

Transport and Environment Committee

10:00am, Tuesday, 12 January 2016

Objection to Proposed Amendments to Residents' Mews Parking Permit Eligibility within the CPZ - Edinburgh

Item number	7.11
Report number	
Executive/routine	
Wards	5 – Inverleith 6 – Corstorphine/Murrayfield 7 – Sighthill/Gorgie 9 – Fountainbridge/Craiglockhart 10 – Meadows/Morningside 11 – City Centre 12 – Leith Walk 15 – Southside/Newington

Executive summary

Within the Controlled Parking Zones there are a number of streets designated as residential mews. The residents' permit scheme currently operates on the basis that eligibility for residents' mews permits relies on the applicant being a resident within the mews or within a property that has a boundary with the mews. However, the governing traffic order limits permit issue to residents of the mews alone.

It is proposed to amend the traffic order so that permit eligibility corresponds with current policy and practice.

Two objections were received when the proposal was advertised to the public, one of which was subsequently withdrawn. This report considers the representations made by the remaining objector and makes recommendations on the future of the proposal.

Links

Coalition pledges	P44
Council outcomes	CO25 and CO26
Single Outcome Agreement	SO4

Objection to Proposed Amendments to Residents' Mews Parking Permit Eligibility within the CPZ - Edinburgh

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the representations received; and
 - 1.1.2 sets aside the one unresolved objection and proceeds to make the Traffic Regulation Order as advertised.

Background

- 2.1 Within the Controlled Parking Zones, there are a number of streets where the road layout would not easily lend itself to the introduction of parking places. These streets are typically designated as residential mews, an arrangement that provides for parking without the need for marked parking places or signing. The residents' permit scheme currently operates on a basis that eligibility for residents' mews permits relies on the applicant being a resident within the mews or within a property that has a boundary with the mews. However, the governing traffic order limits permit issue to residents of the mews alone. The change that would allow residents whose properties have a physical boundary with a mews area, the opportunity to obtain a mews permit, was to have been incorporated into the modernised articles for the Controlled Parking Zones Order, as implemented in November 2010. Whilst the policy described has been adopted since that time, the relevant amendments to the Order were not included in the modernisation process.

Main report

- 3.1 The Traffic Regulation Order seeking to amend the existing Order so that permit eligibility is aligned with current policy and practice, was advertised from 27 March to 22 April 2015. Two letters of objections were received from individual residents of Ettrick Loan. Both representations made the objection on the basis that there was insufficient parking space within their mews area.

- 3.2 Upon receipt of the representations, the Parking Operations Team wrote to the objectors to seek withdrawal of the objections by outlining the terms of the governing traffic order and confirming that historically there have been some instances where permits have been issued to residents whose property has a physical boundary with the mews, normally at the mews entrance. Both objectors were advised that in relation to Ettrick Loan only one property, at Ettrick Road, has a physical boundary with Ettrick Loan and therefore only this property would be afforded the ability to obtain a mews permit. This property has its own off-street parking which is accessed off Ettrick Loan. As of 26 October 2015 no residents' permits have been issued to this address.
- 3.3 There are 17 properties within Ettrick Loan. Numbers 3 to 8 have their own garages or off-street parking. Number 1 contains 11 flats and there are 11 separate garages. There is no property numbered 2. The road layout on Ettrick Loan has enough space for 10 mews permit holders. As of 26 October 2015, there were five mews permit holders.
- 3.4 One objection was subsequently withdrawn in writing and the other objection remains unresolved. The Council believes that the proposed amendment will improve accessibility to parking for a limited number of residents' permit holders living adjacent to mews areas and will not have a negative effect on mews residents. Whilst this provision is not currently in the Order, this approach has successfully been in practice over several years. On that basis it is recommended that the Committee sets aside the objection and approves the making of the Order as advertised.

Measures of success

- 4.1 To improve accessibility to parking opportunities for residents' permit holders living adjacent to residential mews.

Financial impact

- 5.1 The advertising cost of implementing the change to the governing traffic order can be contained within existing Parking revenue budgets.

Risk, policy, compliance and governance impact

- 6.1 It is considered that there are no known risk, policy, compliance or governance impacts arising from this report.

Equalities impact

- 7.1 Consideration has been given to the relevance of the Equalities Act 2010 and further consultation is not required, as there will be no impact on those covered by the Protected Characteristics.
- 7.2 The proposals aim to impact positively on residents by ensuring that they have access to parking as close as possible to their place of residence.

Sustainability impact

- 8.1 The recommendations within this report do not have any adverse impact on carbon impacts, adaptation to climate change or sustainable development.

Consultation and engagement

- 9.1 In accordance with the applicable legislation, these proposals have been advertised in the press and on-street by means of public notices, with letters also sent to statutory bodies representing persons likely to be affected by the proposals. Those letters were sent, among others, to the Community Council and emergency services, as well as to the local ward Councillors. Details have also been available on the Council and Scottish Government websites. Other than the two objections detailed in this report, two separate enquiries were received seeking clarification of the proposals which, once provided, did not result in any further objections.

Background reading/external references

None.

John Bury

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Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive.
Council outcomes	CO25 – The Council has efficient and effective services that deliver on objectives. 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	None