

# Transport and Environment Committee

10.00am, Tuesday, 19 March 2013

## Priority Parking in Craigleith and Blinkbonny/Ravelston - Results of Formal Consultations

Item number	8.10
Report number	
Wards	5 – Inverleith.

### Links

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Coalition pledges	
Council outcomes	<a href="#">CO22</a> , <a href="#">CO23</a> and <a href="#">CO26</a> .
Single Outcome Agreement	<a href="#">SO4</a> .

### Mark Turley

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## Priority Parking in Craigleith and Blinkbonny/Ravelston - Results of Formal Consultations

### Summary

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This report summarises the results of the Craigleith public consultation on proposals to introduce a Priority Parking scheme. It also considers the outcome of the Blinkbonny/Ravelston public consultation and recommends further action.

Priority Parking is a new approach to tackle commuter parking pressures on the fringes of the Controlled Parking Zone (CPZ). The aim is to introduce a limited number of residents' parking places to help residents park closer to their homes during the day. There are currently three Priority Parking schemes in operation; B1 in South Grange, B2 in South Morningside and B3 in Arboretum/Kinnear.

### Recommendations

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It is recommended that the Committee:

- 1 approves the implementation of the Craigleith Priority Parking Area on a reduced scale, focusing on the locations where there is support for the scheme;
- 2 approves re-advertising the Blinkbonny/Ravelston Priority Parking proposals and sending a letter to residents of the area informing them of the formal consultation process; and
- 3 approves the amendment of residents' parking permit charges to bring prices into line with other Priority Parking areas in Edinburgh.

## Measures of success

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The measures of success are:

- residents can park closer to their homes;
- residents are fully consulted and involved in the decision-making process; and
- ensuring that, once a scheme is in operation, there is a balance between the number of residents' permits purchased and parking places provided.

## Financial impact

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It was reported to Committee in November 2012 that the cost of introducing the Craigleith scheme would be between £22,500 and £30,000, while the Blinkbonny/Ravelston area would cost around £18,000 to £24,000 to implement. Both these areas were budgeted for in the 2012/13 financial year.

Since it is proposed to reduce the initial scale of the Craigleith scheme, it is likely that the actual cost will be below the estimate.

## Equalities impact

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Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010. There are no direct equalities impacts arising from this report.

The aim is to provide better parking opportunities for residents, in these areas, nearer to their homes. It is expected that this will have a positive impact on the Council's duty regarding the protected characteristics of age and disability.

## Sustainability impact

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There are no adverse environmental impacts arising from this report.

## Consultation and engagement

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Informal consultations were conducted with local residents in both areas where Priority Parking is being considered. A letter was delivered to each household, with the aim to explain the scheme to residents, answer any questions, seek feedback on the design and ascertain the levels of support or otherwise for the proposals. In both areas, a higher proportion of positive comments, in favour of the scheme were received. Therefore, the formal legal process to introduce Priority Parking was started in each area. Further details on the results of the informal consultations can be found in November's Committee report: [Progress on Priority Parking – Various Areas](#).

Part of the Traffic Regulation Order process includes a public consultation where any member of the public can comment on or object to the Order. Another letter was delivered to residents in both areas, asking them to comment again to ensure their views were recorded during the formal process. Full details on the results of the formal consultations can be found in the relevant appendices.

Three of the four Inverleith ward elected members were briefed on the results of the consultations at a meeting in January 2013 and it was considered that further discussions with the Craighleith/Blackhall Community Council (CBCC), regarding the Blinkbonny/Ravelston proposals, were needed.

CBCC are a statutory consultee, in terms of the Traffic Regulation Order process, and were automatically informed of the proposals at the start of the public consultation, although they did not submit a formal response or objection within the necessary timescales.

As a result of the briefing to elected members a meeting was arranged with CBCC. CBCC advised that, in their view, the Blinkbonny/Ravelston scheme should not proceed due to lack of support. However, it was also apparent that many local residents had supported the scheme in the first instance but had not responded during the formal consultation meaning their views could not be included within the final results.

In order to address the concerns of elected members, CBCC and residents it is considered that the Blinkbonny/Ravelston scheme should be re-advertised and a further letter should be delivered to residents of the area informing them of the formal consultation process. To encourage participation it will be made clear in the letter that the matter will not be considered again for a period of five years.

The proposed approach will maintain transparency, provide another opportunity for all residents to comment on the proposals and ensure that their decision is based upon accurate information.

## Background reading/external references

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[Progress on Priority Parking – Various Areas](#). Transport and Environment Committee Report, 23 November 2012.

## Priority Parking in Craigleith and Blinkbonny/Ravelston - Results of Formal Consultations

### 1. Background

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- 1.1 At its 23 November 2010 meeting the Transport, Infrastructure and Environment Committee approved the start of the formal legal procedure necessary to introduce Priority Parking schemes in the Craigleith and Blinkbonny/Ravelston areas.

### 2. Main report

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- 2.1 Informal consultations were conducted with residents in both areas during June and July 2012. The results of both consultations revealed that, from the residents who responded, there was more support for the introduction of parking controls than there were indications of opposition.
- 2.2 As a result, a Traffic Regulation Order to introduce Priority Parking was started for each area.
- 2.3 Part of that process included a formal public consultation, where any interested member of the public could comment on, or object to, the Order. The consultation started on 12 October and ran until 6 November 2012.
- 2.4 The results of the consultation in the Craigleith area can be found in Appendix One: Analysis of the Craigleith Consultation.
- 2.5 More detailed analysis of each individual point raised during the consultation can be found in Appendix Three: Craigleith Priority Parking Formal Consultation Results.
- 2.6 Information on the results from the Blinkbonny/Ravelston area can be found in Appendix Two: Analysis of the Blinkbonny/Ravelston Consultation.
- 2.7 A map indicating the areas where Priority Parking is being considered can be found in Appendix Four: Priority Parking – Areas B4 and B5.

- 2.8 It should be noted that the advertised prices of the residents' parking permits, will be superseded by a new charging rate by the time the Priority Parking schemes come into effect.
- 2.9 Based on the consultation results, should the Craigleith area proceed, it is proposed to make the Order in its current form, with Committee approving an amendment to the residents' parking permit charges by legal notice, to bring the prices into line with other Priority Parking areas in Edinburgh.
- 2.10 In order to address the concerns of elected members, CBCC and residents it is considered that the Blinkbonny/Ravelston scheme should be re-advertised and a further letter should be delivered to residents of the area informing them of the formal consultation process. To encourage participation it will be made clear in the letter that the matter will not be considered again for a period of five years.

### 3. Recommendations

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- 3.1 It is recommended that Committee:
- 3.1.1 approves the implementation of the Craigleith Priority Parking Area on a reduced scale focusing on the locations where there is support for the scheme;
  - 3.1.2 approves re-advertising the Blinkbonny/Ravelston Priority Parking proposals and sending a letter to residents of the area informing them of the formal consultation process; and
  - 3.1.3 approves the amendment of residents' parking permit charges to bring prices into line with other Priority Parking areas in Edinburgh.

**Mark Turley**

Director of Services for Communities

**Coalition pledges**

**Council outcomes** CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.  
CO23 - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.  
CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.

**Single Outcome Agreement** SO4 - Edinburgh's communities are safer and have improved physical and social fabric.

**Appendices**  
One: Analysis of the Craigleith Consultation  
Two: Analysis of the Blinkbonny/Ravelston Consultation  
Three: Craigleith Priority Parking Formal Consultation Results  
Four: Priority Parking – Areas B4 and B5

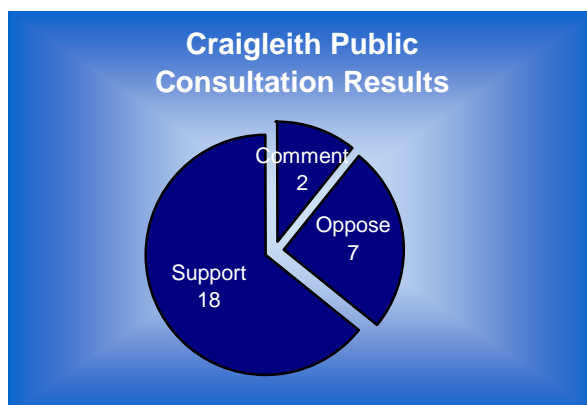


# Appendix One

## Analysis of the Craigleith Consultation

1. A letter was delivered to each of the 144 households in this area, on 12 October 2012, to indicate the start of the formal consultation. At this time indications of support were also requested, to provide a better representation of the views of the local community as opposed to simply seeking out objections.
2. The statutory requirements that the Council must follow when advertising a Traffic Regulation Order involve the placing of a public notice in a local newspaper and making the proposals available for public inspection. In addition, letters were delivered to individual properties and the Council exceeded its statutory obligations.
3. Furthermore, notices were erected on-street to inform members of the public and other road users in the area concerned. Information was also placed on the Council's website, both within the Priority Parking pages and within the traffic orders' section and the proposals were advertised on Tell Me Scotland, Scotland's public information portal.
4. The public consultation elicited 31 individual responses. One respondent did not include their postal address and despite requesting this information it was not forthcoming. Therefore this response was removed from the final batch.
5. A further three responses only included questions about the scheme and while answers were provided during the consultation period, no additional comments were received to indicate the views of the residents. Therefore these three e-mails were also removed from the results.
6. Of the remaining 27 responses, 25 were received from residents within the area of the proposed scheme while two were submitted by residents from outside the Craigleith area. Both of the representations from outside the area were objections.
7. The final results therefore reflect 27 representations which is a slight increase on the number received during the informal consultation. The response rate, as a percentage of the households within the area concerned, equals 19%, which is slightly below the average for a consultation of this nature.

8. The 27 representations are classified as; 18 indications of support, seven objections and two general comments.



9. The two comments included general remarks about the scheme but were ambiguous. Despite requests to clarify their observations, it remains unclear whether these two residents support or object to the proposals.

### **Proposals based on the Results**

10. Whilst there are more indications of support than objections for the Priority Parking proposals, a return of 18 in favour to seven against indicates a body of opposition to the introduction of the scheme in each of the three streets concerned.
11. This is similar to the findings of the Council prior to the introduction of the B2 Priority Parking scheme in South Morningside. Therefore, it is proposed to take a similar implementation approach in Craigleith and introduce parking places only where there is a need for them and also where there is community support.
12. This being the case, it is considered there is insufficient support to introduce parking controls in Orchard Drive and Orchard Terrace.
13. In Craigleith Road, the majority of support was on the north-side of the street between Craigleith Hill and Craigleith Hill Crescent. In this section, nine indications of support were received compared to one objection and one comment. Therefore, it is recommended to introduce parking places only outside these households in a first phase.
14. Five indications of support and two objections were received from the remaining areas of Craigleith Road, but these were spread along the south side of the road and to the west of Craigleith Hill. As such they do not form a concise pocket of support where one parking place could be introduced to serve all the households.

15. Further consideration of the positive comments does not suggest that each resident needs to park on-street during the day. It is considered that any introduction of parking places outside these households should be postponed to a second phase after a period of monitoring has taken place.
16. Therefore, it is recommended to introduce parking places on the north-side of Craigleith Road between Craigleith Hill and Craigleith Hill Crescent whilst keeping the remaining proposed parking places in reserve for a possible second phase should it be required.

### **Objections to the Scheme**

17. There were seven objections received against the scheme and 16 individual points were raised. Four main points were raised twice while another 12 were mentioned once.
18. The main points were that the scheme would move parking problems elsewhere, that parking opportunities are usually available during the day and that residents would have to pay to park in their own streets. The other main issue was a suggestion to reduce the current CPZ in the surrounding areas.
19. Priority Parking aims to help residents park closer to their homes without moving parking problems to other areas. Since it is not proposed to control all the kerb-side space, unrestricted parking is available free of charge within the scheme. Therefore, it is not considered that non-residential parking will be displaced to other areas.
20. There are sections with lower parking demands during the day, while streets to the east of the Craigleith area do suffer from a level of commuter parking. It is expected that across the area, residents will have different views on the need for parking controls.
21. It is likely that any scheme which requires commuters or non-residential motorists to pay to park will encourage them to park in the next available unrestricted street. This will move parking pressures to other areas and possibly create further requests for the Council to take action in relation to parking problems.
22. Priority Parking is an effective and low-cost scheme to provide better parking opportunities for residents in their own street, but it is not currently being considered in areas where the CPZ is already in place.
23. More detailed analysis of each of the specific points raised during the public consultation can be found in Appendix Three: Craigleith Priority Parking Formal Consultation Results.

# Appendix Two

## Analysis of the Blinkbonny/Ravelston Consultation

1. A letter was delivered to each of the 248 households in this area, on 12 October 2012, to start the formal consultation and to seek the views of residents. While objections must be sought, indications of support were also requested, to provide a balanced view of local opinion. The period for representations to be submitted ran until 6 November 2012.
2. The statutory requirements that the Council must follow when advertising a Traffic Regulation Order involve the placing of a public notice in a local newspaper and making the proposals available for public inspection. In addition, letters were delivered to individual properties and the Council exceeded its statutory obligations.
3. Furthermore, notices were erected on-street to inform members of the public and other road users in the area concerned. Information was also placed on the Council's website, both within the Priority Parking pages and within the traffic orders' section and the proposals were advertised on Tell Me Scotland, Scotland's public information portal.
4. During the consultation period there were 111 separate responses received.
5. However, detailed analysis of the consultation responses suggests that some of those who responded during the consultation period did not fully understand the proposals.
6. It was also noted that a leaflet sent to a number of households in the area by a local resident, included a number of inaccurate statements and misrepresented the intentions of the Council. This may have encouraged some residents to change their minds or not to participate in the formal consultation.
7. While those representations must be taken at face value, it is considered that there is benefit in providing another opportunity for residents and any interested member of the public to again consider the proposals in full and to make additional representations.
8. It has also become apparent that a number of residents who responded to the initial consultation did not respond to the formal consultation. Some of those residents have since contacted the Council asking that their views be included. The re-advertising of the proposals will provide an opportunity to clarify the proposals and allow those who did not respond during the formal consultation to have their views taken into consideration.

9. Re-advertising an Order follows exactly the same legal procedure as happened when it was first advertised. In addition, a letter will also be sent to residents within the area concerned with more information.
10. In addition a further letter should be delivered to residents of the area informing them of the formal consultation process. To encourage participation it will be made clear in the letter that the matter will not be considered again for a period of five years.
11. Each respondent will be required to reply to the new public consultation, even in cases where they have responded previously. This will ensure that the outcome is based upon responses from residents who have fully considered the information and have had the opportunity to comment.
12. A further report on the detailed results of the Blinkbonny/Ravelston consultation will be submitted to a future meeting of this Committee.

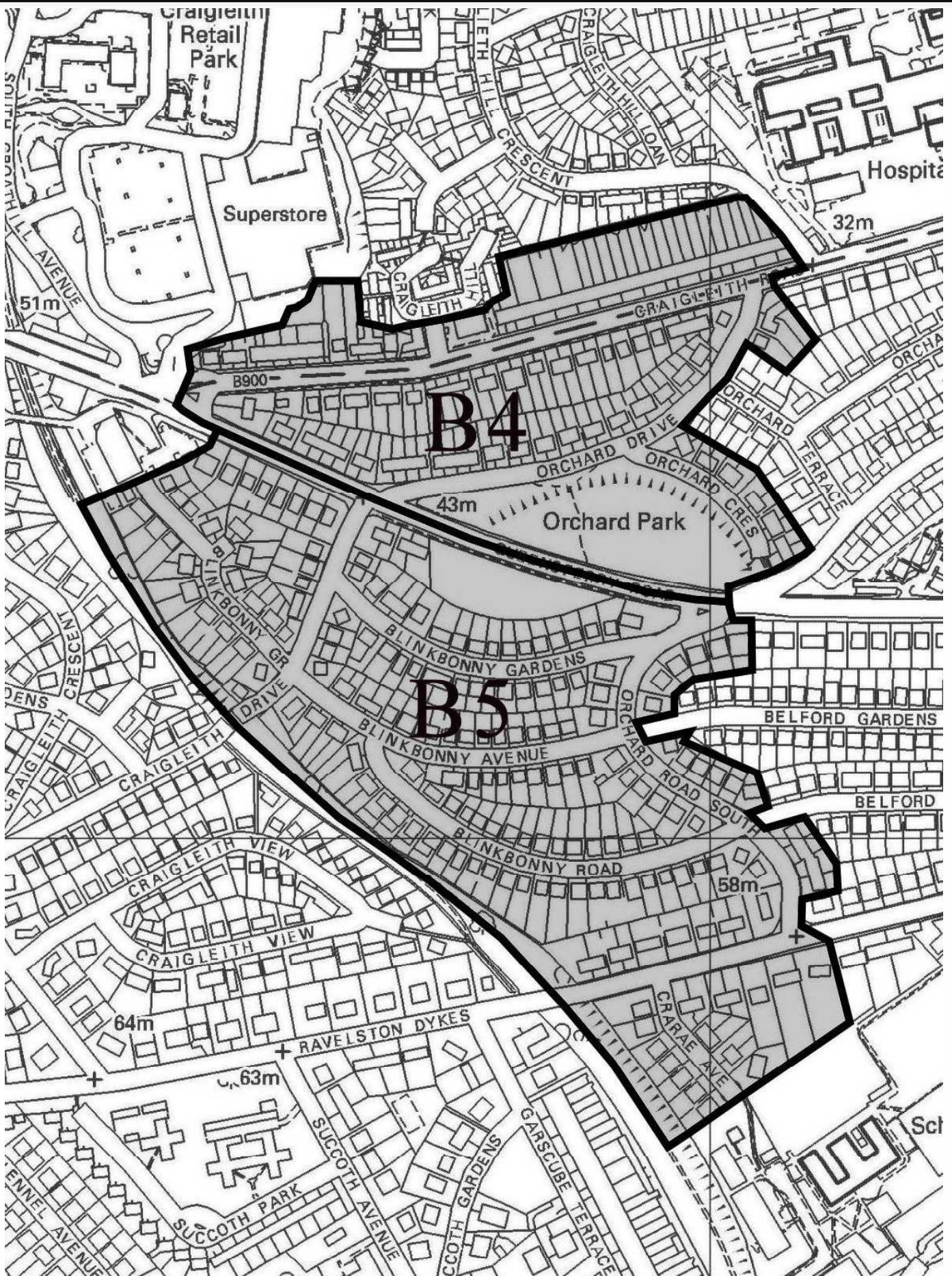
Appendix Three: Craigleith Priority Parking Formal Consultation Results

Comment	Number	Response	Action
Priority Parking will move problems elsewhere	2	The aim of Priority Parking is to help residents park closer to their homes without simply moving parking problems to other areas. Unlike a Controlled Parking Zone (CPZ) all the kerbside space will not be controlled and the number of residents' parking places introduced is based on parking survey results, consultation responses and permit uptake.	The scaling back of the scheme will further reduce any potential displacement of parking pressures to other areas.
Reduce the Controlled Parking Zone (CPZ) restrictions	2	While Priority Parking may have been beneficial in some areas of the extended CPZ, this suggestion is outwith the scope of this proposal.	No action proposed.
Parking space is usually available nearby	2	The availability of a parking space is a subjective issue as some residents find it a problem if they cannot park outside their house whilst others are content to park within their street. Priority Parking aims to provide better parking opportunities for residents whilst maintaining uncontrolled areas so residents still have a choice of whether to participate in the scheme or not.	No action proposed.
The scheme will penalise residents by making them pay for a permit to park in their own street	2	The main aim of the scheme is to help residents find a suitable parking place during the day. Priority Parking is flexible enough so that parking places will only be introduced where there is support for them and where residents want to use the parking places. Uncontrolled sections of kerbside space will remain to provide parking opportunities for residents who do not wish to purchase a parking permit. Furthermore, outside of the short controlled period, non-permit holders can park in the residents' parking places.	No action proposed.
Introduce Phases One and Two at the same time	1	Priority Parking is designed to be flexible to meet the needs of residents whilst being tailored to suit actual permit demand. Introducing both phase one and phase two spaces at once could provide more spaces than permit holders require, force parking problems elsewhere and leave residents with the feeling that they have to buy a parking permit.	No action proposed.
There will be increased pressure on the unrestricted spaces	1	The aim of the scheme is to balance the number of permit holders spaces with residents' permits issued. Therefore, controlled spaces will be provided for residents who already need to park on the street during the day and this is unlikely to increase pressure on uncontrolled areas.	No action proposed.
The extension of the CPZ has shifted parking problems up Craigleith Road	1	While it is recognised that previous extensions of the CPZ have moved parking pressures to other areas, Priority Parking is a potential solution to these problems. It is not considered that a previous issue should prevent a current scheme from proceeding with the aim to help solve these problems for other residents.	No action proposed.

The scheme favours commuters and long-stay motorists who cause the parking problems	1	The main aim is to provide a solution to help residents park closer to their homes without moving parking problems elsewhere which is likely to create more requests for the Council to take action against inconsiderate parking. It is likely that such a scheme which seeks a contribution from non-residents will not be successful as commuters will tend to park in the next available unrestricted and free parking place. This may not make the best use of the available kerbside space and cause further problems elsewhere. Priority Parking is a low-cost solution where permit prices are much lower than in the CPZ. Permit holders will be the greatest beneficiary of the scheme and the permit charge helps contribute toward its running costs.	No action proposed.
Restrict parking overnight instead	1	In many areas of the city, demand for parking places overnight and at weekends can often exceed the daytime parking pressures during the working week. There are no overnight on-street parking schemes in Edinburgh. Introducing such a scheme would significantly increase costs, due to greater enforcement levels and compel many residents to purchase a parking permit to park near their house at night.	No action proposed.
Many households in Orchard Drive and Orchard Crescent have off-street parking	1	The Council was aware of a number of concerns regarding commuter and long-stay parking problems in these streets and it was considered appropriate to include them within the consultation on proposed parking controls.	Orchard Drive and Orchard Crescent will be removed from phase one of the scheme while the parking places will be retained within the Order and held in reserve.
Forcing commuters to pay to park	1	The main aim of the scheme is to help residents find a suitable parking place during the day and not to make commuters pay for parking. It is recognised that the continued extension of the CPZ is not the best approach in achieving this aim. Therefore, within the Priority Parking area, uncontrolled sections of kerbside space will remain to provide parking opportunities for non-residents.	No action proposed.
There should be no restrictions in this area	1	This objection was received from a resident who lives outwith the proposed area and objects to any extension of parking controls in Craighleith. It is considered that those residents who live within the area concerned should have a greater say in the future of the proposals in their streets.	The scaling back of the scheme will partially address this objection.
Many more spaces are proposed than residents need	1	The number of proposed residents' parking places is based upon parking survey data. However, it was proposed to implement the parking places in two phases with some being held in reserve. In addition, the results of the consultation will help tailor the scheme to meet the needs of local residents. It was always the aim to avoid introducing more parking places than residents need to prevent kerbside space being underused and potentially moving problems to other areas.	No action proposed.

Extend the CPZ	1	The Transport, Infrastructure and Environment Committee has previously decided that there should be no further extensions to the CPZ. It has been ascertained that extending the CPZ can move parking problems to the next available unrestricted streets. Priority Parking aims to help residents find better parking opportunities without removing all non-residential parking from the area.	No action proposed.
Residents have to pay when its free for others	1	Permit holders will be the main beneficiary of the proposals and the permit charge will help contribute towards the running costs of the scheme. However, since only a fraction of the kerbside space will be controlled and for a short period each day, residents will not feel like they have no choice but to purchase a parking permit.	No action proposed.
Extend Double Red Lines at junction of Queensferry Road and Orchard Drive	1	It is not proposed to amend the lengths of any existing double red or yellow lines as part of the Priority Parking scheme.	No action proposed.





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Priority Parking - Areas B4 and B5

**EDINBURGH**  
THE CITY OF EDINBURGH COUNCIL

Services for Communities  
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PARKING  
OPERATIONS

DATE:  
SCALE: NTS  
Drg. No.

DRAWN BY: AJM  
CHECKED BY: AJM