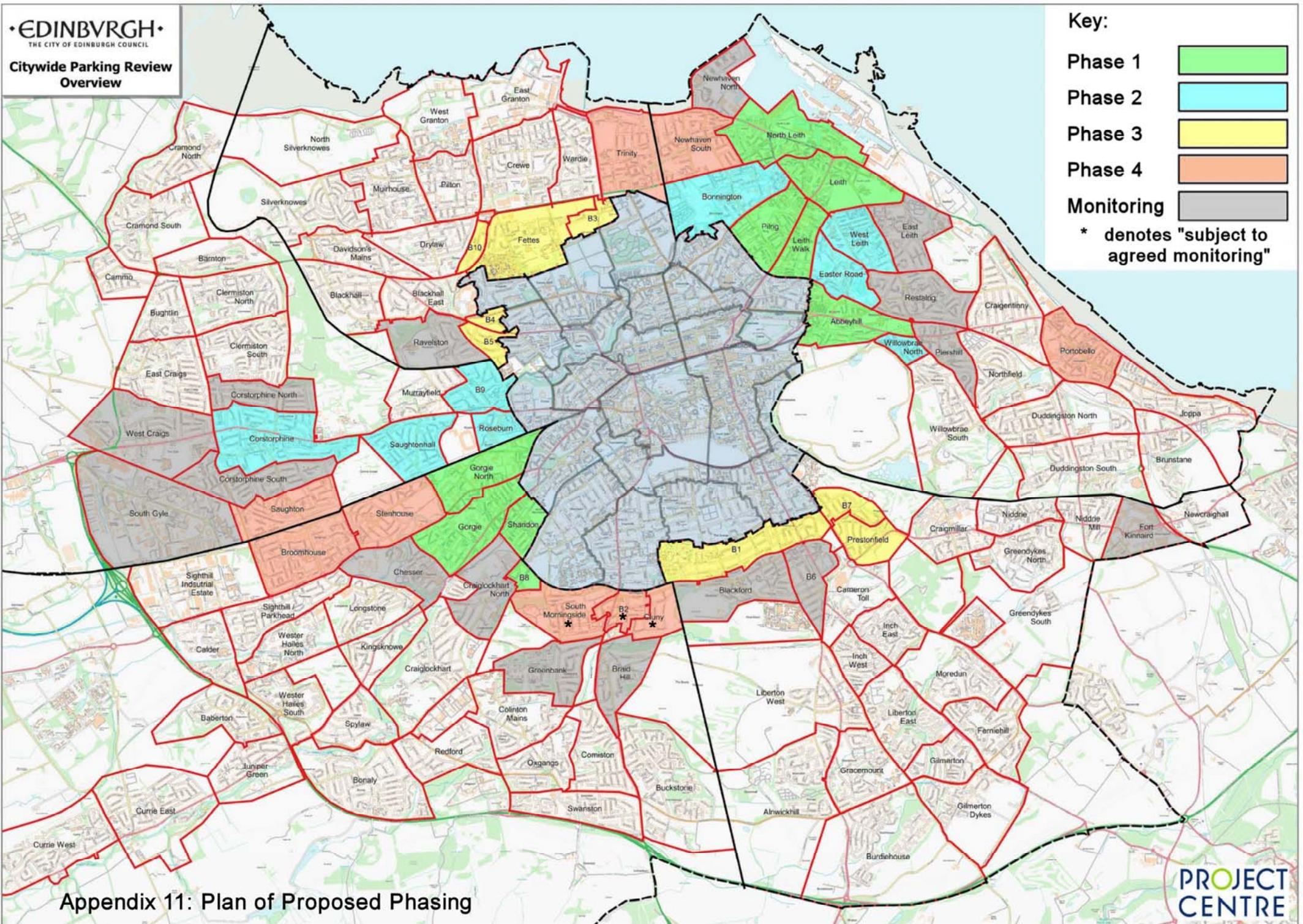
- a trial of Partial Parking Control be proposed for Sighthill Industrial Estate, with full details of the extent of controls and the associated charges for parking, be reported to a future meeting of this Committee;
- this proposal will include details of the proposed monitoring in neighbouring areas;
- if successful, a similar approach could be introduced in other similar areas around the city; and
- priority will be given to addressing commuter parking pressures in residential areas, and that this trial will be taken forward separately to the proposed phasing of the proposed rollout of parking controls as detailed in this report.

Citywide Parking Review
Overview

Key:

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Monitoring

* denotes "subject to agreed monitoring"



Appendix 11: Plan of Proposed Phasing