

Transport and Environment Committee

10.00am, Thursday, 10 August 2017

Parking in the Dumbiedykes and Pleasance Areas

Item number	7.3
Report number	
Executive/routine	Executive
Wards	11 - City Centre 15 - Southside/Newington

Executive Summary

In May 2015 a private parking contractor stopped enforcing a permit scheme in the Dumbiedykes and Pleasance areas. Since then there has been no enforcement of the residents' parking places in these streets. A map of the streets concerned is provided in Appendix 1.

This report describes the outcomes of a public consultation process and recommends starting the necessary statutory procedures to introduce parking controls in the area in order to make it easier for residents to park closer to their homes, encourage social inclusion and discourage commuter parking in the area.

Links

[Coalition Pledges](#)
[Council Priorities](#)
[Single Outcome Agreement](#)

Parking in the Dumbiedykes and Pleasance Areas

1 Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes the outcome of the public consultation; and
 - 1.1.2 approves the start of the statutory procedure to introduce parking controls in the affected areas. This is in line with the Parking Action Plan and is based on the current pricing structure and will be revised if the pricing structure changes.

2 Background

- 2.1 Since May 2015 there has been no enforcement of residential parking places in the Dumbiedykes and Pleasance areas.
- 2.2 The close proximity of these areas to the city centre has resulted in intrusive commuter parking which has prevented residents from parking near to their homes.
- 2.3 This has also impacted; visitors, carers, deliveries, trades people and road safety.
- 2.4 This report considers the results of the public consultation and recommends the introduction of parking controls in the area.

3 Main report

- 3.1 Complaints were received from residents and elected members regarding inconsiderate parking in the area which requested that the Council take action to address these problems.
- 3.2 There have been numerous meetings and discussions between officers, local residents, the Dumbiedykes Residents' Association (DRA) and elected members regarding this matter. After much discussion, it was agreed that the best approach to help residents would be for the Council to introduce and administer parking controls.

Restricted Parking Zone

- 3.3 The Council's preferred approach is to introduce a Restricted Parking Zone (RPZ). A RPZ includes zone entry signs and only allows parking within marked parking

places within its area. Whilst the rest of the street is restricted, there is no need to mark other restrictions such as single yellow lines.

- 3.4 This will prevent commuter parking, help residents park closer to their homes and provides a unique look and feel to the area which residents have requested.
- 3.5 A mix of public, residents' and shared use parking places will accommodate legitimate parking demands in the area. This will also ensure flexibility of the controls and improve residents' chances of parking near their homes.
- 3.6 It is proposed that the RPZ is part of the Zone 7 of the Controlled Parking Zone (CPZ) and the hours of restriction would be 8.30am to 5.30pm, Monday to Friday.

Public Consultation

- 3.7 A leaflet was distributed to 880 addresses within the area. The leaflet explained the Council's recommended approach and encouraged residents to respond to the parking survey. A copy of the leaflet and questionnaire are provided in Appendix 2.
- 3.8 The parking survey received 112 responses from residents living within the area. As a proportion of households, this represents a 12% response rate which is about average for a consultation of this nature.
- 3.9 A more detailed analysis of all the questionnaire responses is provided in Appendix 3: Dumbiedykes and Pleasance Consultation Results.
- 3.10 The main conclusions from the results are:
 - The highest residential demand for parking is during the evenings and at the weekends, but demand is still high between Monday to Friday during the day.
 - Residents find it the most difficult to park during the day between Monday and Friday.
 - Commuter parking was identified by 92% of respondents as their main parking problem.
 - 55% of respondents strongly agreed with the introduction of a RPZ and 18% agreed. Compared to only 6% disagreeing and 13% strongly disagreeing.
- 3.11 The introduction of parking controls during the day, when residents find it most difficult to park, will help residents park closer to their homes.

Matters Arising from the Consultation

- 3.12 There were a number of concerns arising from the consultation, including:
 - Which zone the area would be included within.
 - The hours and days of control.
 - Parking displacement.
 - The number and type of parking places.
 - The price of parking permits.

- 3.13 The streets concerned are included within Zone 7 of the CPZ and it is proposed to keep the area within Zone 7. Parking controls will prevent commuters using the area regardless of which zone the area lies within.
- 3.14 Zone 7 currently operates Monday to Friday 8.30am to 5.30pm. There are no plans to amend the hours of control from the standard times.
- 3.15 The introduction of parking controls is unlikely to encourage other parking pressures into these areas. It is currently the lack of parking restrictions that is attracting non-residents to park in these areas.
- 3.16 The introduction of the RPZ will allow underused lengths of yellow line to be changed to parking places to improve parking opportunities for residents.
- 3.17 The price range for residents' permits in Zone 7 starts at £35.50 per year and rises to £300 annually. Prices are dependent upon a vehicle's emissions and whether it is the first or second vehicle in the household. This is based on the current pricing structure and will be revised if the pricing structure changes.
- 3.18 Data from the DVLA indicates that 50% of the cars registered within the area fall within Band 2 with an annual permit price of £102. The current residents' parking prices are available in Appendix 5.

4 Measures of success

- 4.1 Residents are able to park closer to their homes.
- 4.2 Improved parking opportunities for visitors, disabled people, carers and trades people.
- 4.3 Involving residents in the design of the RPZ.
- 4.4 Enhancing road safety for all users.

5 Financial impact

- 5.1 The cost of implementing the RPZ is estimated to be £50K and this will be met from within existing Parking budgets.
- 5.2 Based on current permit prices, vehicle ownership in the area and typical permit purchasing patterns, income from the purchase of residents' permits is estimated to be £13K per year.
- 5.3 Pay-and-display and cashless parking income, in 2016, was approximately £25K in Viewcraig Street and Viewcraig Gardens. The introduction of parking controls may increase and prevent lost revenue from other areas as commuters are currently able to park free of charge in the residents' parking bays.
- 5.4 There may also be some revenue generated from the sale of visitors' parking permits when these are introduced in the future.

6 Risk, policy, compliance and governance impact

- 6.1 The Transport and Environment Committee previously approved a report on the implementation of Sunday parking controls in the city centre. This policy was approved along with the transfer of the part of Zone 7, which includes Dumbiedykes and the Pleasance, to Zone 3.
- 6.2 This recommendation will change this previous Committee decision. Committee is advised that should parking controls not be introduced in this area at weekends there is a risk that motorists will seek to park in these streets to avoid parking charges once Sunday parking controls are introduced.
- 6.3 There are no known compliance or governance impacts arising from this report.

7 Equalities impact

- 7.1 The introduction of parking controls will have a positive impact for disabled people by ensuring that accessible parking places are enforced. Currently, many accessible parking places are advisory only but this will allow these spaces to become enforceable and regularly monitored by Parking Attendants.
- 7.2 The removal of commuter parking will generally increase parking opportunities in the area and make parking more accessible for visitors and carers making domiciliary visits in the area much easier. This will have a positive impact on disabled people.

8 Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below.
- 8.2 There is expected to be a positive impact on reducing carbon emissions and tackling climate change by removing free parking for commuters in the city centre.
- 8.3 The proposals will help achieve a sustainable Edinburgh because removing commuter parking will improve the quality of life of local residents. Improving parking for carers and third sector workers will help to support people with additional support needs continue to live in their own homes.
- 8.4 Removing commuters will also prevent residents circling the streets looking for an available space and contributing to congestion and pollution. The introduction of a link between permit prices and vehicle emissions will encourage residents to consider the environmental impact of their vehicles.

9 Consultation and engagement

- 9.1 There were internal meetings including officers from Parking, Roads and Housing Teams to identify the issues and to consider possible solutions for residents.
- 9.2 There were also discussions with local residents, officers attended DRA and public meetings and met with elected members.
- 9.3 Following discussions Council officers, the DRA and elected members agreed that the best approach would be for the introduction of a RPZ.
- 9.4 On this basis, an informal consultation was launched in November 2016 lasting until January 2017 to seek the views of residents on parking problems and the proposed introduction of a RPZ.
- 9.5 The consultation elicited a 12% response rate and demonstrated that the majority of respondents supported the introduction of parking controls to address the commuter parking problem.
- 9.6 The Scottish Government's Road Policy Team also requested a meeting to discuss the ongoing parking issues surrounding the area and were satisfied with the progress reported.

10 Background reading/external references

- 10.1 Motion submitted to the Transport and Environment Committee by former Councillor Orr on 7 June 2016, Item 22, entitled '[Residential Parking](#).'
- 10.2 Report to the Transport and Environment Committee on 15 March 2016, Item 7.1, entitled '[Delivering the Local Transport Strategy 2014-2019: Parking Action Plan](#).'

Paul Lawrence

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11 Links

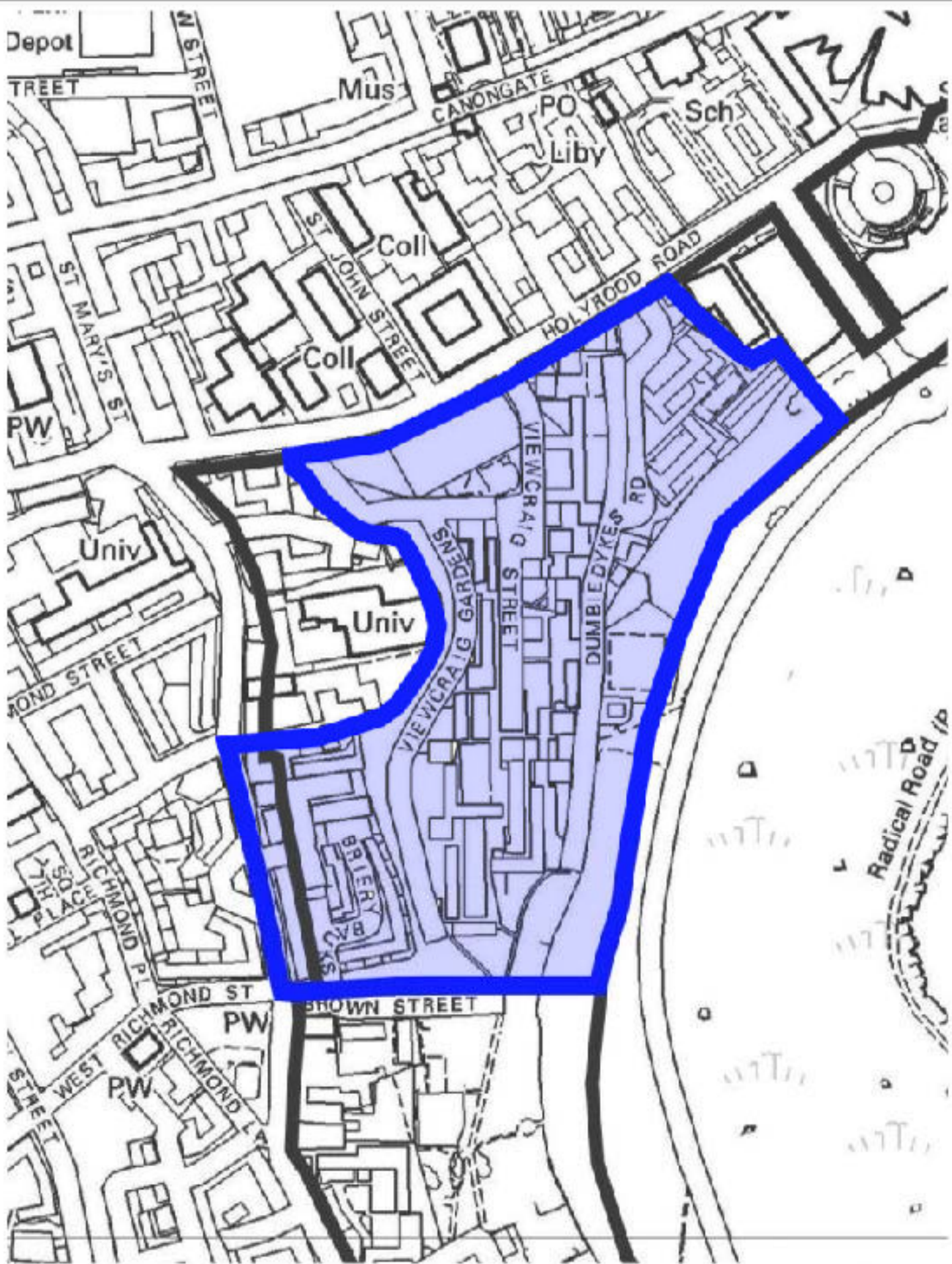
Coalition Pledges

Council Priorities

**Single Outcome
Agreement**

Appendices

- 1 - Dumbiedykes and Pleasance RPZ Area Map
- 2 - Consultation Leaflet and Questionnaire
- 3 - Dumbiedykes and Pleasance Consultation Results
- 4 - Map of the Controlled Parking Zone
- 5 - Residents' Parking Permit Prices



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Transport & Planning 329 High Street Edinburgh EH1 1YJ	PARKING OPERATIONS
DATE: SCALE: NTS	DRAWN BY: AJM CHECKED BY: AJM
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Appendix 1:

**Proposed RPZ - Dumbiedykes Area, Edinburgh
 Extent of Area Affected**



Parking in Dumbiedykes and Pleasance

Transport consultation



Tell us what you think

Since the private parking contractor pulled out of controlling residential parking spaces in Dumbiedykes, New Arthur Place, Briery Bauks and Oakfield Place you have told us that:

- non-residents have started to park inconsiderately in the developments during the day
- you are often not able to park near to your home
- it feels like traffic has increased
- there is inconsiderate parking on corners
- you are worried about people crossing the road safely.

We have listened to your concerns and we are working with councillors and local residents' groups to find a solution.

Restricted parking zone (RPZ)

Our recommended approach is to introduce a RPZ which has received initial support from councillors and the Dumbiedykes Residents' Association.

Similar to other parking zones, there would be entry signs at the start of the restrictions and parking places would be marked out. The difference is that parking is only permitted in the marked spaces and, while the rest of the street is restricted, there would be no road markings such as yellow lines. As well as preventing all-day commuter parking in the area, the benefits of this approach include:

- protecting parking spaces for residents
- providing more opportunities for your visitors
- delivery or trades people can park near you
- improving the street environment with fewer lengths of yellow lines.

We want to find out your views on parking in your area and about any problems you experience. This will help us make sure that a RPZ will address the parking needs of residents.

How you can give us your views

- Fill in our online questionnaire: www.edinburgh.gov.uk/parkingsurvey
- Pick up a paper questionnaire from and return it to us in person at:
 - Braidwood Centre, 69 Dumbiedykes Rd
 - Waverley Court, 4 East Market Street
 - Customer Hub, 249 High Street.
- Call **0131 469 3616** or email controlledparkingzone@edinburgh.gov.uk and we will send you a paper questionnaire.

You can find more information, such as a map of the area concerned and frequently asked questions, on our website at: www.edinburgh.gov.uk/parkingsurvey



Dumbiedykes and Pleasance Parking Survey

Overview

The aim of the consultation is to find out more about residents' concerns regarding parking in the Dumbiedykes and Pleasance areas.

Why we are consulting

In May 2015 the private contractor pulled out of controlling the residential parking places around the Dumbiedykes and Pleasance areas.

Residents have told us that the uncontrolled arrangements are making it more difficult to park near their homes and there are also concerns regarding the impact that poor parking is having on road safety.

We want to find out more about your views on parking in your street and how well you feel the introduction of a Restricted Parking Zone will help to address your concerns.

About You

If you give us your details, we will let you know the results of the consultation and keep you up to date with progress.

1 Your name?

2 Your e-mail address?

3 Your address?

Your Vehicles

If you do not have any vehicles in your household, please go to page 3.

- 4** How many vehicles do you have in your household? [Please check appropriate boxes. Include all vehicles that are owned or available for use by everyone in your household. Please do not include city car club vehicles or occasional rentals.]

	1	2	3 or more
Car <i>Please select only one item</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Van <i>Please select only one item</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle <i>Please select only one item</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedal cycle <i>Please select only one item</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other <i>Please select only one item</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 5** Do you have access to a garage or driveway to park any of your vehicles?

Please select only one item

Yes No

- 6** When do you need to park on the street?

	Mornings	Afternoons	Evenings	N/A
Monday to Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Saturday and Sunday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Parking Problems

- 7** When do you find it most difficult to park in your street?

	Mornings	Afternoons	Evenings	n/a
Monday to Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Saturday and Sunday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8 Do you experience any of the following problems in your street?*Please select all that apply*

- Commuters occupying parking places
- Vehicles parking dangerously on corners
- Vehicles blocking access to garages/entrances
- Vehicles parking on the footway
- Vehicles parking on yellow lines during the day
- Visitors having problems parking near you
- Do not experience any parking problems

9 To what extent do you agree that a Restricted Parking Zone will help to improve parking conditions in your street?*Please select only one item*

- Strongly agree agree Neither agree nor disagree Disagree
- Strongly disagree

Your Parking Demands**10 Are you a member of the city car club?***Please select only one item*

- Yes No

11 Are you a disabled persons' blue badge holder?*Please select only one item*

- Yes No

12 Do you have a carer who visits regularly? [If no, please leave blank]

	Once	Twice	Three or more	N/A
Monday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tuesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wednesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Thursday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Saturday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sunday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13 Do you have any other comments regarding parking in your street that you would like to tell us about?

Appendix 3 - Dumbiedykes and Pleasance Consultation Results

Background

This appendix reports the findings from the online consultation questions and analyses the results. It also reviews additional comments submitted at the end of the survey and separate representations received by email.

The return rate is a measure of the number of responses received from within the total number of households within the area. In this case 112 responses were received from 880 households in the area representing a 12% response rate.

There were around 128 responses in total. However, some respondents did not provide their address and it could not be confirmed that they lived within the area concerned. In addition, there were a number of duplicate responses received where people had responded to the online consultation and by email.

Access to Vehicles

The first question asked residents to confirm the number of vehicles in their household. The majority of respondents, 60%, indicated they only had one vehicle in the household, around 20% had two vehicles and two respondents had three or more vehicles. Just fewer than 20% did not answer the question.

Scotland's Census 2011 found that in Edinburgh 60.1% of households had access to at least one vehicle. The consultation results appear to indicate that vehicle ownership in the Dumbiedykes and Pleasance areas may be in line with the rest of the city.

Access to Garages

The housing in this area mainly consists of flatted dwellings or tenements and few residents have access to off-street parking. There are 37 garages around the area but only eight respondents confirmed they had access to one to park their vehicle.

Approximately 65% of respondents confirmed that they did not have access to off-street parking and this suggests that the views of respondents are representative of residents in the area.

Need to Park

Residents were asked when they needed to park in their street. Residential demands were greatest in the evenings, but there were also considerable demands recorded for during the day. The following tables indicate when people need to park during the week and also at weekends.

Parking (weekdays)	Percentage
Morning	68%
Afternoon	65%
Evenings	76%

Parking (weekends)	Percentage
Morning	75%
Afternoon	77%
Evenings	75%

Weekday parking patterns are similar to residential demands in other areas around the city. The weekend patterns are also in line with what we would expect in a residential area. However, since this area is close to the city centre, non-residential parking demands are likely to continue at weekends and not just during the working week.

Difficult to park

The questionnaire also asked respondents to record when they found it difficult to park in their street.

Parking (weekdays)	Percentage
Morning	67%
Afternoon	72%
Evenings	46%

Parking (weekends)	Percentage
Morning	55%
Afternoon	63%
Evenings	40%

These results suggest that week day commuter parking is the main problem, but that weekend afternoons are also a concern. The reduced difficulty in the evenings also suggests that problems are not created due to excessive residential demand. If this were the case, it is considered problems would be most apparent at night when the vast majority of residents are at home.

Other Parking Problems

The survey asked respondents to indicate if they had experienced a number of different types of parking related problems.

Problem	Percentage
Commuter parking	92%
Parking problems for visitors	76%
Parking on yellow lines during the day	56%
Dangerous parking on corners	52%
Parking on the footway	40%
Blocked access to garages/entrances	27%

No parking problems	6%
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The vast majority of respondents identified commuters occupying parking spaces during the day as the main problem. However, many other problems were identified by a high proportion of residents. This indicates that inconsiderate parking impacts all road users, even those without vehicles and in other ways than just making it more difficult to park outside one's home.

Restricted Parking Zone

The questionnaire asked respondents if they considered the introduction of a Restricted Parking Zone would improve parking conditions in their street.

Response	Number	Percentage
Strongly agree	53	55%
Agree	17	18%
Neither	7	7%
Disagree	6	6%
Strongly disagree	12	13%

The results indicated that nearly three quarters of respondents agreed that a RPZ would help improve parking conditions for them. It is notable that the majority of respondents, 55% strongly agreeing with the proposals.

City Car Club

Only three people said they were a member of the city car club. This indicates that there is great potential to promote the use of car sharing in the area and allow people to benefit from low-cost motoring opportunities. This is especially the case for people on lower incomes who may only need to have access to a vehicle occasionally.

Disabled Persons' Parking Places

The consultation was completed by eight people who hold disabled persons' blue badges. This is equivalent, as a percentage of respondents, to the number of blue badges issued in the area per household. Therefore, the consultation is likely to represent the views of disabled people well.

Carers

The consultation revealed that four people have carers visit during the week. All four respondents required different visiting patterns, i.e. different frequencies and days visited each week. Therefore, this shows that ensuring that parking opportunities are available at all times throughout the week is extremely important. This is also the case for disabled persons' blue badge holders who may not have their own vehicle but may need to be picked up and dropped off by their visitors.

Additional Comments Received During Consultation

	Theme	Issue	No.	Council Response
1	Zones	This area should be a separate zone with local resident fees of no more than £50 a year.	18	It is not proposed that this small area becomes its own zone as the benefits of larger zones outweigh smaller areas. No other CPZ in the city has parking permits available for a flat fee of £50 per year. Permit prices are based on proximity to the city centre, the duration of the controlled hours and the CO2 emissions of the vehicle. Other residents in adjacent areas already pay for parking permits to help them park closer to their homes. Parking controls cannot guarantee residents a space but they enhance parking opportunities for permit holders by removing all-day commuter and non-residential parking.
		I would like to see a CPZ rather than RPZ as the cost implications for many of the residents will be very high.	1	
		Request to become a CPZ	1	
		I agree with parking permits, however I disagree with £50 fee. I'm keen to pay if you guarantee me a space. Don't agree to pay for parking outside my home and struggle every day to find one. It looks like a con because I know you can't guarantee space but still you want me to pay.	1	
		Strongly object to making this Zone 3 and opening it up to commuters and Edinburgh uni staff, etc.	1	
2	Parking Problems	Need spaces protected from commuter parking.	16	Respondents have identified commuter and non-residential parking as the major parking problems in this area. The extent of commuter parking prevents opportunities for visitors, older people and can result in inconsiderate parking on footways. The introduction of parking controls would tackle these issues and help residents park closer to their homes and provide more places for their visitors to park.
		Spaces required for visitors parking	3	
		Parking problems created by hotel staff and guests using the residents' spaces.	2	
		We must have restricted parking back, we're too close to the centre and to Arthur's Seat. There is no other parking around here so there are many reasons for people to use the parking spaces: work, shopping, Holyrood Park or dog walking.	2	
		Spaces required for older residents	1	
		It's a total nightmare, since last May it's been terrible.	1	
		People are parking on the new pavement.	1	
3	Parking Changes	More parking spaces are needed.	7	The introduction of parking controls managed by the Council provides the opportunity to increase the number of spaces available to residents. An increase in space can be accommodated on the existing road surface and it is not our intention to reduce green space in the city. Parking spaces are already individually marked in many bays and as it is suggested that they are not adhered to, this arrangement may not offer the most flexible option for residents.
		More parking spaces might be needed due to more people owning cars, the open grass area behind Lochview Court might make a good additional parking lot.	1	
		Marked spaces would be useful to maximize parking.	1	
		People park in a way that occupies two spaces. This should be prevented by providing clear lines on the ground.	1	
		If the RPZ does come in I'm concerned that there may not be enough spaces for the residents. I'd be worried about not being guaranteed a parking space when I come home.	1	

4	Student Parking	Need spaces protected from student parking.	6	Parking controls will help prevent all-day student parking by introducing charges and maximum stay periods. Parking permits are not available to university staff or students unless they are local residents. Students living within student accommodation facilities are not entitled to parking permits in Edinburgh.
		I don't agree that staff/students from Edinburgh University should be eligible for permits - why should their parking be subsidised by us?	1	
		Please do not allow residents of the new post graduate accommodation access to any permits - these are generally temporary residents that study at the university so do not require a car to get to their place of work.	1	
		If Edinburgh University haven't included enough parking in their new buildings, should they not reimburse Dumbiedykes residence for their students using our spaces?	1	
5	Deliveries and Trades People	Problems for deliveries and trades people	5	Parking controls will create additional space during the day to accommodate people making deliveries and parking for trades people working in residents' homes across the area. Residents report that some businesses are using the spaces for free commuter parking when working in the city centre. There are no limits on the number of business vehicles someone can park on the public road, but permits will be limited to two per household to manage demand better.
		There are often large builders' vans in the spaces, which block residents' views and light from their houses.	1	
		There should be a limit on the number of business vans one person can park.	1	
		Parking has been particularly bad because we have so much building work going on around us. You see workmen getting out of their cars parked in front of our houses with tools etc and then leaving at the end of the day, clearly taking advantage of our parking bays.	1	
6	Difficult to Park - weekdays	Spaces are occupied from 6am onwards until about 6.30pm.	4	Residents have reported that commuters arrive early on weekday mornings and that problems persist into the evenings when others are returning home. This discourages residents using their vehicles during the day as they are concerned about not being able to park upon their return. Respondents have also had to wait in their car for a space to become available. There are also concerns that this has increased traffic movements in a residential area.
		Usually on weekdays all the parking spaces are occupied from early in the morning, mostly by non-residents, making what should be a safe residential area feel like a public car park because of the increased traffic movements.	1	
		Impossible to find a free space around lunch/early afternoon.	1	
		During weekdays I try not to move my car as I won't be able to park again afterward. I have had to park in a pay bay on a number of occasions because non-residents are using up all our parking bays.	1	
		I come home at 9.30am and can never get a space, have to sit in my car for up to a hour to get a space.	1	
		I only have problems parking on weekdays day and night-time.	1	

7	Carers	Carers and support workers cannot get parked to come and see me for the two hours allocated for my visits.	4	Parking controls will prevent all-day commuter and non-residential parking in the parking places around the area, enhancing parking opportunities for carers and relatives visiting those with additional support needs in their own homes.
8	Difficult to Park - evening	Its almost impossible to find a parking space when I return from work in the evening.	3	The availability of free parking has clearly encouraged many different groups of motorist to park in this area. The introduction of parking controls will reduce the impact of problems persisting into the evenings as commuter and non-residential parking demands will be removed during the day. Should the area become part of Zone 3 there would be added protection for residents arriving home in the late afternoon as restrictions will continue until 6.30pm. Parking controls cannot prevent all evening parking pressures, but more spaces will also help to enhance parking opportunities for residents.
		It is difficult to find a space in the evening as staff and clients of local shops, businesses and hotels use the spaces when free parking is available after 5.30pm. Your plans will not prevent these people using residents spaces after 5.30pm.	3	
		Residents park on yellow lines over night and sit in their cars to fight over spaces that appear in the morning to avoid parking tickets. It is rare to find any free designated spaces in the evenings.	2	
9	Anti-social behaviour	Noise from commuters; engines, music, shouting, etc.	3	The introduction of parking controls will reduce the number of vehicles coming into the area early in the mornings looking for a parking place. This will have a positive impact on reducing anti-social behaviour, such as; noise, litter and competition for spaces where drivers may become aggressive or threatening towards each other. While it is reported that commuters are waiting on residents to vacate spaces, residents have also said that they need to wait for spaces to become available. Therefore, it may not be clear whether it is a local resident or a commuter who is waiting for a space to become available.
		Sometimes cars are waiting for you to leave to get the space.	3	
		Daughter's car vandalised for parking in my street. Neighbour thinks the space is his and the police had to be called.	1	
		Commuters can be aggressive/threatening when trying to get a space, sometimes harassing residents who are about to leave.	2	
		Commuters using the spaces leave litter in the street.	1	
		Been sworn at by one who was in a hurry to get parked so as he could get to work, I was talking to a neighbour in their car!	1	
		Sick of getting abuse from people who don't live here when you move your car and make sure another resident gets the space.	1	
		We have had two incidents with our elderly residents were one was assaulted and had his window smashed.	1	
10	Financial Issues	I do think that a scheme must be in place, but I think it is unreasonable to expect residents to pay to park. I want to continue to have free parking for as long as I live at my address.	3	Parking controls operate across the city centre and permit holders in all other zones are required to purchase a parking permit if they wish to park on the road during the day. The introduction of controls would remove an anomaly in the parking restrictions and ensure that there is a consistent approach to enforcement in the
		Residents and their visitors should have free parking, as originally designed and this should be maintained.	1	

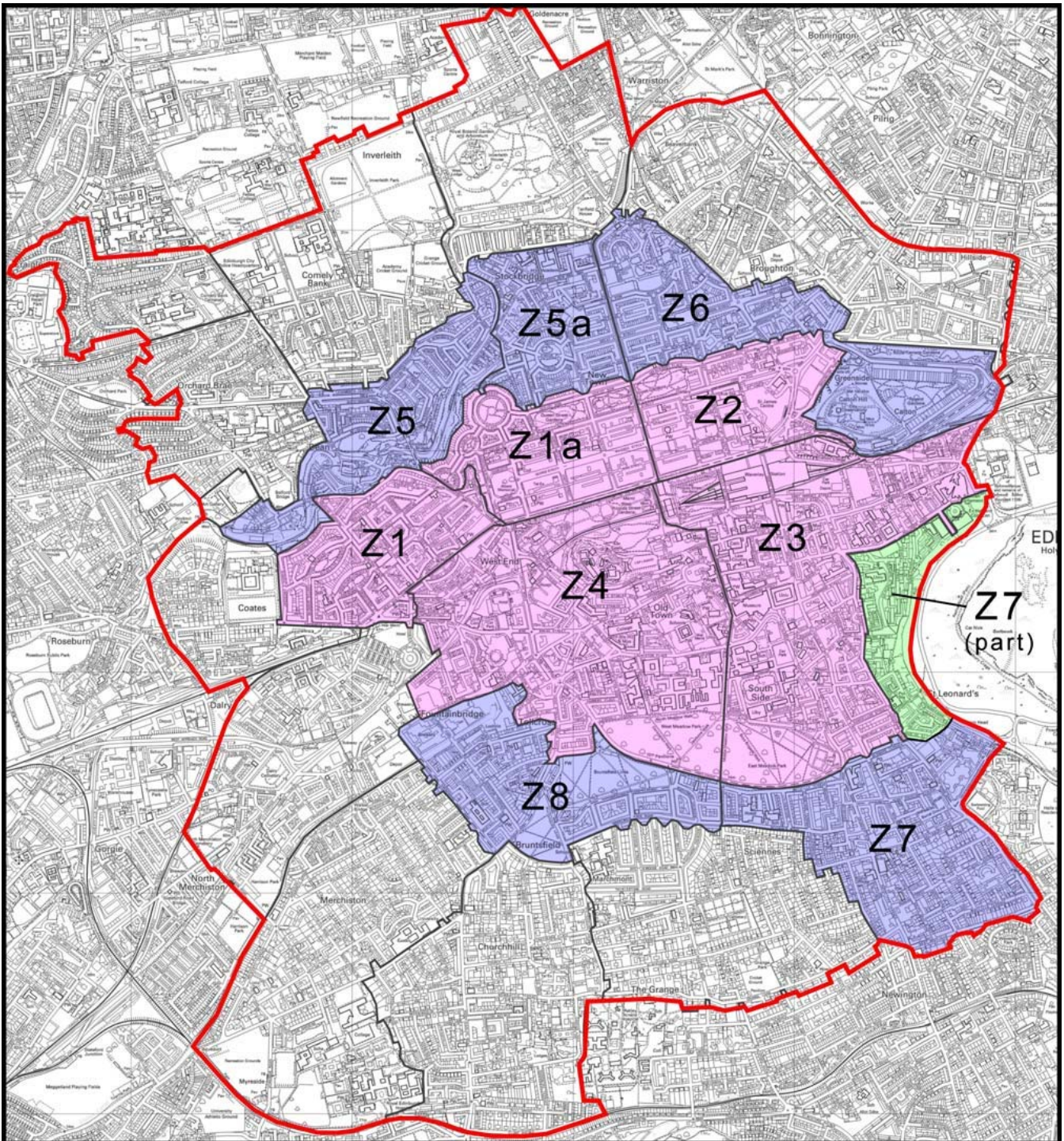
		I strongly disagree with this scheme that the council are suggesting as it is just another way of making money from people, the area is designed and set out for residents and visitors to park for free.	1	city centre. A number of residents have requested that free parking is maintained but as the current situation demonstrates this is open to abuse and has created numerous problems for residents living in the area.
		There are low income households, the cost of living is going up and people's wages are staying the same - this could be difficult for people.	1	
		No one who lives in Dumbiedykes can afford a zone 3 permit, it is unacceptable to zone the area this way.	1	
		I strongly feel that the areas should not be in zone 3 and should remain a more reasonable price. People are typically on low incomes and this price increase is unreasonable in my opinion.	1	
11	Parking Tickets	Resident received parking ticket when couldn't park in own street due to commuters.	3	Parking Attendants issue parking tickets to incorrectly parked vehicles to maintain traffic flow, ensure road safety and to prevent commuter parking. Without parking enforcement of the yellow lines, commuter parking would likely spread to occupy all the available kerbside space in the area. Parking Attendants do not have access to vehicle ownership records to identify which vehicles belong to residents or not. Nevertheless, such an approach would not assist carers to park who may not live within the area.
		I have been towed away and fined once because of no space for parking (after looking for parking spot for an hour) as a resident.	1	
		It's a nightmare to find a parking space and get parking tickets for nothing.	1	
		Why can't Parking Attendants look at who is and isn't a resident - they are visiting the street anyway. Residents/owners and their visitors are getting tickets for parking on yellow lines (sometimes after very short times) when the problem is builders and commuters taking up spaces.	1	
12	Disabled People	Disabled Persons' parking spaces used by non-Disabled people	2	Disabled persons' parking places were also previously enforced by the private contractor, with the removal of this service these spaces are also being subjected to use by commuters and motorists who are not a blue badge holder. Furthermore, the lack of available space also reduces opportunities for blue badge holders to park near their homes or for residents to receive visitors who may need to use a blue badge.
		I have difficulty walking and being treated by the physio. I do not have a blue badge but my physio has told me not to walk.	1	
		My daughter and I whom both have a disability get parking tickets and can't get a parking space except on the yellow lines.	1	
		As a disabled driver I attend doctors/hospital appointments at different times and need to get home as soon as possible for toilet and have to wait sometimes an hour to get parked. When I need to unload shopping, I cannot do it if I am parked a distance from my home	1	

13	Parking Permits	A resident runs a scrap yard business from the car park and uses several residents' bays for his vehicles. This forces residents like myself to park on a single yellow line with a risk of getting a ticket after 8:30am. The old system should have prevented him acquiring more than one permit. The new system will allow him and all residents to purchase as many temporary permits as he needs to park any number of vehicles.	1	Parking permits in Edinburgh are limited to one per person or two per household. This is to manage demand and reduce instances where one household dominates the available parking space. Visitors' permits will be introduced in the city centre, at the same time as shared use parking places. There are limits on the number of visitors' permits each household may purchase and residents' permits are not transferable to prevent such permits being used by commuters.
		There is no way to determine if residents are selling on temporary permits to commuters for a profit.	1	
		I do not own a vehicle but have access to one, is there a means of getting a permit for vehicle not registered at my address.	1	
14	Previous Schemes	Parking on Viewcraig Street/Gardens and Dumbiedykes Road should be for residents only with free parking for visitors - basically the same as it was before.	1	The current problems indicate that free parking spaces would likely encourage commuters into the area and leave no spaces for visitors, trades people or those making deliveries in the area. The previous system cannot be operated legally on public roads and Council enforcement will offer better protection from non-residential parking pressures. The Council has no powers to limit household vehicle ownership, but restricts permits to two per household to manage parking demand.
		Why can't we have the old system back?	1	
		Dumbiedykes was designed with one parking space for each house, any parking strategy must take this into account.	1	
15	Traffic Management	Cars are often speeding up and down the street when looking for spaces.	1	The removal of commuter and non-residential parking opportunities is expected to reduce vehicle movements in the street and improve road safety.
		The speed commuters drive at exceeds the speed limit causing a danger to kids going to and from School.	1	
16	Parking Conditions	More residents have cars than used to be the case.	1	The results of the consultation indicate that some households have more than one vehicle. However, it is considered that the increase in commuter and non-residential parking resulting from the absence of parking enforcement has had more of an impact on residents not being able to park near their homes.
		Before when you needed a permit I never had a problem with parking even though I used to be a household with 2 cars (I have lived here for 8 years). Now it is very difficult with only 1 car.	1	
		No parking problems since I moved here in 2006 and it has cost me nothing. This plan does not guarantee me a space close to my house and I will have to pay for my visitors.	1	
17	RPZ Proposals	A RPZ isn't specific enough, we need something similar to what we had before i.e. a parking zone specifically for Dumbiedykes only, like the zone 5a in Stockbridge and similar scheme in Glasgow.	1	Controlled parking zones work better when applied over larger areas to tackle specific problems. Zone 5A is much larger than the area concerned and schemes in Glasgow are on the fringes of the city and not comparable to the location of Dumbiedykes.

18	Visitors' Parking	I feel the area should be free parking for visitors and residents as this is a low income area for households. I could not afford to buy permits or a visitor pass as I am on very low income.	1	The current problems indicate that free parking would encourage commuters into the area leaving few, if any, spaces for residents and their visitors. It is the responsibility of the driver to ensure that they park their vehicle in accordance with the parking regulations and where applicable pay any necessary charges for parking. The number of spaces has yet to be determined, but shared use spaces will ensure the greatest flexibility for residents and their visitors.
		How many visitors spaces would there be compared to permit holder spaces. From reading info permit holders can park in both permit and visitors spaces but this could disadvantage those without a car. Previous system worked well for residents where car owners and visitors could park in any available space.	1	
19	Public Parking	There was a proposal to add paid parking bays for commuters in Dumbiedykes - this will result in less spaces for residents. There is ample public parking at St John's Road and Dynamic Earth for commuters and local businesses.	1	There are no proposals to introduce all-day commuter parking places in this area. Some public parking is required to accommodate residents' visitors or trades people working in the area. Parking data indicates that there is a demand for pay and display parking in this area and shared use spaces can accommodate this whilst offering the greatest flexibility for residents and their visitors.
		The council have created pay and display parking spaces at the beginning of Viewcraig Gardens - these have pushed cars that used to park here to my end of the street making it more difficult to find a space. There is no need for any pay and display spaces on this residential street. There is a NCP car park at the beginning of the street for any commuters or visitors to businesses nearby or the new university buildings that has plenty of spaces.	1	
20	Public Safety	There is a security risk to the residents because we don't know who the people are who are coming into the community to park. This is of particular concern following the recent break-in at an elderly resident's home in Oakfield Place.	1	Noted. The Council does not hold any information on a possible link between the presence or not of parking controls and reported crime.
21	Residents' Issue	Last night there were no spaces outside the flat so parked on a single yellow line with the intention of moving the car in the morning into a bay. Got my bike ready as I cycle to work. Got in the car, no bays in front of the flats or in Viewcraig Gardens. I saw a guy take a space just before I could, he seemed to have been waiting there for a few minutes - it appeared he was parking for the uni. As a result I had to drive to work or I would've got a fine for the car still being on the yellow lines.	1	Noted. The removal of commuter and non-residential parking during the day will enhance parking opportunities for residents and reduce the likelihood of such instances occurring in the future.

22	Residents' Issue	After having a C-section last year, I found it extremely difficult walking around the estate and my dad who was driving me could not park in the spaces closest to us. I am consistently not able to park and often have to park in the pay bays until I can move into a space when someone leaves.	1	Noted. The removal of commuter and non-residential parking during the day will enhance parking opportunities for residents and reduce the likelihood of such instances occurring in the future.
23	Other Issues	Some residents did not receive the parking survey.	3	The delivery company reported the survey was delivered to all but two addresses in the area.
24	Other Issues	Parking problems during the August Festivals.	2	Noted. The introduction of parking controls will help to tackle parking problems throughout the year.
25	Other Issues	Weekends are not a problem there is always a space within the estate to park.	2	Noted. During the week has been identified by most residents as the time when it is most difficult to park.
26	Other Issues	As this street is a cul-de-sac kids play outside.	1	Addressing commuter parking will reduce parking demand and vehicle movements thus improving road safety.
27	Other Issues	I own five flats in Dumbiedykes and make numerous visits to deal with repairs and consultations with my tenants. Finding parking is difficult due largely to use of parking by outsiders.	1	Parking controls will help to improve parking opportunities throughout the day for visitors.
28	Other Issues	Why give someone a flat if they can't park their cars and talk of paying what a scam! How can you have to pay to park outside your own flat!	1	Noted. Many houses in this area do not have access to a private off-street parking place. Many residents in the rest of the city already pay to park outside their homes.
29	Other Issues	We were promised environmental wardens this has not happened yet.	1	Noted. This will be reported to Housing.
30	Other Issues	I would like the council to provide public charging points for electric vehicles. The growth of electric vehicles is getting quicker and you should really be thinking about supporting this green infrastructure.	1	Noted. The Council is developing a strategy for on-street Electric Vehicle charging.
31	Other Issues	There is a car which has been parked since before Christmas with a flat tyre.	1	Noted.

Appendix 4: Map of the Controlled Parking Zone



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Appendix 5 – Residents' Parking Permit Prices

Central Area Prices – Zones 1 to 4

Bands		1	2	3	4	5
Engine Size (cc)		0 to 1000	1001 to 1800	1801 to 2500	2501 to 3000	3001+
CO ₂ (g/km)		0 to 100	101 to 150	151 to 185	186 to 225	226+
Permit 1	3 months	Not applicable	£65	£72	£90	£140
	6 months	Not applicable	£120	£134	£170	£270
	12 months	£72	£205	£235	£295	£475
Permit 2	3 months	Not applicable	£83	£92	£115	£175
	6 months	Not applicable	£155	£175	£220	£340
	12 months	£92	£256	£300	£368	£600

Peripheral and Extended Prices – Zones 5 to 8, N1 to N5 and S1 to S4

Bands		1	2	3	4	5
Engine Size (cc)		0 to 1000	1001 to 1800	1801 to 2500	2501 to 3000	3001+
CO ₂ (g/km)		0 to 100	101 to 150	151 to 185	186 to 225	226+
Permit 1	3 months	Not applicable	£35	£40	£50	£75
	6 months	Not applicable	£65	£70	£90	£140
	12 months	£35.50	£102	£118	£150	£240
Permit 2	3 months	Not applicable	£45	£53	£65	£95
	6 months	Not applicable	£80	£95	£118	£180
	12 months	£45	£130	£150	£185	£300