

# Transport and Environment Committee

2.30pm, Tuesday, 5 March 2019

## Strategic Review of Parking – Results of Area 1 Review and Corstorphine Consultation Results

Item number	7.5
Report number	
Executive/routine	Executive
Wards	1, 3, 6
Council Commitments	

### Executive Summary

---

At its meeting of [9 August 2018](#) Committee considered a report on a proposed strategic review of parking across the Edinburgh area.

That report explained that it was proposed to conduct an initial investigation into the severity and extent of parking pressures, splitting the city into five separate, geographical areas with the aim of assessing the potential need for parking controls. The results of those investigations would be reported to future meetings of this Committee.

This report provides the results of the first of those investigations, covering Area 1, West Edinburgh.

This report also summarises the results of the recent consultation carried out in the Corstorphine area, where residents and businesses were asked for their views on both the existing parking situation in Corstorphine and the need for potential solutions.

The report also provides an update on the anticipated timescales for delivering the results of the review in the remaining four areas, as well as providing an update on the separate piece of work being carried out in relation to event parking at Edinburgh's three major sporting stadiums.

## Strategic Review of Parking – Results of Area 1 Review and Corstorphine Consultation Results

### 1. Recommendations

---

- 1.1 It is recommended that the Committee:
  - 1.1.1 notes the results of the initial investigation of parking pressures in Area 1 – West Edinburgh;
  - 1.1.2 notes the results of the consultation exercise conducted in the Corstorphine area;
  - 1.1.3 recognises the strategic need to manage parking along the A8 corridor and the potential economic, traffic management and air quality benefits of reducing vehicle numbers in this area;
  - 1.1.4 approves the preparation of detailed designs for parking controls along the A8 corridor, a process that will include further detailed investigation and consideration of the required extent and type of controls that would be appropriate for each area;
  - 1.1.5 notes that the existing B9 Priority Parking Area will be included in the planned further investigation, with the potential for this area to be transferred to Controlled Parking Zone (CPZ) and further investigation of issues at Clermiston will be progressed;
  - 1.1.6 notes that there will be consultation with affected stakeholders on the draft designs before authority is sought from Committee to proceed to the legal process required to introduce parking controls;
  - 1.1.7 notes the timescales for delivering the results of the review in the remaining four areas; and
  - 1.1.8 notes that progress is also being made on the ongoing Stadiums review and that the results of this review will be reported to the next meeting of this Committee.

## 2. Background

---

- 2.1 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.
- 2.2 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.
- 2.3 In August 2018, Committee approved the commencement of a Strategic Review of parking that would look at parking pressures across the entire Edinburgh area. This review would help to form a citywide strategy for addressing parking pressures, taking a proactive approach on policy and strategy grounds.
- 2.4 The review splits the city into five geographical areas. This report provides the results of the review for the first of these areas, West Edinburgh.

## 3. Main report

---

- 3.1 This report provides the results of the first of five areas to be assessed as part of the Council's Strategic Review of Parking. As was detailed in the report approved by Committee in August 2018, West Edinburgh was to be the first area to be assessed.
- 3.2 This recognised that:
  - 3.2.1 there were long-standing and significant indications of intrusive commuter parking, particularly in streets adjacent to the A8;
  - 3.2.2 there was a long-standing commitment to investigate the need for parking controls in the Corstorphine area; and
  - 3.2.3 an initial investigation into parking issues in Corstorphine was already further advanced than those in other identified investigation areas.
- 3.3 This report also explains the outcome of the recent public consultation in the Corstorphine area, where interested parties were invited to complete a questionnaire on parking issues and potential solutions.

## **The Strategic Citywide Review**

- 3.4 In the report in August 2018, the Council recognised the need to take a strategic look at parking across the city, rather than relying on the reactive approach previously taken in response to new requests for controls.
- 3.5 The primary aim of the review is to take a high-level view of parking issues, as a means of helping to identify areas of parking pressure, as well as highlighting potential generators of commuter or other parking in order to determine whether there might be a strategic need to manage parking demand.
- 3.6 This approach would then allow the Council to make an informed decision as to where to concentrate resources on a more detailed assessment of the extent and type of any potential parking management measures.
- 3.7 That management would assist the Council in achieving the aims of the Local Transport Strategy by encouraging road users to consider their mode of transport and reduce the reliance on private vehicles when travelling to their place of work.
- 3.8 Managing parking would also help to create parking opportunities in the vicinity of local shops and businesses, allowing improved access to such facilities, particularly in locations where existing levels of commuter parking reduced accessibility for visitors. Furthermore, managing parking would also address the increasing concerns of residents who contend on a daily basis with the various issues caused by commuter parking.
- 3.9 The approach taken for the review was to separately visit every street within the review area, assessing the potential parking capacity and the level of parking taking place. That information would then be categorised as Low, Medium or High depending on the percentage of available space occupied.
- 3.10 That information would be transferred onto a series of “heat maps” showing the relative parking levels on a street by street basis, creating a simple visual representation of parking in each area.
- 3.11 Having highlighted those areas with the greatest, or most widespread pressure, the review would make recommendations as to which areas could then be considered in greater detail for remedial measures.

### **Citywide Review: Area 1**

- 3.12 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.
- 3.13 The full results of the review of parking in Area 1 are included in Appendix 2. This was prepared on the Council’s behalf by the appointed consultants, The Project Centre.

- 3.14 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.
- 3.15 The results of the Corstorphine Consultation, discussed in greater detail later in this report, show that a significant number of respondents (516, 51.7% of residents) indicate “Spaces occupied by non-residents” as a parking issue that they experience in their street or near to their home. Parking surveys conducted in the Corstorphine area also reveal that there are high numbers of non-residents parking in streets close to the A8.
- 3.16 Although no detailed surveys that would help to ascertain the likely levels of commuter parking have been carried out as part of the review process, the review data does indicate that the non-residential parking that takes place in Corstorphine is also prevalent along much of the remainder of the A8 corridor and that many of the neighbouring residential areas are impacted by commuter vehicles.
- 3.17 As such, the recommendations from the review of Area 1 is that new parking controls should be considered/further investigated in the following areas:
- 3.17.1 Corstorphine (CPZ);
  - 3.17.2 Saughton (CPZ);
  - 3.17.3 Saughtonhall (CPZ);
  - 3.17.4 Roseburn (CPZ); and
  - 3.17.5 Corstorphine (West of Drumbrae) (Priority Parking).
- 3.18 The existing B9 Priority Parking Area in Murrayfield has also been 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.
- 3.19 It is 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.
- 3.20 The Findings also recommend that consideration be given to introducing Priority Parking in Newbridge, should other measures proposed to alleviate parking pressures on Bridge Street prove unsuccessful.
- 3.21 Plans showing the extent of the areas where further investigation into the need for parking controls is recommended can be found within Appendix 2.
- 3.22 Appendix 6 shows a full list of the areas reviewed, sorted into a prioritised list based on the levels of parking noted in those areas. This list will be amended as further areas are reviewed, resulting upon completion of the review in a full list of areas of Edinburgh and showing those areas where there is the greatest need for action to tackle parking problems.

## **Corstorphine Parking Consultation**

- 3.23 The results from the consultation analysis show a generally mixed response in terms of both the perceived impact of inconsiderate or non-residential parking in the Corstorphine area, although as previously noted 51.7% of residents cited non-residential parking as a concern in their street or close to their home.
- 3.24 The results do show that problems are more acute in those streets lying closest to the A8 corridor, with generally less indications of concern and subsequently less support for action in those streets farther from the A8.
- 3.25 Consequently, the primary finding of the consultation exercise is to recommend parking controls in a corridor surrounding the A8, where there is evidence of both significant parking issues and support for the Council to act to improve parking. The extent of the area recommended for inclusion can be found in Appendix 3.

### **Conclusion – Area 1**

- 3.26 The Council has taken the step of looking at parking across the city, with a view to:
- 3.26.1 addressing parking issues caused by commuter parking;
  - 3.26.2 improving parking for residents and businesses; and
  - 3.26.3 supporting the aims of the Council's Local Transport Strategy
- 3.27 With these aims in mind 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.
- 3.28 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.
- 3.29 It is, therefore, the view 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 is, 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.
- 3.30 It is proposed that the areas detailed in Appendix 2 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.

### **Stadiums Review**

- 3.31 Work is also progressing on a separate review of event-related parking in the vicinity of Edinburgh's three major sporting stadiums. Surveys have been commissioned to be carried out during the Six Nations fixtures at Murrayfield and during football fixtures at both Tynecastle and Easter Road during February 2019.
- 3.32 The results of this review and its findings will be reported to Committee in May 2019, with a view to dovetailing any proposed measures into the wider parking proposals for Area 1 of the Strategic Review.

### **Citywide Review – Remaining Areas**

- 3.33 The proposed timetable for delivering the results of the Citywide Review in the remaining four areas is as follows:
- 3.33.1 Area 2 – South West Edinburgh, will be reported to Committee in May 2019;
  - 3.33.2 Area 3 – North East Edinburgh, will be reported to Committee in May 2019;
  - 3.33.3 Area 4 – South East Edinburgh, will be reported to Committee in August 2019; and
  - 3.33.4 Area 5 – North Edinburgh will be reported to Committee in August 2019.
- 3.34 The list shown in Appendix 4 will be updated with the results of the review in each area, with results 'slotted in' in order of parking severity. At the end of the review process this approach will result in a full, prioritised list of areas within the Edinburgh area. This list will assist the Council in determining where priorities should lie and where resources should be concentrated. Recommendations as to how to proceed will form part of the report submitted to Committee in August 2019.

## **4. Measures of success**

---

- 4.1 The primary measure of success will be the delivery of parking management measures that will manage the level and incidence of non-residential parking and improve accessibility for residents, visitors, shoppers, deliveries and other business users.
- 4.2 A reduction in the number of vehicles travelling into the areas around the city centre will not only provide benefits in terms of traffic flow, but should also make streets safer for all users, in particular pedestrians and cyclists. That traffic reduction will also provide benefits in terms of reduced air pollution, not only because of there being fewer vehicles, but also as a result of reduced congestion and reduced journey times.

## **5. Financial impact**

---

- 5.1 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 £130,000.
- 5.2 It is anticipated that this cost will be met from within the existing budget allocation for parking.

## **6. 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.

## **7. Equalities impact**

---

- 7.1 Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010.
- 7.2 While there are considered to be no direct Equalities Impacts as a result of this report, the impact of any potential controlled parking schemes will be given further detailed consideration as part of the design and consultation processes.

## **8. 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.
- 8.2 The proposals in this report will help achieve a sustainable Edinburgh through encouraging use of public transport and active travel. The provision of measures designed to manage parking demand will create equality of opportunity and parking controls will provide for improved road safety and improved accessibility for those who have mobility issues.
- 8.3 It is anticipated that the introduction of new parking controls will have a positive impact on pollution and air quality within the city.

## **9. Consultation and engagement**

---

- 9.1 A consultation exercise in respect of parking issues in the Corstorphine area was carried out in July 2018. The results of that consultation are contained within this report.

- 9.2 Further consultation will be undertaken as part of the design process, where residents, businesses and other affected parties will have the opportunity to comment on the design and on the detail of the proposals.
- 9.3 If it is determined that the draft proposals should proceed towards implementation there will be a requirement to process one or more traffic orders. As is specified within the governing legislation, any changes made by traffic orders are subject to a full, statutory consultation process, during which any interested party may make their views known to the Council. The traffic order process will also involve consultation with a wide range of stakeholders representing those likely to be affected by the proposals.

## 10. Background reading/external references

---

- 10.1 Report to the Transport and Environment Committee on 9 August 2018 entitled 'Strategic Review of Parking, Edinburgh.'

### **Paul Lawrence**

Executive Director of Place

Ewan Kennedy, Service Manager – Place Development

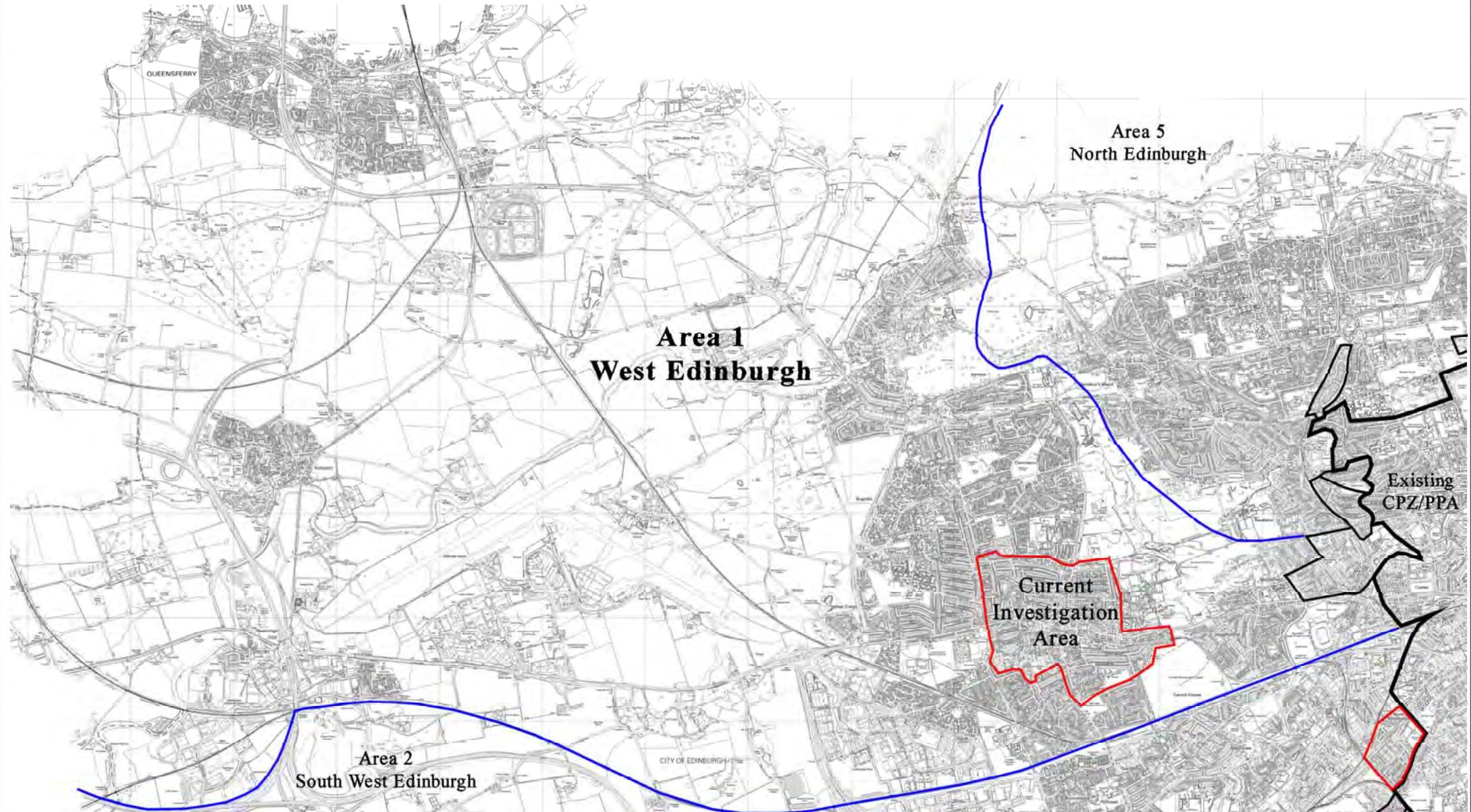
E-mail: [ewan.kennedy@edinburgh.gov.uk](mailto:ewan.kennedy@edinburgh.gov.uk) | Tel: 0131 469 3575

## 11. Appendices

---

Appendix 1	Plan of Area 1
Appendix 2	Edinburgh Citywide Parking Review – Area 1
Appendix 3	Corstorphine Parking Consultation – Response Analysis
Appendix 4	Prioritised list of reviewed areas

APPENDIX 1 - PLAN OF AREA 1



**Strategic Review of Parking  
Area 1 - West Edinburgh**

Scale: N.T.S.



Date: January 2019

Drawn By: AJM

Drawing No:



## Edinburgh Citywide Parking – Area 1

### Strategic Parking Review

City of Edinburgh Council

Document Reference: 1000005209  
January 2019

Created by  
Matt Bush

[Matt.Bush@projectcentre.co.uk](mailto:Matt.Bush@projectcentre.co.uk)

0161 235 6462

## DOCUMENT CONTROL

Project Centre has prepared this report in accordance with the instructions from City of Edinburgh Council. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Job Number	Issue	Description	Originator	Checked	Authorised
1000005209	01	Edinburgh Citywide Parking – Strategic Parking Review	Matt Bush 10.12.18	Avisha Patel 28.01.19	Daniel Hanshaw 29.01.19

File path: G:\Project Centre\Project-BST\1000005209 - NSL Edinburgh Citywide Parking\2 Project Delivery\3 Reports\3 Final Reports\Area 1

## **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 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 1 – West Edinburgh and the existing B9 PPA 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 of 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 of the roads in Area 1 and B9 were visited to survey the level of parking pressure on the road which was done by determining the availability of 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 1 - West Edinburgh and the existing B9 PPA.

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 Controlled Parking and Priority Parking protocol issued by CEC, the outlined areas listed below in Area 1 – West Edinburgh have been considered and recommended for the introduction of a CPZ or PPA parking controls. It is recommended that the B9 PPA is upgraded to a CPZ.

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:

- Roseburn (high)
- Saughtonhall (high)
- Corstorphine (high)
- Saughton (high)
- Corstorphine South (medium)
- B9 (medium)
- Murrayfield (medium)

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

- Corstorphine North (low)

Further consideration should be given to the introduction of PPA in the following area, should planned remedial action be unsuccessful in addressing current parking pressures:

- Newbridge

During the investigation and the site visits, particular roads have been observed as having road safety concerns. These roads are not included in recommended areas for a CPZ or PPA however, they require further detailed consideration for the introduction of parking controls to improve road safety.

It is recommended that parking controls are improved through the implementation of double yellow lines on:

- Gamekeepers Loan
- Station Road, Dalmeny

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 South Queensferry, Kirkliston, Cammo, South Gyle and West Craigs.

<b>CONTENTS PAGE</b>	<b>PAGE NO.</b>
1. CLIENT REQUIREMENTS	4
1.1 Introduction	4
1.2 Background	4
2. METHODOLOGY	6
2.1 Desktop Assessment	6
2.2 Parking Pressure Survey	6
2.3 Average Parking Pressure	7
3. HEAT MAPS	8
3.1 Area 1	8
3.2 B9	8
4. FINDINGS – AREA 1	9
4.1 Summary	9
4.2 Barnton	9
4.3 Bughtlin	9
4.4 Cammo	9
4.5 Clermiston North	9
4.6 Clermiston South	10
4.7 Corstorphine North	10
4.8 Corstorphine	10
4.9 Corstorphine South	11
4.10 Cramond North	11
4.11 Cramond South	11
4.12 East Craigs	12
4.13 Kirkliston North	12
4.14 Kirkliston South	12
4.15 Murrayfield	12
4.16 Newbridge	13

4.17	Roseburn	13
4.18	Saughton	14
4.19	Saughtonhall Heat map	14
4.20	South Gyle	15
4.21	Queensferry East	15
4.22	Queensferry South	16
4.23	Queensferry West	16
4.24	West Craigs Heat map	16
4.25	Conclusion	16
5.	FINDINGS – B9 EXISTING PPA	17
5.1	Summary	17
5.2	Controlled Parking Spaces	17
5.3	Uncontrolled Parking Spaces	17
5.4	Conclusion	17
6.	FINDINGS – AVERAGE PARKING PRESSURE	19
6.1	Summary	19
7.	FUTURE DEVELOPMENT	21
7.1	Edinburgh Local Development Plan	21
7.2	New Housing Proposal	21
7.3	Proposed Tram Stops	22
7.4	New School Proposals	22
7.5	South Gyle / Garden District Development	22
7.6	International Business Gateway (IBG)	22
7.7	Summary	22
8.	RECOMMENDATIONS	24
8.1	Protocol & Criteria	24
8.2	CPZ	24
8.3	PPA	25

8.4	Other Parking Controls	25
9.	CONCLUSION	26
10.	FURTHER INVESTIGATION	27
	QUALITY	28
	Appendix A - Area 1 Heat Maps	
	Appendix B - B9 Heat Maps	
	Appendix C - Overview Map	
	Appendix D - CEC LDP Proposal Plans	

## **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 and S1 to S4. Other exceptions are Priority Parking Areas B1 to B10 and Zone K.
- 1.1.4 The investigation area, after the exceptions, 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 1 – West Edinburgh and the existing B9 PPA but there may be overlaps with this citywide parking investigation and the ongoing investigation on the sports stadiums of Murrayfield and Tynecastle. More information specifically related to the stadiums will be provided in the Edinburgh Sports Stadiums report (ref. 1000005208) due for completion in 2019. There is also a separate report on the Corstorphine Parking Consultation which has been carried out by Project Centre (ref. 1000005104).
- 1.1.6 Through the assessment of parking pressure in Area 1 – West Edinburgh, Project Centre has provided recommendations for areas of parking pressure that would benefit from the introduction of parking controls in the form of a CPZ or PPA. For the B9 area, recommendations have been provided where there is need for upgrading existing permit schemes to a CPZ.
- 1.1.7 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 receives 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 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 in Edinburgh are CPZ, PPA, standalone parking places and yellow line restrictions. 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 1 – West Edinburgh and the existing B9 PPA 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 have been assessed on their availability of parking provision. Availability of parking provision 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 1 and B9 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 1 and B9 to complete a parking pressure survey. The survey was carried out over three separate days in Area 1; 1<sup>st</sup>, 14<sup>th</sup> and 15<sup>th</sup> November 2018 and the B9 survey was carried out on 16<sup>th</sup> January 2019. All surveys were done 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 called QGIS to provide a visual data output that shows the varying levels and extent of parking pressures on each road of Area 1 and B9.

2.2.4 As B9 is an existing PPA, 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 1.

### 3. HEAT MAPS

#### 3.1 Area 1

- 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 1 - West Edinburgh.
- 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. Corstorphine or Kirkliston North. However, they do not define exact residential areas and have been used for analysis purposes only.
- 3.1.5 The heat maps can be found in Appendix A for Area 1 – West Edinburgh and Appendix B for the B9 PPA. An overview map has been provided in Appendix C to show each heat map's location in relation to other heat maps within both of the surveyed areas.

#### 3.2 B9

- 3.2.1 Similar to the Area 1 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 B9. The same categories for levels of parking pressure used in the Area 1 heat maps; low, medium and high, have been shown on the heat maps for B9.
- 3.2.2 As B9 is an 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 have been produced to show the pressures of controlled and uncontrolled parking spaces in B9.

## **4. FINDINGS – AREA 1**

### **4.1 Summary**

4.1.1 The heat maps for Area 1 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 A. 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 Barnton**

4.2.1 The area recorded low parking pressure on the majority of its roads. The only road that recorded a noticeable level of parking pressure was Barnton Grove which had a high pressure. This was most likely due to the nearby shops located on Whitehouse Road and visitors to the Lyle Court retirement living being the main generators of parking pressure in this area.

4.2.2 No action is required at this time.

### **4.3 Bugtlin**

4.3.1 The area recorded low levels of parking pressure throughout most of the roads surveyed. The only noticeable parking pressures were recorded on Barntongate Avenue, Barntongate Terrace, Craigmount Bank West and the northern section of Craigmount Avenue North. Barntongate Avenue is close to bus routes on Queensferry Road which could be a reason for the higher level of parking pressure recorded on this road and on Barntongate Terrace compared to other roads in the area.

4.3.2 As there are no significant generators of parking identified in the area the higher pressures on Craigmount Bank West and Craigmount Avenue North are likely due to higher car ownership levels as these roads have access to off-street parking.

4.3.3 The low level of parking pressure in the area is likely due to the residential nature of the area with significant access to off-street parking and the absence of any generators of significant parking pressure.

4.3.4 No action is required at this time.

### **4.4 Cammo**

4.4.1 The area had few generators of parking pressure and as a result the area was observed to have low levels of parking pressure with access to significant off-street parking available.

4.4.2 No action required at this time.

### **4.5 Clermiston North**

4.5.1 Overall the area mostly recorded medium levels of parking pressure. High levels of parking pressure were recorded on roads within close proximity to a generator of parking, the Clermiston Primary School, such as Park Grove Street and Park Grove Terrace. Other roads that recorded high levels of parking pressure were Clermiston Crescent, Clermiston Place, Clermiston Gardens and Parkgrove Crescent which had no significant generators of parking pressure nearby. These roads have access to off-street parking, although limited, which combined with a higher car ownership level could be a cause of the high pressures recorded.

4.5.2 No action is required at this time but PPA controls may be appropriate in the future.

#### **4.6 Clermiston South**

4.6.1 The majority of roads in the area recorded low levels of parking pressure, however there are clusters of high levels of parking pressure recorded on roads such as Rannoch Road, Alan Breck Gardens and Clerwood Terrace which are near to the Fox Covert Primary, a likely generator of parking pressure.

4.6.2 Several roads had medium levels of parking pressure, particularly those roads immediately south of Drum Brae Drive. This may be due to the higher density of population in the area because of the residential flats, which have limited access to off-street parking, as there were no significant generators of parking pressure identified.

4.6.3 Roads in the south of the area like Clerwood Park and Clerwood Gardens recorded low levels which is likely due to no significant generators of parking pressure nearby and significant access to off-street parking.

4.6.4 No action is required at this time.

#### **4.7 Corstorphine North**

4.7.1 The majority of the area recorded low levels of parking pressure as there were no significant generators of parking pressure identified. Roads such as Corstorphine Hill Avenue, Corstorphine Hill Gardens and the southern section of Corstorphine Bank Drive (included in this area) recorded high levels of parking pressure. All of these roads have significant access to off-street parking, so the parking pressure is likely due to high car ownership levels.

4.7.2 PPA controls may be appropriate if the recommended CPZs are implemented.

#### **4.8 Corstorphine**

4.8.1 This area is located north and south of the A8 St. John's Road with the majority of roads in the area recording high levels of parking pressure. There are multiple generators of parking pressure located along the A8 such as the local shops, businesses and the frequent bus routes servicing the city centre. Roads leading onto the A8 such as Featherhall Avenue, Victoria Terrace, Belgrave Road and Glebe Road all have high levels of parking pressure which are likely due to the generators of parking situated on the A8 attracting shoppers, workers and commuters.

4.8.2 Kaimes Road and St. John's Crescent both recorded high levels of parking pressure and are located near to the medical centre, situated to the east of Kaimes Road, which could be a potential generator of parking pressure. These roads, like others to the east of this area such as Downie Grove and Pinkhill, are close to the Edinburgh Zoo which is also a possible generator of parking pressure.

4.8.3 Manse Street, Manse Road and Featherhall Avenue all recorded high levels of parking pressure which is possibly due to the nearby Corstorphine Primary School being a generator of parking pressure.

4.8.4 Roads that recorded low levels of parking pressure such as Corstorphine High Street and Clermiston Road have parking restrictions in place. Other roads that recorded low levels of parking were Ladywell Avenue and Dunsmuir Court.

4.8.5 This area should be considered for a CPZ due to the high levels of parking pressure recorded and the number of significant generators of parking pressure such as shops and frequent bus routes to the city centre.

#### **4.9 Corstorphine South**

4.9.1 The area mostly recorded low levels of parking pressure and contained generators of parking pressure such as two schools and a parade of local shops on Saughton Road North.

4.9.2 Meadowhouse Road recorded a medium level of parking pressure which was likely due to its proximity to Carrick Knowe Primary school and likewise both South Gyle Road and Wester Broom Terrace which are located near to Gylemuir Primary School recorded medium levels of parking pressure.

4.9.3 The local shops on Saughton Road North are likely a generator of the high parking pressure recorded on the road and Roull Road. There is also a dentist situated on the corner of Saughton Road North and Roull Road which is likely impacting the high levels of parking pressure recorded on Roull Road.

4.9.4 Due to the areas proximity to considered CPZs in Corstorphine and Saughton (see Appendix C for Overview Map), a CPZ should be considered in Corstorphine South to avoid negative impacts of potential displaced parking.

#### **4.10 Cramond North**

4.10.1 This area, located in the north of Area 1 near to Cramond beach, recorded low levels of parking pressure throughout the majority of roads. The roads in the area that recorded a medium or high parking pressure are Cramond Road North, a small section of Cramond Avenue and Gamekeeper's Loan. The medium parking pressure observed on Cramond Road North is possibility a result of limited access to off-street parking for properties located in this section of the road.

4.10.2 On the site visit vehicles parked on Gamekeeper's Loan were observed to be causing visibility and road safety issues at the junction with Gamekeeper's Road. The parked vehicles allowed for only one-way traffic flow, causing vehicles entering Gamekeeper's Loan to stop on the main road as they giveaway. The visibility splays for vehicles exiting Gamekeeper's Loan is reduced due to parked vehicles at the junction. The parking pressure on Gamekeeper's Loan is likely generated by the two nearby schools as properties on this road have significant access to off-street parking.

4.10.3 No action is required at this time.

#### **4.11 Cramond South**

4.11.1 The area mainly recorded low levels of parking pressure throughout with the exception of a couple of clusters around generators of parking pressure in the area such as local shops and a school. A medium level of parking pressure was recorded on Braehead Road which is likely due to the local shops located on Whitehouse Road being a generator of parking pressure.

4.11.2 Roads that recorded high levels of parking pressure were Barnton Avenue West, possibly due to the proximity to Cargilfield School and the southern section of Whitehouse Road due to the previously mentioned local shops located on the road.

4.11.3 No action is required at this time.

#### **4.12 East Craigs**

- 4.12.1 The majority of roads in the area recorded low levels of parking pressure. Roads which recorded high levels of pressure are Craigmount Brae, Craigievar Crescent and Craigs Drive, all of which are near to the East Craigs Primary School and Craigmount High School which are likely generators of parking pressure. Craigs Park which recorded a medium level of parking pressure is also near to the Craigmount High School.
- 4.12.2 Other roads which recorded medium levels of parking pressure in the area were Bughtlin Park, Burnbrae Place and Craigmount View. All of these roads have access to off-street parking and no significant generators of parking pressure were identified nearby, therefore the higher levels of parking pressure in these roads may be due to higher car ownership levels.
- 4.12.3 No action is required at this time.

#### **4.13 Kirkliston North**

- 4.13.1 The area recorded low levels of parking pressure as there were no significant generators of parking pressure identified and most properties had significant access to off-street parking. There was a small concentration of parked vehicles on Kirklands Park Street, but this may be an anomaly as vehicles observed were trade vehicles.
- 4.13.2 No action is required at this time.

#### **4.14 Kirkliston South**

- 4.14.1 The area's main generators of parking pressure are the local businesses located on the B9080 Main Street and the Kirkliston Primary School on Carmel Road with medium to high levels of parking pressure observed at each generator on roads such as Carmel Avenue, Pentland View Road and Liston Drive. The rest of the area had low levels of parking pressure which is likely due to the number of properties that have significant access to off-street parking. A small section of Pikes Pool Drive recorded high levels of parking pressure which is likely due to limited access to off-street parking.
- 4.14.2 No action is required at this time

#### **4.15 Murrayfield**

- 4.15.1 The area is located to the north of the A8 and the majority of roads within the area recorded low levels of parking pressure. Kinellan Road recorded medium and high levels of parking pressure which is likely due its proximity to bus routes on Murrayfield Road and Ellersly Road as well as nearby hotels which are both generators of parking pressure. These parked vehicles could possibly be the result of commuter and hotel worker parking or could be associated with the recent development of multiple flat properties on the road, increasing the number of parked vehicles.
- 4.15.2 Belmont Gardens and Belmont Crescent recorded medium levels of parking pressure with a likely generator of the pressure being the frequent bus routes into the city centre from the nearby A8 and the local shops and commercial units located on the A8, as residential properties on these roads have access to off-street parking. There is also the possibility that car ownership levels are higher within these roads which would increase parking pressure.

4.15.3 Although parking pressure levels are mostly low, due to the considerations for CPZs in the Saughtonhall and Roseburn areas, the Murrayfield area should be considered for a CPZ to avoid negative impacts from displaced vehicles from neighbouring areas.

#### **4.16 Newbridge**

4.16.1 The area has several industrial units due to its location near to Edinburgh Airport. Lonehead Drive, especially towards the north of the road, had high levels of parking pressure with vehicles parked on the footway and on double yellow lines. This is likely due to the large concentration of car manufacturer showrooms and car garage businesses being generators of parking pressure.

4.16.2 Bridge Street had high levels of parking pressure with residential houses situated to the west of the road and car dealerships to the east. These industrial units to the east of the road are likely generators of parking pressure combined with a limited access to off-street parking for residential properties. Station Road also had high levels of parking pressure which again, was likely due to over spill of the industrial units located to the north of the road.

4.16.3 The industrial units located on Newbridge Road, Chariot Drive, Queen Anne Drive and Harvest Drive are all generators of the medium to high levels of parking pressure recorded on these roads.

4.16.4 There is a possibility that due to the area's location near to Edinburgh Airport, workers at the airport or holiday makers are parking vehicles on the roads in this area to avoid parking charges at the airport. There are buses located on Glasgow Road that take under 10 minutes to reach the airport. The bus stop is only a short walk from Bridge Street and Station Road, both of which recorded high levels of parking pressure.

4.16.5 It is understood that CEC have given a commitment to take action to address parking pressure in Bridge Street and that, if this action is unsuccessful, then further consideration will be given to the introduction of parking controls.

#### **4.17 Roseburn**

4.17.1 This area, near to Murrayfield Stadium, the Murrayfield tram stop and immediately south of the A8 Roseburn Terrace, recorded mostly high levels of parking pressure throughout the survey. High levels of parking pressure were recorded on Roseburn Street with industrial units located on the road being a generator of parking pressure, as well as the tram stop located to the south west of the road and the local shops on Roseburn Terrace.

4.17.2 Roseburn Avenue, Roseburn Drive and Roseburn Crescent are located near to the Roseburn Primary School which is a generator of parking pressure and is likely impacting the high levels of parking pressure recorded on these roads.

4.17.3 The only road not to record a high level of parking pressure was Roseburn Gardens, although there was still a medium level of parking pressure due to its proximity to the local shops on Roseburn Terrace. No roads in Roseburn had a low level of parking pressure.

4.17.4 On the site visit a high number of vehicles were observed parked on both sides of the carriageway on Roseburn Street outside local businesses and all within metres of the steps up to the tram line. It should be noted that there are inset parking bays on Roseburn Street that allow for vehicle flow on the road to be unaffected. However,

these were observed as full and over spill vehicles are parked outside of these bays and obstructing parts of the carriageway.

- 4.17.5 Due to the high levels of parking pressure observed and the identified generators of parking pressure, this area should be considered for a CPZ.

#### **4.18 Saughton**

- 4.18.1 The area, located near to the Saughton tram stop and Carrick Knowe golf course, recorded varied levels of parking pressure. The highest parking pressures are found on roads near to generators of parking pressure such as the tram stop and the local shops on Saughton Road North. These roads include Carrick Knowe Road, Saughton Mains Street, Carrick Knowe Parkway and Broomfield Crescent.
- 4.18.2 There are a few local shops located on Saughton Road North, immediately south of the junction with Broomhall Avenue, which generated a small pocket of high parking pressure even with the existence of approximately 6 parking spaces. Parked vehicles were observed blocking the traffic on Saughton Road North outside the retail premises and causing road safety concerns, as visibility on side roads was reduced due to illegal parking on the signalised pedestrian crossing road markings. There are also a number of vehicles parked on the southern section of Saughton Road North which is close to the Saughton tram stop.
- 4.18.3 Medium levels of parking pressure were recorded on Carrick Knowe Terrace and surrounding roads which could be due to displacement of residential parking as a result of the high pressure recorded on Carrick Knowe Road. Most properties on these roads have access to off-street parking and therefore the higher levels of parking pressure could also be due to high levels of car ownership.
- 4.18.4 Medium levels of parking pressure were also recorded in Broomhall Avenue, Broombank Terrace and Broomlea Crescent. These roads are slightly further away from the tram stop and are therefore the parking pressure is more likely to be generated by residential parking.
- 4.18.5 Due to the high levels of parking pressure observed and the identified generators of parking pressure, this area should be considered for a CPZ.

#### **4.19 Saughtonhall Heat map**

- 4.19.1 The roads in area, near to generators of parking such as the Balgreen tram stop and local shops located on A8 Corstorphine Road, mostly recorded medium to high levels of parking pressure throughout survey. Although many roads in the area are residential, medium to high levels of parking pressure have likely been observed as a result of limited access to off-street parking causing vehicles to be parked on the carriageway.
- 4.19.2 The southern section of Balgreen Road and Baird Drive had particularly high levels of parking pressure due to probable commuter parking associated with the Balgreen tram stop. On the site visit obstructive parking and loading activity was observed outside the Scotmid Co-operative which raised road safety concerns at the Balgreen Road / Saughtonhall Drive junction and the signalised pedestrian crossings at the junction.
- 4.19.3 There is also a medical centre on Saughton Crescent which is another generator of parking in the area and is likely the cause of medium to high levels of parking

pressure observed on nearby roads such as Balgreen Road, Balgreen Avenue and Saughton Loan.

- 4.19.4 Due to the high levels of parking pressure observed and the identified generators of parking pressure, this area should be considered for a CPZ.

#### **4.20 South Gyle**

4.20.1 The area is situated south of the A8 Glasgow Road and contains generators of parking pressure such as the South Gyle and Edinburgh Park train stations, offices and business parks as well as the Gyle Shopping Centre. There are several business units and offices located south of the South Gyle Broadway and as a result, roads such as South Gyle Crescent, Redheughs Avenue and Redheughs Rigg recorded high levels of parking pressure. There are vehicles parked on both sides of the carriageway for the majority of the length of South Gyle Crescent but, due to the wide nature of the road, these vehicles do not significantly impact traffic flow.

4.20.2 Other areas of medium to high levels of parking pressure in the area were recorded around the South Gyle train station including South Gyle Road and South Gyle Mains. The Gyle Shopping Centre draws vehicles to the area however there are a number of off-street parking spaces available on the site with no overspill issues observed on the site visit.

4.20.3 No action is required at this time.

#### **4.21 Queensferry East**

4.21.1 The area included generators of parking such as schools, local shops situated on the High Street and the Dalmeny train station. The west section of Station Road, Burgess Road and the adjacent B907 Kirkliston Road all recorded high levels of parking pressure and all of these roads surrounded the Queensferry Primary School. It should be noted that there is ongoing development at the school site and as a result a number of trade and construction vehicles were observed parked on the roads around the site. There was also a high level of parking pressure observed on the section of Station Road outside St. Margaret's RC Primary School.

4.21.2 Burdock Road and the east section of Station Road near the Dalmeny train station recorded high levels of parking pressure, likely due to commuter parking. There are off-street parking facilities for the train station however, these are full and were observed as over spilling into Burdock Road and Station View. Vehicles parked on Station Road to the east of the railway bridge are obstructing traffic flow and creating road safety concerns.

4.21.3 High levels of parking pressure were recorded on roads within close proximity to the High Street, such as Loch Road, Stewart Terrace, Station Road and Newhalls Road. Vehicles were also observed parking on the B907 The Loan and Kirkliston Road impacting the flow of traffic, particularly buses. The High Street is a large generator of traffic and vehicles can park in pay and display parking bays situated on the High Street and an off-street car park located on Rose Lane which appeared to be free for use.

4.21.4 Newhalls Road has a section of carriageway which is not marked with double yellow lines and attracts high levels of parking pressure due to its proximity to the local shops and restaurants on the High Street.

4.21.5 Dundas Avenue recorded medium to high levels of parking pressure and the surrounding roads such as Lawson Crescent, Stewart Clark Avenue, Ochil Ct and Almond Grove. This could be due to generators of parking pressure such as the Queensferry Sports and Community Hub and the Queensferry High School, although both sites do have access to off-street parking.

4.21.6 No action is required at this time.

#### **4.22 Queensferry South**

4.22.1 The area had no significant generators of parking pressure and as a result the majority of roads in the area recorded low levels of parking pressure with the exception of a section of Atheling Grove, although there is access to off-street parking.

4.22.2 No action is required at this time.

#### **4.23 Queensferry West**

4.23.1 The roads in the area mostly recorded low levels of parking pressure as a result of only one generator of parking pressure identified, Echline Primary School. The exception of low levels of parking pressure was Echline Rigg which recorded high levels of parking pressure and is located next to Echline Primary School. Farquhar Terrace recorded medium levels of parking pressure which is most probably a cause of limited access to off-street parking on the road.

4.23.2 No action is required at this time.

#### **4.24 West Craigs Heat map**

4.24.1 The area is located off A8 Glasgow Road and near to Edinburgh Gateway train station where there are industrial units present. The majority of the area recorded low levels of parking pressure with clusters of medium to high levels of parking pressure, particularly found around Turnhouse Road in the west of the area and Craigs Crescent in the east.

4.24.2 Turnhouse Road and West Craigs Crescent recorded high levels of parking pressure whilst West Craigs Avenue had medium levels of pressure. This pressure is likely due to parking generated by commuters using the train station and the associated parking with the industrial units located on Turnhouse Road.

4.24.3 Craigs Crescent and Craigs Avenue are within close proximity to generators of parking pressure such as local shops and the bus routes providing regular services to the city centre located on the A8 Glasgow Road. There was a high level of vehicles observed parked on the section of A8 Glasgow Road in this area. North Gyle Road recorded medium levels of parking pressure which is likely due to its proximity to both a school and the A8.

4.24.4 No action is required at this time.

#### **4.25 Conclusion**

4.25.1 The findings of the parking pressure survey show the groups of roads that have the highest concentration of parking pressure are in the Roseburn, Saughtonhall, Corstorphine and Saughton areas which require action. The lowest levels of parking pressure can be found in the Queensferry South, Cammo, North Cramond and Bughtlin areas and therefore no action has been recommended.

## **5. FINDINGS – B9 EXISTING PPA**

### **5.1 Summary**

- 5.1.1 The roads in existing B9 PPA have been surveyed using the same methodology as Area 1 with regard to observations taken of available kerb-side space. The results of these observations can be seen in the B9 heat maps found in Appendix B. The map shows that generators of parking pressure in the B9 area are the local shops, frequent bus routes to and from the city centre and commercial units, all located on A8 Corstorphine Road as well as the St George's School for Girls, The Montesoori Nursery School and the Murrayfield House Care Home.
- 5.1.2 Henderland Road, Garscube Terrace and Coltbridge Terrace are close to both schools and all of these roads recorded high levels of parking pressure. Succoth Gardens and Murrayfield Avenue lead to the medical centre located in B9 and both roads recorded medium to high levels of parking pressure, however there are a number of off-street parking spaces at the medical centre. Abinger Gardens runs parallel to A8 Corstorphine Road where local shops and commercial properties are located which could be a reason for the high levels of parking pressure observed on the road. Other roads leading onto the shops and bus routes located on the A8 such as Coltbridge Avenue, Murrayfield Avenue, Murrayfield Gardens and Ormidale Terrace have been observed as having medium to high levels of parking pressure.
- 5.1.3 Kingsburgh Road, Stair Park, Succoth Gardens and Oseburn Cliff recorded medium levels of parking pressure whilst Succoth Park and Succoth Avenue were the only two entire roads to record low levels of parking pressure.

### **5.2 Controlled Parking Spaces**

- 5.2.1 As B9 is a Priority Parking Area the existing controlled parking spaces in B9 have been observed and a pressure level has been measured based on the number of spaces that were in use at the time of the site visit. The results can be seen in the Controlled Parking Spaces B9 heat map. It should be noted that the grey roads on the map are roads where controlled bays are not present.
- 5.2.2 PPA bays on Abinger Gardens, Murrayfield Gardens, Ormidale Terrace, Henderland Road, Garscube Terrace, Colterbridge Terrace and Colterbridge Avenue had high levels of parking pressure with over 75% of the spaces occupied at the time of the survey. Murrayfield Avenue and Murrayfield Drive both recorded medium levels of parking pressure. Kingsburgh Road recorded split levels of parking pressure with medium levels observed in the west and low levels observed in the east. Garscube Terrace had split levels of parking pressure with a high level in the south and a medium level in the north observed on the road. Low levels of spaces occupied were observed on the southern section of Coltbridge Avenue.

### **5.3 Uncontrolled Parking Spaces**

- 5.3.1 The heat maps for the original survey method and the uncontrolled kerb-side space of the roads in B9 are similar, which is expected. There is only a slight variation in the levels of parking pressure between the original survey and uncontrolled survey due to the slight variation in measurements of kerb-side space for each method. However, this is noticeable on the heat maps with the roads remaining the in the same low, medium or high levels of parking pressure.

### **5.4 Conclusion**

- 5.4.1 Due to the majority of roads and the majority of controlled parking spaces in the B9 PPA recording medium to levels of parking pressure it is recommended that the PPA remain in place or if other CPZs are proposed nearby the B9 area is upgraded to a CPZ.

## 6. FINDINGS – AVERAGE PARKING PRESSURE

### 6.1 Summary

- 6.1.1 All of the areas in Area 1 and the B9 PPA 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 Roseburn, with an average parking pressure of 90% on each road. The areas of Saughtonhall and Corstorphine both have average parking pressures of 62%. However, Corstorphine had a greater percentage of roads that recorded high levels of parking pressure (64%) than Saughtonhall (29%). Saughton, Clermiston North and Corstorphine South completed the areas that have an average parking pressure of 40% or above across all their respective roads. B9, the existing PPA, recorded an average parking pressure of 56% on its roads, with high parking pressures covering a slight majority (39%) of the roads in the area.
- 6.1.3 17 out of the 23 areas in Area 1 had an average parking pressure of less than 40% on their roads with the Queensferry South area recording the lowest average parking pressure of 9%. Of the areas with an average parking pressure below 40%, West Craigs and Newbridge recorded the greatest percentage of roads with high levels of parking pressure whilst Murrayfield had the highest percentage of roads with medium levels of parking pressure.

**Table 1: Average Parking Pressure ranking**

Areas	Average Parking Pressure (%)	% of Roads in Each Parking Pressure Level		
		High	Medium	Low
Roseburn	90	91%	9%	0%
Saughtonhall	62	29%	65%	6%
Corstorphine	62	64%	7%	29%
B9	56	39%	36%	25%
Saughton	50	23%	43%	34%
Clermiston North	48	23%	46%	30%
Corstorphine South	42	17%	24%	59%
Clermiston South	37	15%	39%	46%
West Craigs	36	20%	20%	60%
Newbridge	29	20%	13%	67%
Corstorphine North	26	6%	15%	79%
Murrayfield	25	3%	38%	59%
Queensferry East	25	14%	11%	75%
Kirkliston South	24	6%	4%	90%
Barnton	20	9%	3%	88%
East Craigs	19	6%	10%	83%
South Cramond	18	6%	8%	85%
South Gyle	18	13%	7%	80%
Queensferry West	17	6%	5%	90%
Kirkliston North	17	0%	3%	97%
Bughtlin	15	2%	13%	85%
North Cramond	13	1%	7%	92%
Cammo	11	0%	0%	100%
Queensferry South	9	0%	2%	98%

## **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 1 – West 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 Proposal**

#### South Queensferry

- HSG 1 – Springfield, Queensferry
- HSG 2 – Aglient, South Queensferry
- HSG 32 – Builyeon Road, Queensferry
- HSG 33 – South Scotstoun, Queensferry
- HSG 34 - Dalmeny

#### Kirkliston

- HSG 3 – North Kirkliston

#### Newbridge

- HSG 4 – West Newbridge

#### Ratho Station

- HSG 5 – Hillwood Road, Ratho Station

#### West Craigs

- HSG 19 - Maybury

#### Cammo

- HSG 20 - Cammo

#### South Gyle

- HSG 6 – South Gyle Wynd

Corstorphine

- HSG 7 – Edinburgh Zoo

### **7.3 Proposed Tram Stops**

- Ratho Station
- Newbridge (2 stops)

### **7.4 New School Proposals**

- SCH 6 – Maybury
- SCH 10 – Queensferry-South

### **7.5 South Gyle / Garden District Development**

- 6,000+ new homes
- Schools
- Shopping Centre
- Sports facilities

### **7.6 International Business Gateway (IBG)**

- Approx. 400 new homes
- Hotel
- Business Park

### **7.7 Summary**

- 7.7.1 Considering the findings of the assessment of the current parking situation in Area 1 – West Edinburgh 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.
- 7.7.2 South Queensferry will require further investigation in the future as several new and ongoing housing proposals and a school are developed in the area. This will likely bring higher vehicle numbers to the roads of the developed areas and may lead to high levels of parking pressure if the developments have limited access to off-street parking.
- 7.7.3 Likewise, the areas of Kirkliston, West Craigs and Cammo which have large housing proposals ongoing and planned for future development (see Appendix D), will require a further parking pressure survey in the future to consider the new developments and their impacts on the number of parked vehicles.
- 7.7.4 The International Business Gateway development proposed in the Ingliston area and the inclusion of a proposed CPZ in the West Edinburgh Masterplan is likely to impact the South Gyle and East Craigs areas. A review of these two areas would be required as and when the development of the Ingliston area takes place, with consideration given to the success and displacement of the proposed CPZ if implemented.

- 7.7.5 There is also the recently approved Garden District development, which plans to build over 6,000 new homes over a 20-year cycle, out to the west of the existing South Gyle area. A review of the parking pressure in the South Gyle area would be required as and when the initial phases of the development are complete.

## 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 1 – West Edinburgh have been considered and recommended for the introduction of a CPZ or PPA. The B9 PPA is recommended to be upgraded to a CPZ. A map of the recommended CPZs 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:
- Roseburn (high)
  - Saughtonhall (high)
  - Corstorphine (high)
  - Saughton (high)
  - Corstorphine South (medium)
  - B9 (medium)
  - Murrayfield (medium)
- 8.2.2 The parking pressure survey has shown that all these areas have 50% or more of their road's kerb-side space occupied by parked vehicles, with the exception of Corstorphine South and Murrayfield. All of the above areas are near to significant generators of parking pressure such as the Edinburgh Tram Line, local shops, and the frequent bus routes servicing the city centre on the A8 and are therefore likely to be experiencing commuter and shopper parking pressures.
- 8.2.3 CPZs are recommended in Corstorphine South and Murrayfield, although it is noted that these areas did not have particularly high levels of parking pressure. They have been recommended because, due to the location of Corstorphine South, in between recommended CPZs in Saughton and Corstorphine, and Murrayfield's location, next to the recommended CPZs in the B9 PPA, Roseburn and Saughtonhall areas (Appendix C), both areas would be at risk of displacement parking if the recommended CPZs were to be implemented. Therefore, both Corstorphine South

and Murrayfield should follow similar proposals to their neighbouring areas to avoid further parking issues in the future.

### **8.3 PPA**

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

- Corstorphine North (low)

8.3.2 Corstorphine North has been recommended for a PPA due to its proximity to a potential CPZ in Corstorphine. A PPA in the Corstorphine North would be appropriate as it would help to manage displacement parking and allow residents to secure parking spaces if demand in the area increases through displacement parking from Corstorphine.

8.3.3 Although Clermiston North had an average parking pressure of 48% across all of its roads it has not been recommended for any parking controls as there are few generators of parking in the area, the surrounding areas have low levels of parking pressure and displacement parking from recommended CPZs are unlikely to spread as far north as the Clermiston North area. However, this should be reviewed in the future if CPZs and PPAs are implemented.

8.3.4 Further consideration should be given to the introduction of PPA in the following area, should planned remedial action be unsuccessful in addressing current parking pressures:

- Newbridge

### **8.4 Other Parking Controls**

8.4.1 During the investigation and the site visits, particular roads have been observed as having road safety concerns. These roads are not included in recommended areas for a CPZ or PPA however, they require further detailed consideration of the introduction of parking controls to improve road safety.

8.4.2 It is recommended that parking controls are improved through the implementation of double yellow lines on:

- Gamekeepers Loan
- Station Road, Dalmeny

## 9. CONCLUSION

- 9.1.1 The primary aim of the project was 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).
- 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 1 and B9. The results have shown that the areas of Roseburn, Saughtonhall, Corstorphine and Saughton are experiencing high levels of parking pressure and would therefore benefit from the introduction of parking controls. It is recommended that a strategy for the introduction of a CPZ in these areas is investigated further with a high priority. Medium priority for the introduction of a CPZ should be given to Corstorphine South, B9 and Murrayfield.
- 9.1.3 If a CPZ is introduced in the areas highlighted above, it is important to take action in the neighbouring areas to prevent the displacement of parking pressure moving from one area to another. For this reason, a PPA has been recommend for Corstorphine North.
- 9.1.4 It is understood that CEC have given a commitment to take action to address parking pressure in Bridge Street. If this action is unsuccessful then further consideration will be given the introduction of parking controls in Newbridge.
- 9.1.5 Although there are areas which have been surveyed for parking pressure and have recorded low levels of parking pressure results suggesting parking controls should not be recommended, some of the areas will require further consideration on the need for parking controls based on proposed future developments. These areas include South Queensferry, South Gyle, Kirkliston, Cammo and West Craigs which have major ongoing and future housing developments.
- 9.1.6 Other parking controls, such as the implementation of double yellow line road markings, are recommended for immediate review on Gamekeepers Loan and Station Road, Dalmeny to improve road safety at these locations.

## 10. FURTHER INVESTIGATION

- 10.1.1 Further investigation into the introduction of the CPZ and PPA in the areas recommendations.
- 10.1.2 Further review of areas where ongoing or future development could impact current parking pressure results.

**Award Winning**

**national  
transport awards**

**LTA** LONDON  
TRANSPORT  
AWARDS

**british  
parking  
awards  
2018  
WINNER**



**Accreditations**



**Memberships**



**Contact**

London Office  
Unit 2 Holford Yard  
London  
WC1X 9HD  
tel: 0330 008 0855

Brighton Office  
38 Foundry Street  
Brighton  
BN1 4AT  
tel: 01273 627 183

Slough Office  
Fourth Floor  
The Urban Building  
3-9 Albert Street  
Slough, SL1 2BE  
tel: 0330 008 8447

info@projectcentre.co.uk • www.projectcentre.co.uk

## 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.

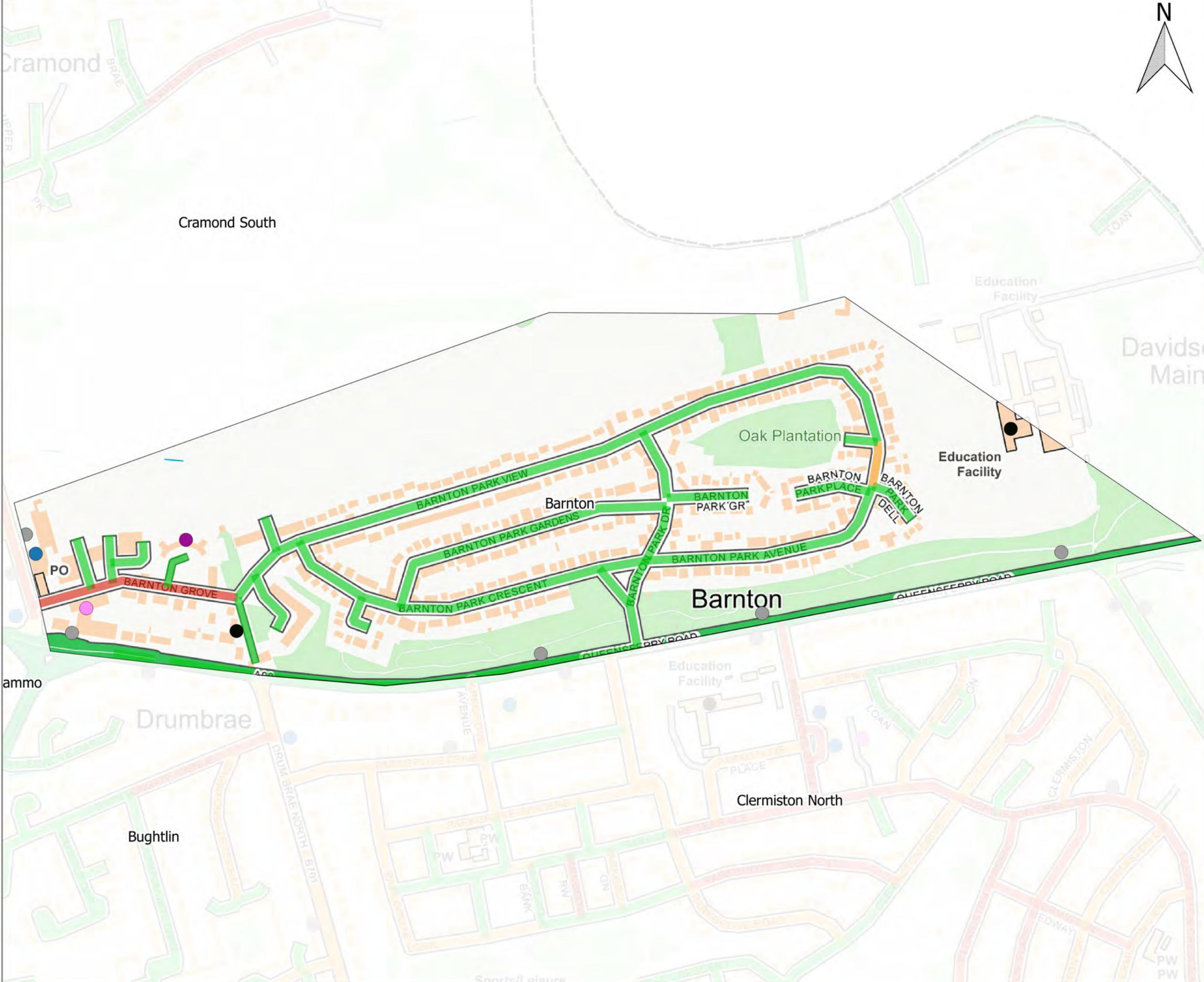
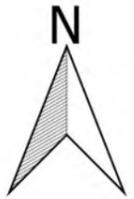


## Appendix A

Parking Pressure Survey  
Barnton Area

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

- Generators of parking pressure
- Schools
  - Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical

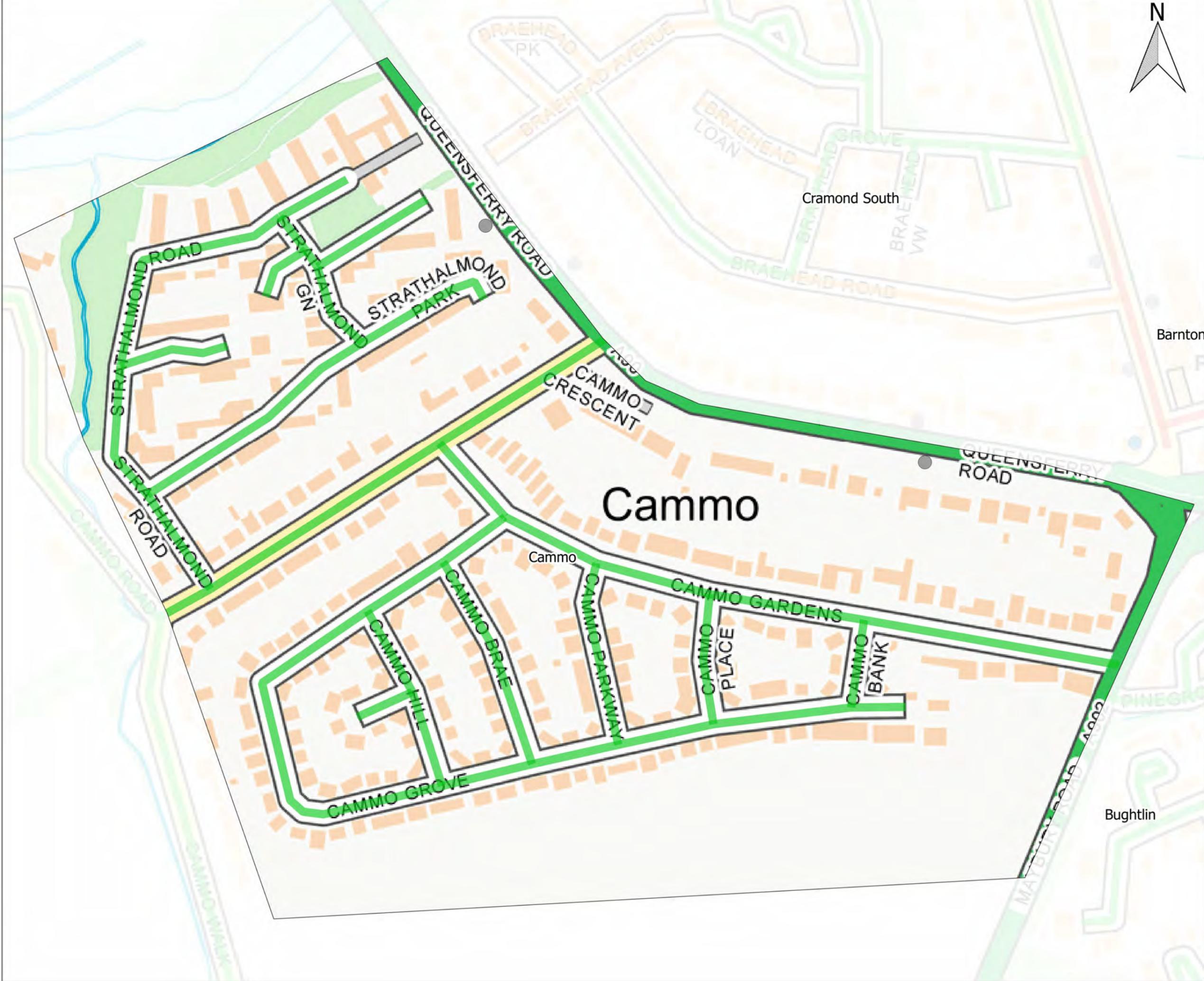
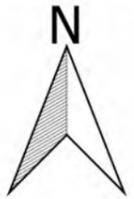




Parking Pressure Survey  
Cammo Area

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

- Generators of parking pressure
- Schools
  - Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical





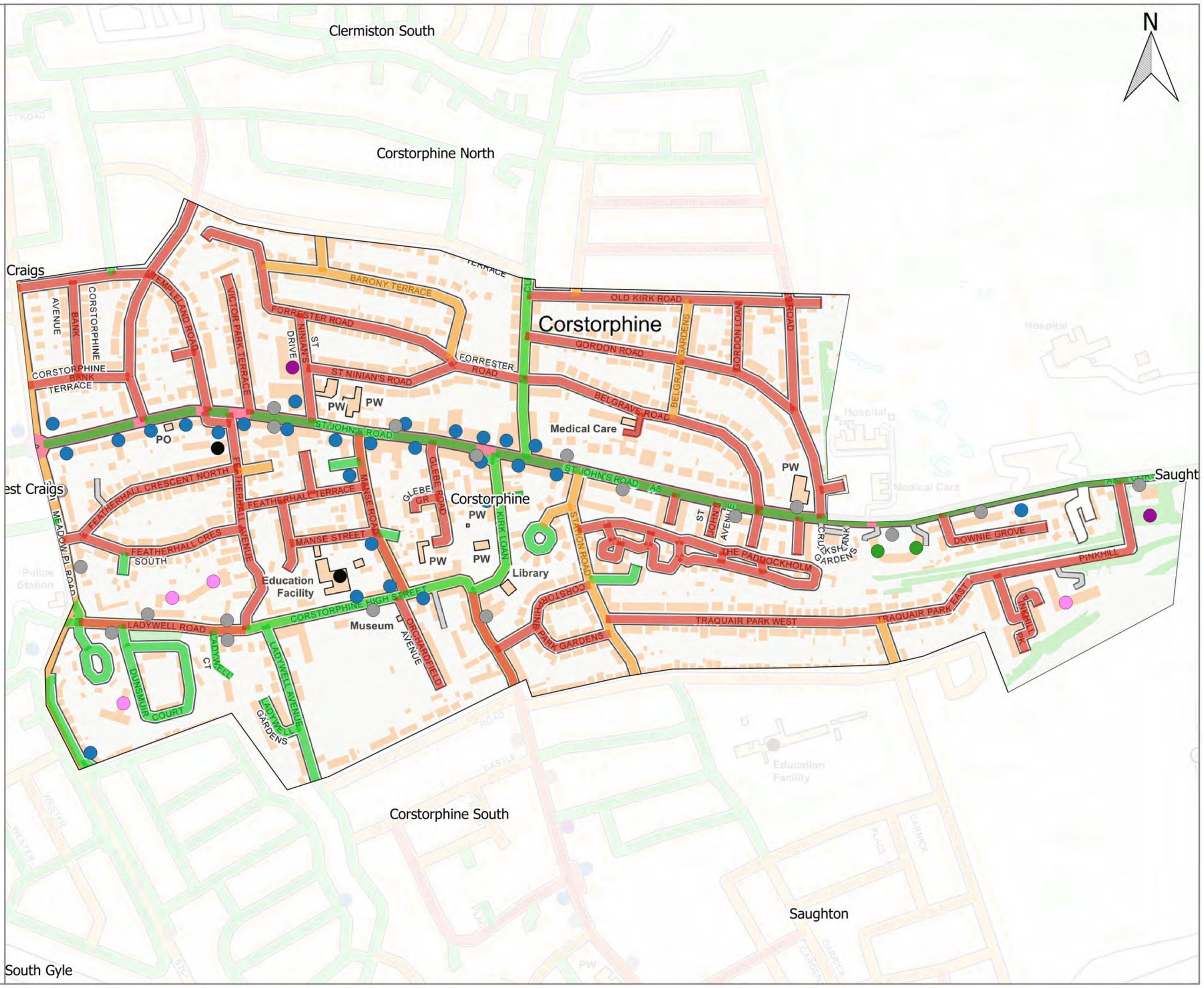
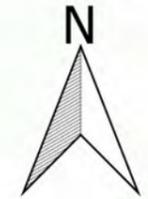
Parking Pressure Survey  
Clermiston South Area

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

- Generators of parking pressure
- Schools
  - Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical



Parking Pressure Survey  
Corstorphine Area



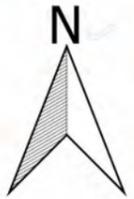


**Parking Pressure Survey**  
Corstorphine South Area

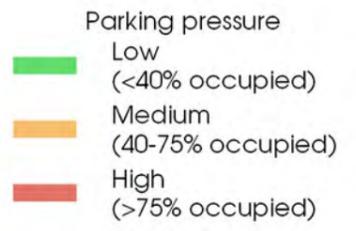
- Parking pressure
- Low (<40% occupied)
  - Medium (40-75% occupied)
  - High (>75% occupied)

Generators of parking pressure

- Schools
- Transport
- Offices
- Shopping Areas
- Industrial
- Medical



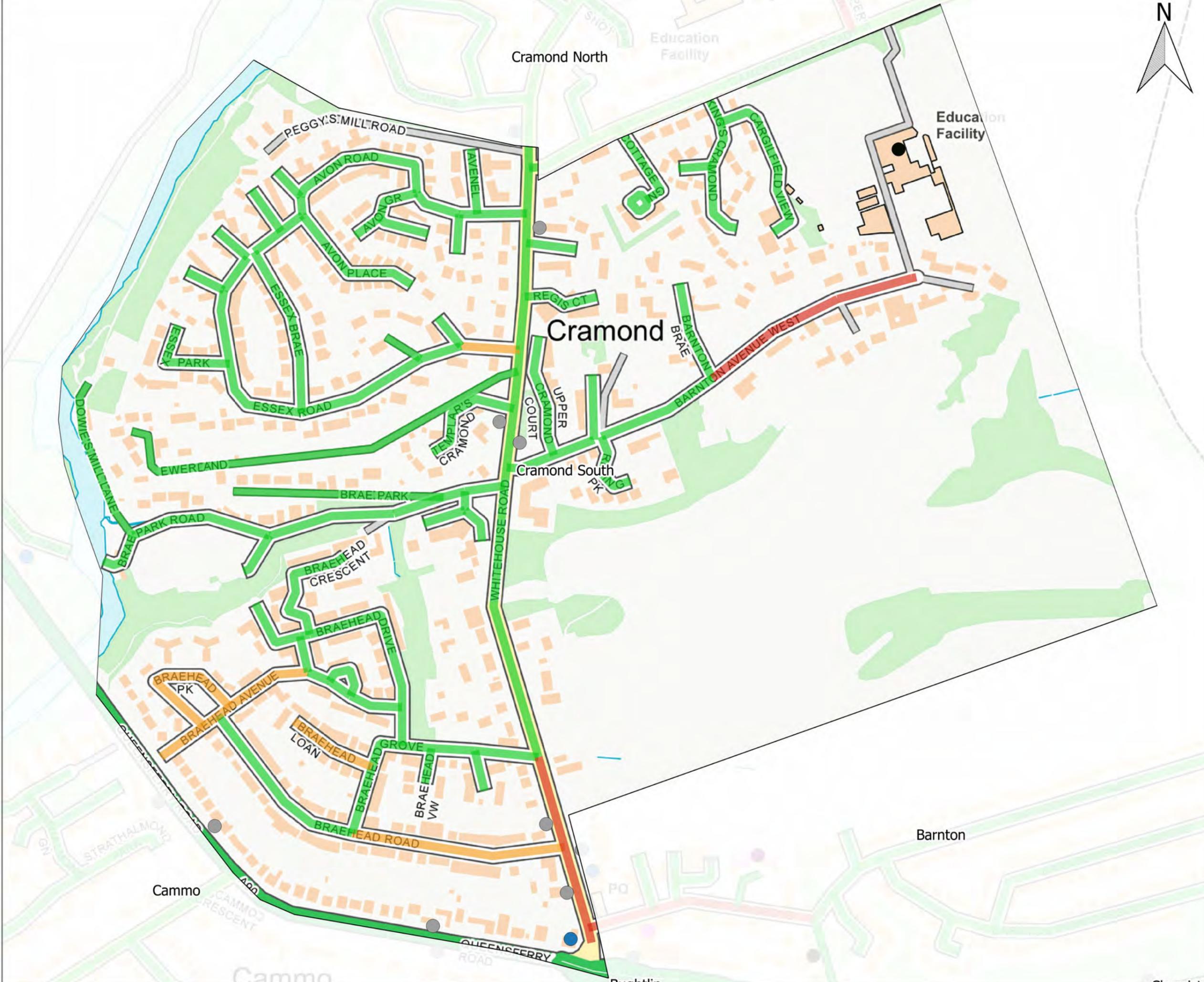
Parking Pressure Survey  
Cramond North Area



Parking Pressure Survey  
Cramond South Area

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

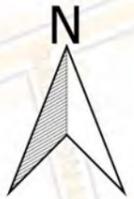
- Generators of parking pressure
- Schools
  - Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical



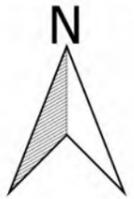
**Parking Pressure Survey**  
East Craigs Area

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

- Generators of parking pressure
- Schools
  - Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical



Parking Pressure Survey  
Kirkliston North Area



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

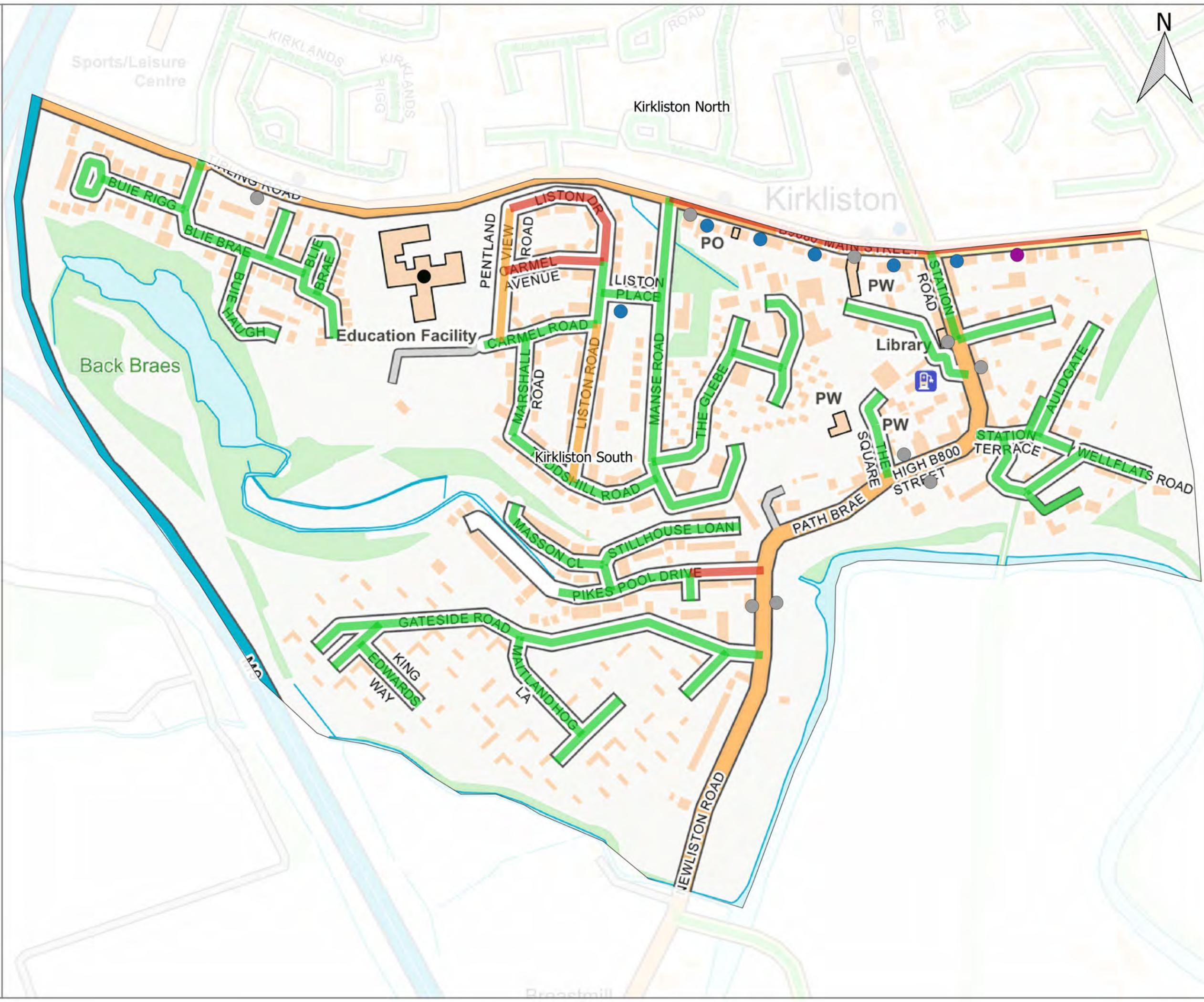
- Generators of parking pressure
- Schools
  - Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical



Parking Pressure Survey  
Kirkliston South Area

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

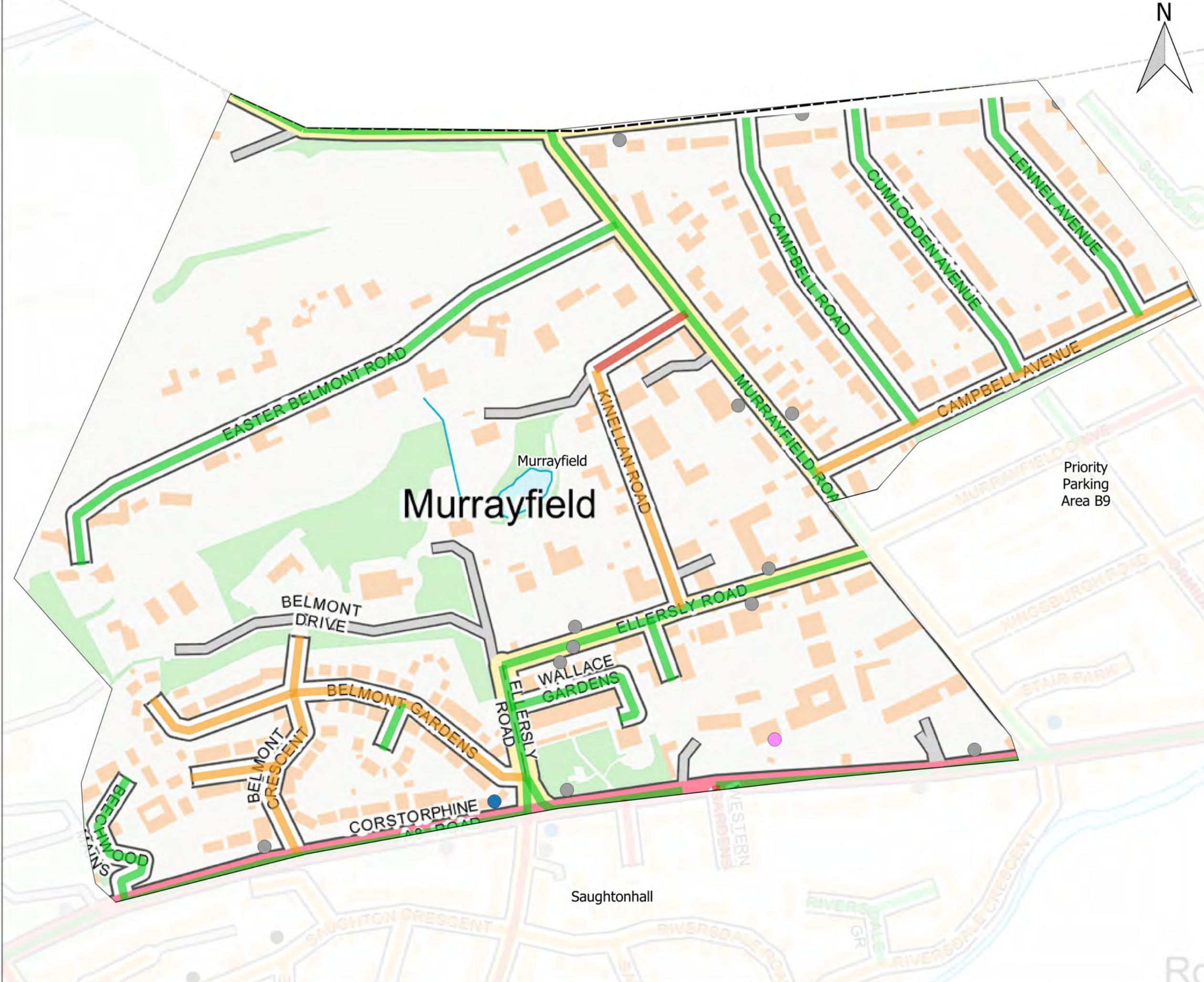
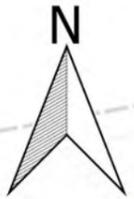
- Generators of parking pressure
- Schools
  - Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical



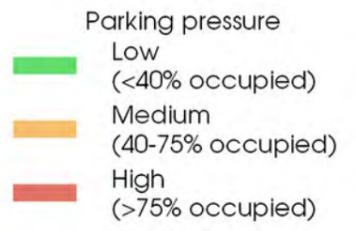
Parking Pressure Survey  
Murrayfield Area

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

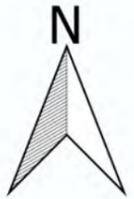
- Generators of parking pressure
- Schools
  - Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical



## Parking Pressure Survey Newbridge Area

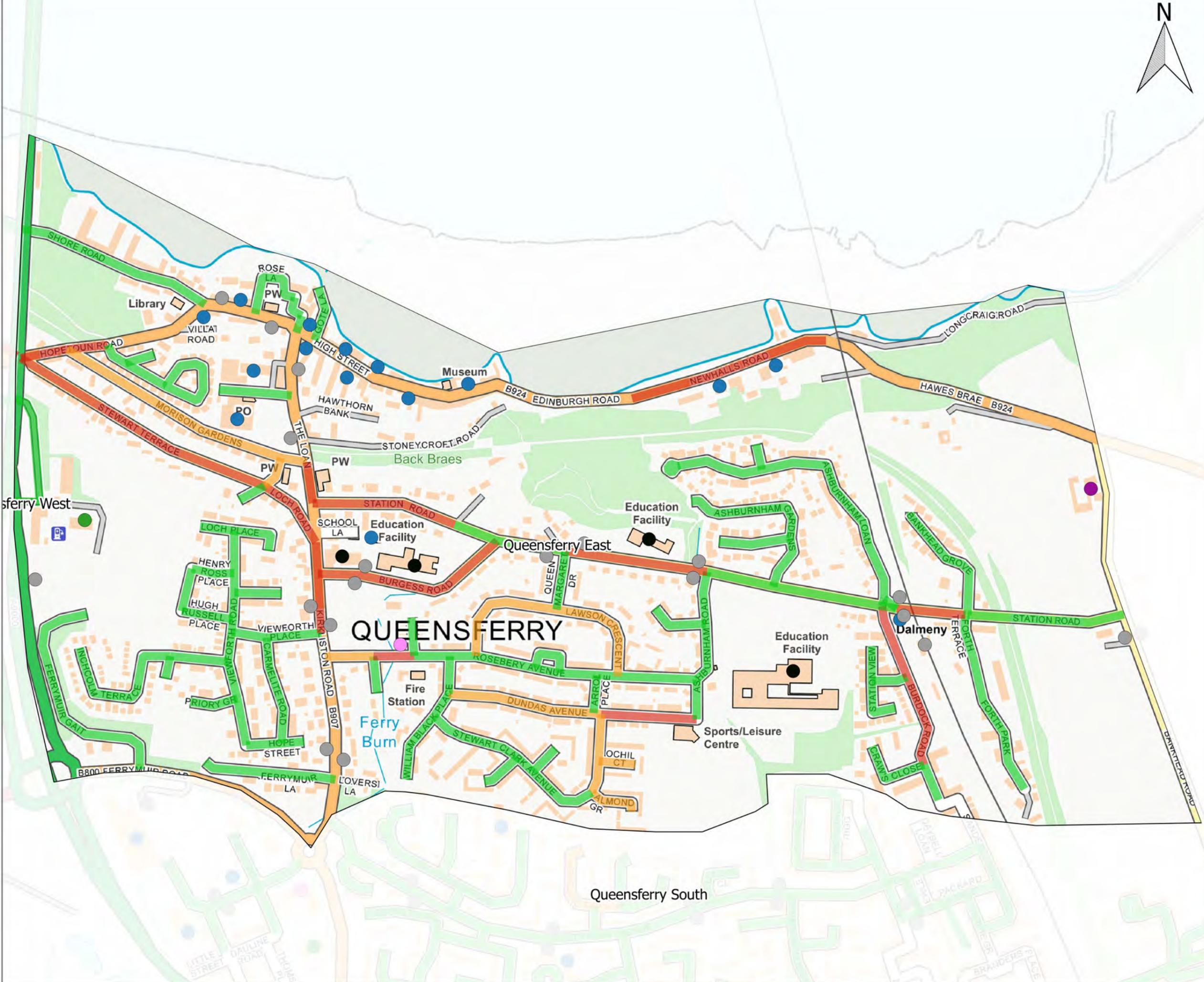


**Parking Pressure Survey**  
Queensferry East Area



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

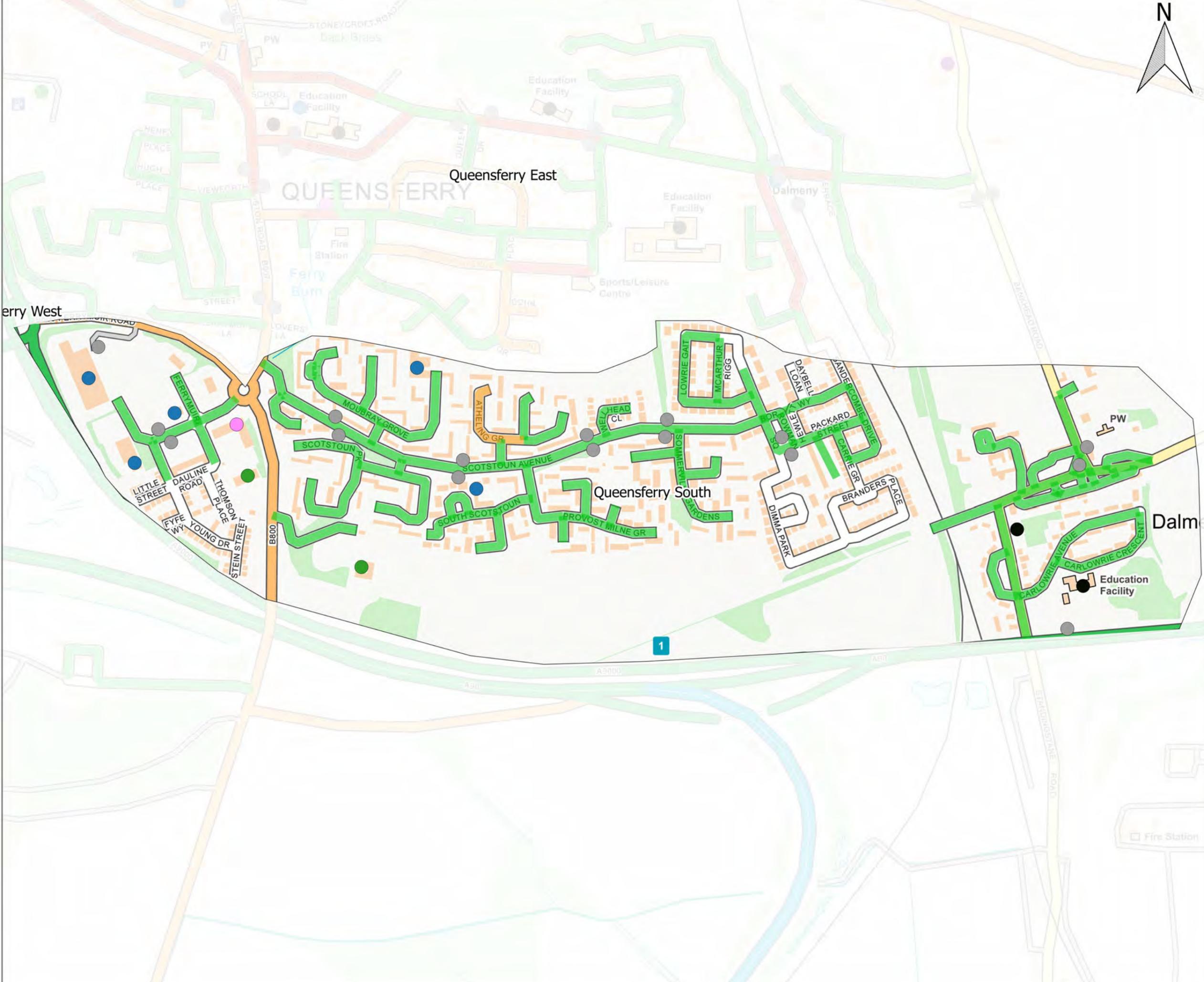
- Generators of parking pressure
- Schools
  - Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical



Parking Pressure Survey  
Queensferry South Area

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

- Generators of parking pressure
- Schools
  - Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical



## Parking Pressure Survey

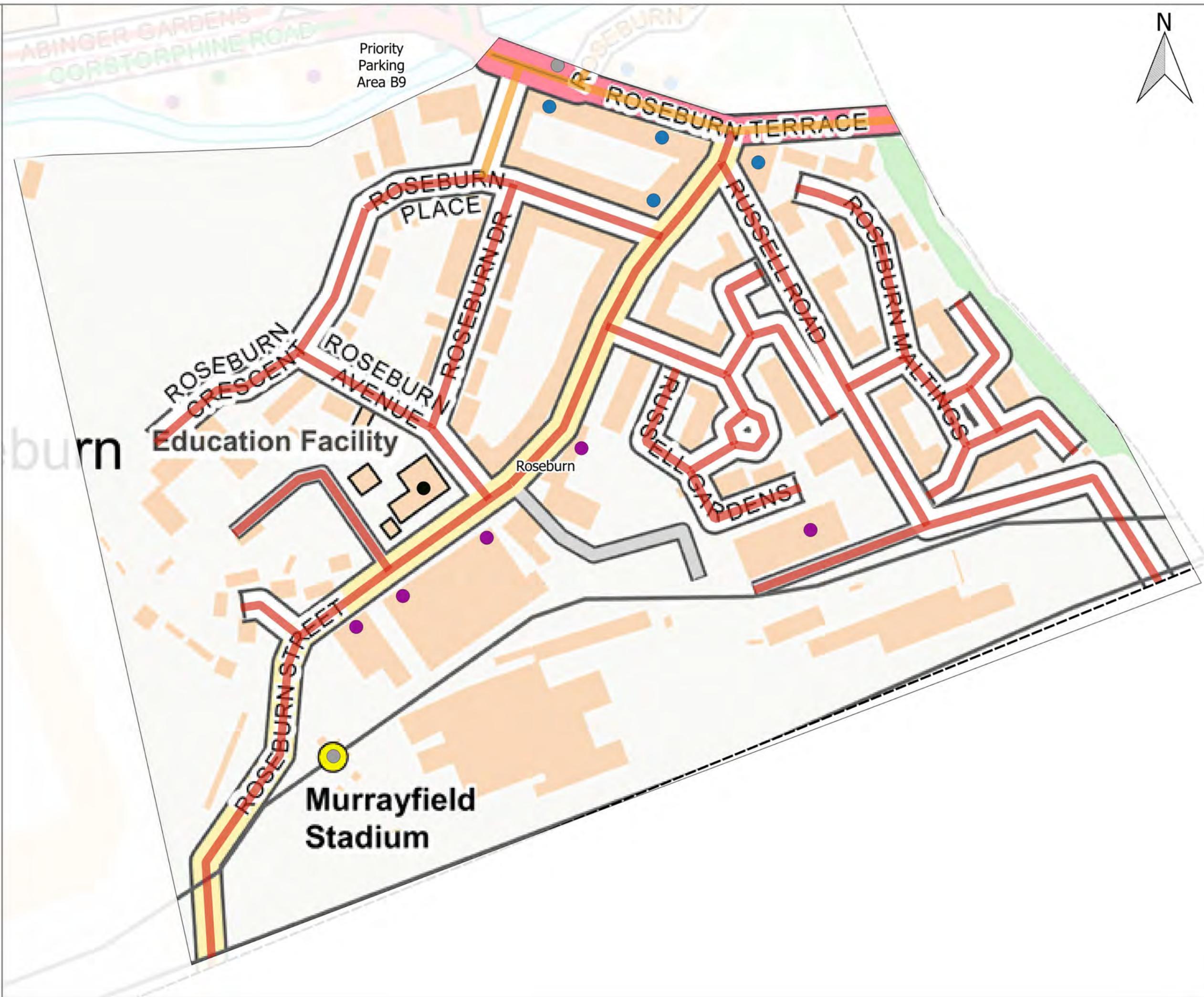
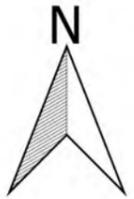
Queensferry West Area

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

- Generators of parking pressure
- Schools
  - Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical



Parking Pressure Survey  
Roseburn Area



Parking Pressure Survey  
Saughton Area

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

- Generators of parking pressure
- Schools
  - Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical



Parking Pressure Survey  
Saughtonhall Area

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

- Generators of parking pressure
- Schools
  - Transport
  - Offices
  - Shopping Areas
  - Industrial
  - Medical

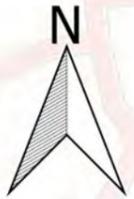


**Parking Pressure Survey**  
South Gyle Area

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

Generators of parking pressure

- Schools
- Transport
- Offices
- Shopping Areas
- Industrial
- Medical



**Parking Pressure Survey**  
West Craigs Area

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

Generators of parking pressure

- Schools
- Transport
- Offices
- Shopping Areas
- Industrial
- Medical



## Appendix B

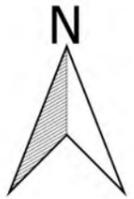
**Parking Pressure Survey**

Priority\*Parking\*Area B9  
Area

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

Generators of parking pressure

- Schools
- Transport
- Offices
- Shopping Areas
- Industrial
- Medical



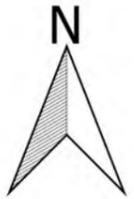


**Parking Pressure Survey**

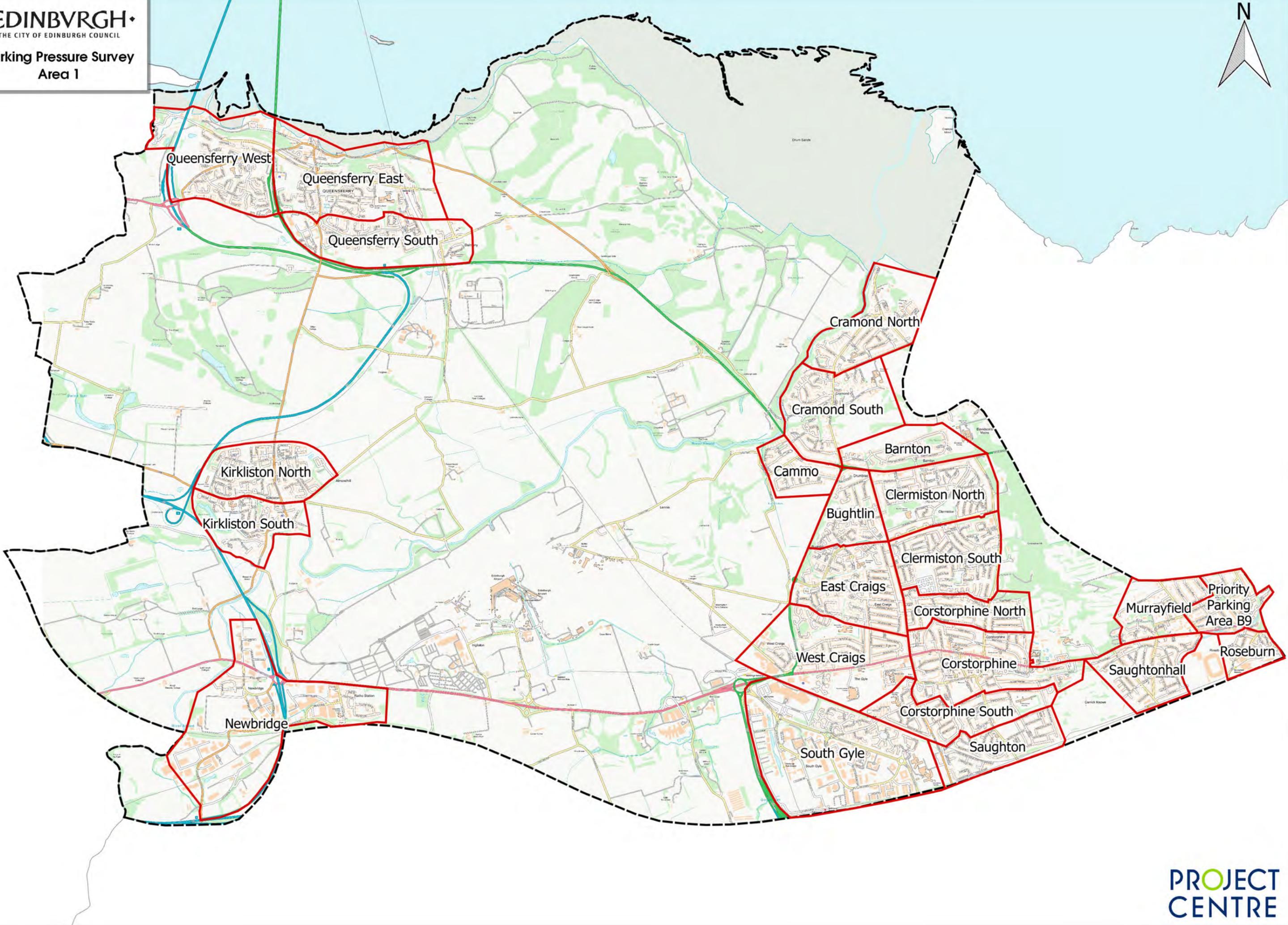
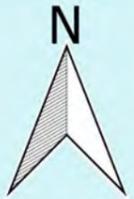
Priority Parking Area B9  
Uncontrolled parking spaces

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

Scale: 1:3500 at A3



## Appendix C – Overview Map



## Appendix D – CEC LDP Proposal Plans

# EDINBURGH LOCAL DEVELOPMENT PLAN PROPOSALS MAP

ADOPTED NOVEMBER 2016

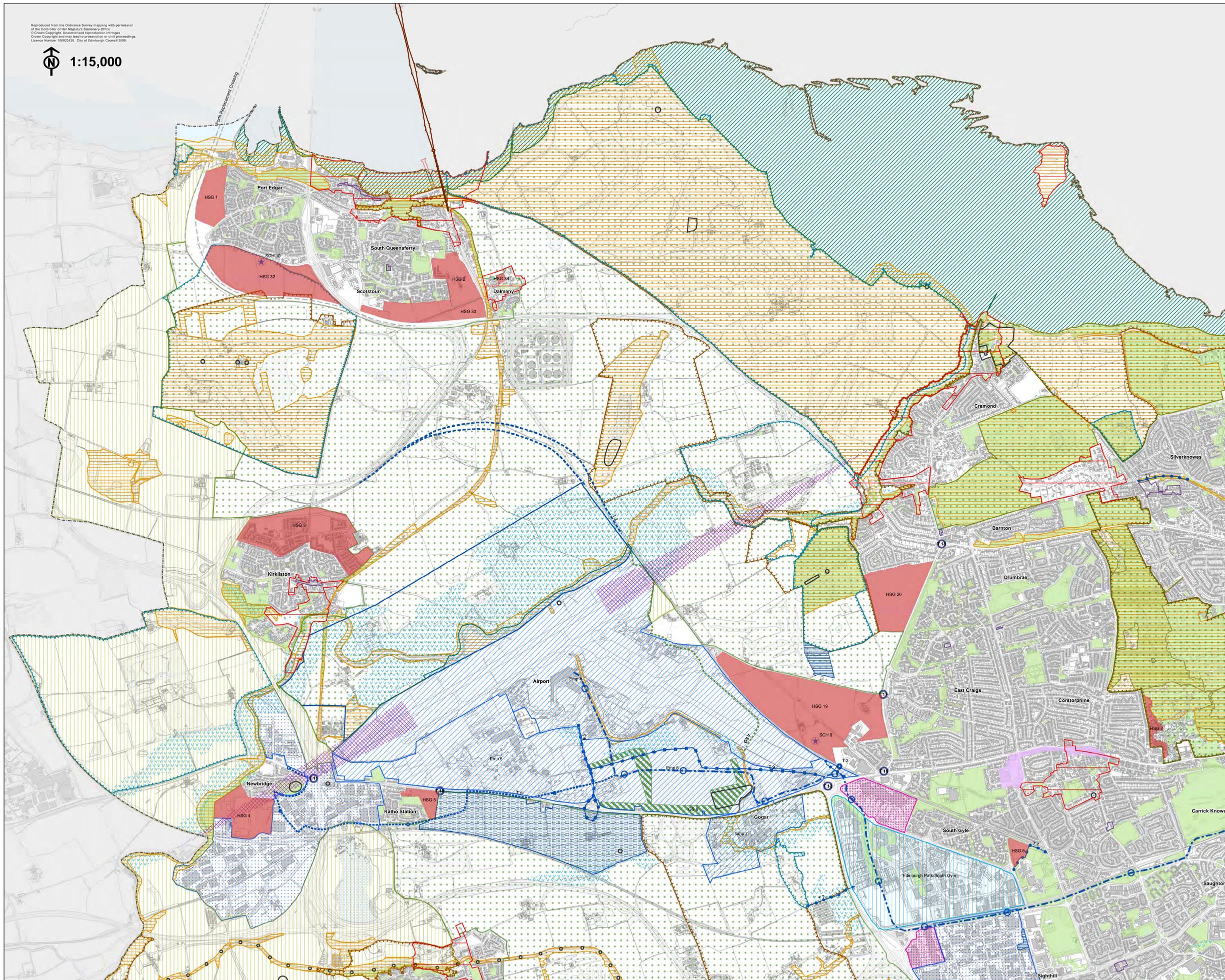
The City of Edinburgh Council Boundary  
General plan - wide policies

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

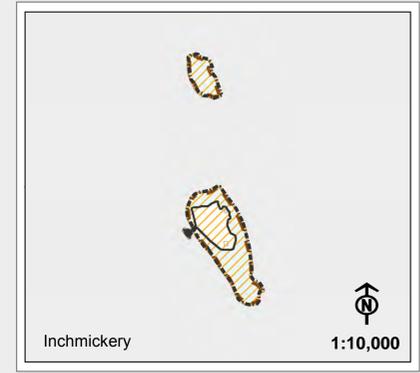
- Urban Area - refers to all LDP area outwith the Green Belt and Countryside Policy Area
- City Centre
- City Centre Proposal
- Edinburgh Waterfront
- Edinburgh Park/South Gyle
- World Heritage Site
- Designated Conservation Area
- Scheduled Ancient Monument (including Union Canal)
- Historic Garden / 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
Table 10
Table 3, Table 10, Hou 1
Del 3, Hou 1, Ret 7
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 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



Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction is illegal. Crown Copyright and may lead to prosecution or civil proceedings. License Number 6002429. City of Edinburgh Council 2009.

1:15,000



# EDINBURGH LOCAL DEVELOPMENT PLAN PROPOSALS MAP

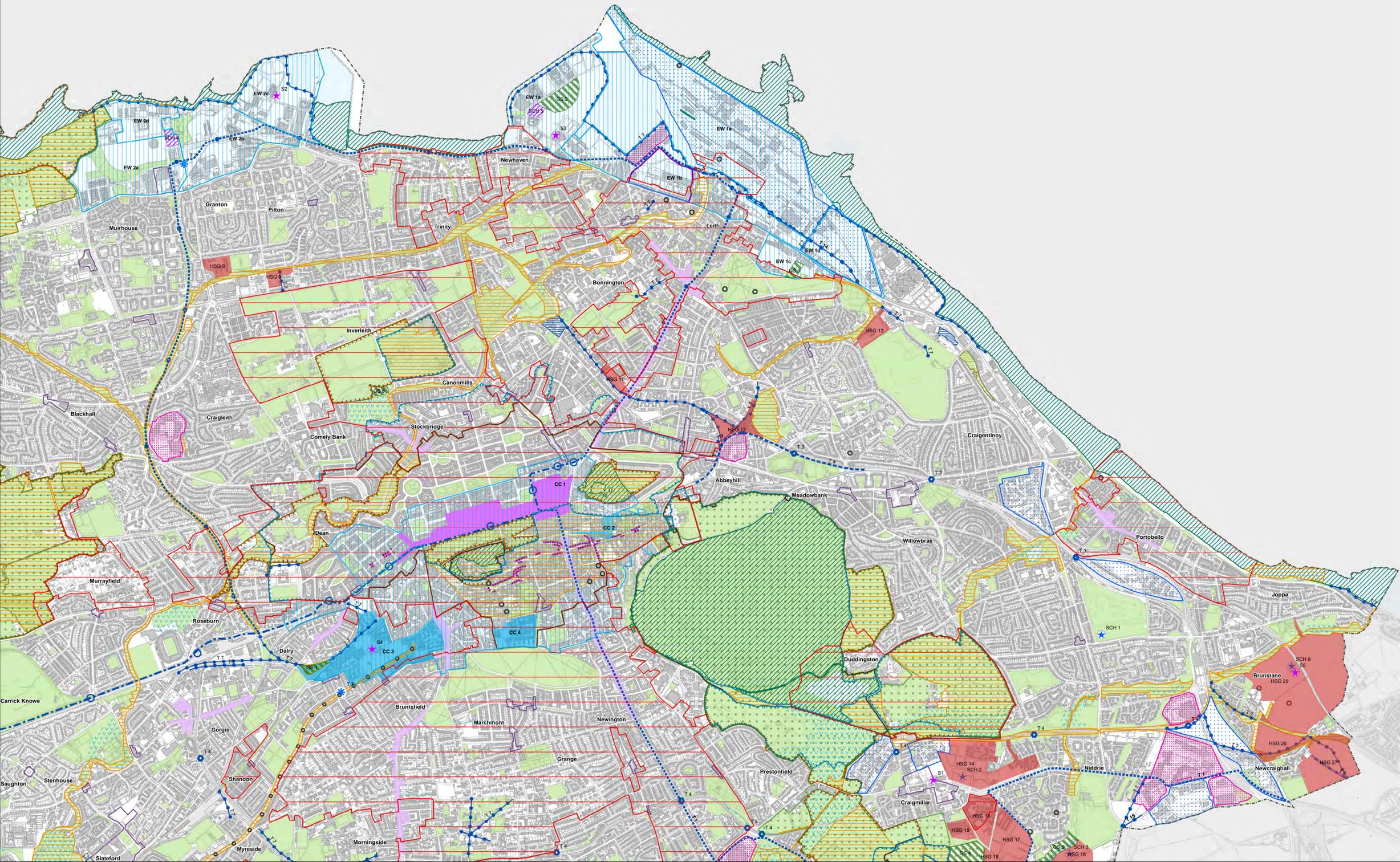
ADOPTED NOVEMBER 2016

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

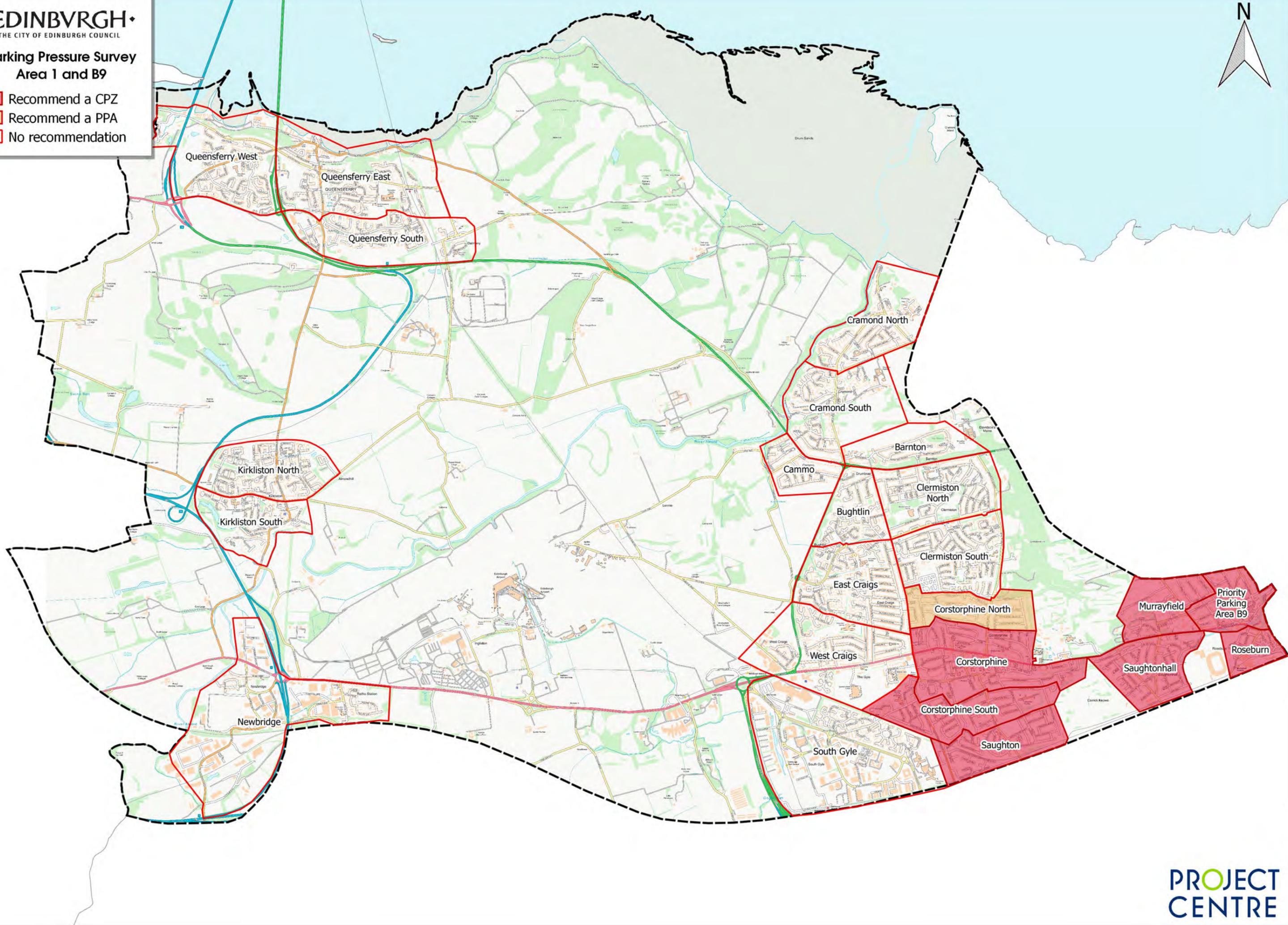
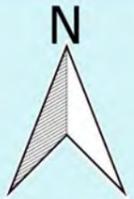
	Urban Area - refers to all LDP area outwith the Green Belt and Countryside Policy Area	Emp 1, Emp 9-10, Hou 8, Ret 6, RS 3
	City Centre	Del 2, Emp 1, Ret 7, Tra 5
	City Centre Proposal	(CC1) Table 10 (CC2-4) Table 3, Table 10, Hou 1
	Edinburgh Waterfront	(EW 1a-c, EW 2a-d) Del 3, Hou 1, Ret 7 (EW 1d&e) 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 – Recommended CPZs and PPA

Parking Pressure Survey  
Area 1 and B9

- Recommend a CPZ
- Recommend a PPA
- No recommendation





## Corstorphine Parking Consultation

### Response Analysis

City of Edinburgh Council

Document Reference: 100005104

Date: January 2019

Created by  
Matt Bush

[Matt.Bush@projectcentre.co.uk](mailto:Matt.Bush@projectcentre.co.uk)

0161 235 6462

## DOCUMENT CONTROL

Project Centre has prepared this report in accordance with the instructions from City of Edinburgh Council. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Job Number	Issue	Description	Originator	Checked	Authorised
1000005104	01	Corstorphine Parking Consultation – Response Analysis	Matt Bush 07.01.19	Avisha Patel 10.01.19	Daniel Hanshaw 11.01.19

File path: G:\Project Centre\Project-BST\1000005104 - NSL Edinburgh Corstorphine Consultation\2 Project Delivery\3 Reports\3 Final Reports

## EXECUTIVE SUMMARY

The City of Edinburgh Council (CEC) has commissioned Project Centre to provide a comprehensive analysis of the responses received from the Corstorphine Consultation. The Consultation invited members of the public to complete a questionnaire on parking in Corstorphine. Through the analysis of the responses to the questionnaire, recommendations are to be made for any future proposals based on the results provided from the questionnaire.

CEC had received representations from residents of the Corstorphine area, and from their ward Councillors, in respect of problems being caused by non-residential parking. In response, the Council agreed to conduct an informal investigation that would inform the process of determining whether there was a need, or support, for the introduction of parking controls.

A parking survey was carried out in 2017, which confirmed that there were relatively high numbers of both commuters and visitors parking in the area. In June 2018, the Council delivered almost 5,000 letters to properties within the investigation area, inviting any person interested to complete a questionnaire containing 27 questions on parking in Corstorphine (Appendix A). The questionnaire was hosted on the Council's Consultation Hub, with respondents being asked to answer a range of questions related to parking. The consultation was also promoted via Councillors, social media and made available in libraries.

The Council received 1,410 responses to the questionnaire in the Corstorphine Consultation exercise. The responses were not geographically limited as the invitations to complete the survey were sent to residents and businesses within Corstorphine and the surrounding residential areas. The consultation was also live on the Council's Consultation Hub which could be completed by any interested party. As a result of the wide audience, the questionnaire contained specific questions aimed at particular types of respondents such as residents and non-residents: including commuters, business owners, visitors and workers.

The responses to the questionnaire have been analysed by Project Centre to fully understand the views of those who have participated in the consultation. The responses have been presented in the form of tables and graphs, with further spatial analysis of the results conducted through the use of the geographic information system QGIS to produce maps of the responses (Appendix B).

The analysis of the responses has been completed by first separating resident responses from non-resident responses, then, using the geographic location, the responses from residents have been split further into three areas; the original investigation area, the additional investigation area and the wider Corstorphine and surrounding area. Additional analysis was done on residents, who lived in the investigation area, and their perception of parking problems based on their length of residence. Finally, the non-resident responses have been analysed based on their reason for being in Corstorphine which was categorised as either, a commuter, a business owner, a visitor or a worker. Spatial analysis has been undertaken on the residents living within the original and additional investigation areas to provide a more detailed, analysis to determine if parking issues vary from street to street and from area to area.

The results from the analysis are presented below.

Residents within the original investigation area:

- 52% of residents did not experience parking problems compared to 48% of residents who did experience parking problems.
- The Q3 map shows clusters of streets with high concentrations of residents experiencing parking problems such as Belgrave Road, Featherhall Crescent North, Glebe Road, St. Ninian's Road and streets with high concentrations of residents experiencing no parking problems such as Caroline Terrace, Cairnmuir Road, Tyler's Acre Avenue and Tyler's Acre Gardens.
- 54% of residents thought that parking controls would not help to improve parking on their street compared to 45% of residents who did.

- The Q10 map shows similar patterns to those seen in the Q3 map with clusters of residents, who thought parking controls would not improve their street, living on Caroline Terrace, Cairnmuir Road, Tyler's Acre Avenue and Tyler's Acre Gardens. Residents who thought parking controls would improve their street are from Belgrave Road, Featherhall Crescent North, Glebe Road and St. Ninian's Road.
- 50% of residents would prefer the Council to propose parking controls in their streets if the Council took action to propose parking controls in neighbouring streets, compared to the 47% of resident who would prefer to keep their street uncontrolled.
- Again, similar clusters of support and opposition for Q12 can be clearly seen in the spatial analysis of the responses from the streets mentioned in Q3 and Q10.

Residents within the additional investigation area:

- 59% of residents did not experience parking problems compared to 41% of residents who did experience parking problems.
- The Q3 map shows clusters of streets with high concentrations of residents experiencing parking problems such as Wester Broom Place, South Gyle Road, Broomlea Crescent and streets with high concentrations of residents experiencing no parking problems such as Gylemuir Road, Dovecot Road, Broompark Road and Castle Avenue.
- 58% of residents thought that parking controls would not help to improve parking on their street compared to 42% of residents who did.
- The Q10 map shows similar patterns to those seen in the Q3 map with clusters of residents, who thought parking controls would not improve their street, living on Gylemuir Road, Dovecot Road, Broompark Road and Castle Avenue. Residents who thought parking controls would improve their street are from Wester Broom Place, Wester Broom Drive and Broomlea Crescent.
- 50% of residents would prefer the Council to propose parking controls in their streets if the Council took action to propose parking controls in neighbouring streets, compared to the 48% of residents who would prefer to keep their street uncontrolled.
- Again, similar clusters of support and opposition for Q12 can be clearly seen in the spatial analysis of the responses from the streets mentioned in Q3 and Q10. There are some exceptions with residents from Dovecot Road, Castle Avenue and the southern section of Broomhall Crescent who did not experience parking difficulties or thought that parking controls would not improve parking would, however, prefer the Council to propose parking controls in their streets if controls were proposed in neighbouring streets.

Residents' perception of parking problems based on their length of residence

- There is no significant correlation between resident perception of parking problems and their length of residence.

Residents in the wider Corstorphine area and surrounding area:

- 56% of residents did not experience parking problems compared to 44% of residents who did experience parking problems.
- 52% of residents thought that parking controls would not help to improve parking on their street compared to 47% of residents who did.

- 55% of residents would prefer the Council to proposing parking controls in their streets if the Council took action to propose parking controls in neighbouring streets compared to the 44% of resident who would prefer to keep their street uncontrolled.

Non-residents:

- 85% of non-residents that responded to the questionnaire are visitors to Corstorphine.
- There were only 3 business owners and 2 commuters that responded to questions in the consultation and therefore this data is not a true representation of all the business owners in, and commuters to, Corstorphine.
- 77% of visitors visit Corstorphine several times a week with 71% of visitors finding it difficult to find a parking space.
- If it was easier to find a parking space, 35% of visitors would visit Corstorphine more often.

Based on the results of the analysis from the responses received in the Corstorphine Consultation, the following recommendations have been proposed.

It is recommended that parking controls should be introduced in Zone 2 in the original investigation area. Throughout the investigation, the majority of residents in Zone 2 provided responses that suggested they experience difficulties parking at or near their home address and thought that parking controls would help to improve their current situation. Residents in Zone 2 also responded in support of the Council proposing parking controls in their streets if the Council were to take action and propose parking controls in neighbouring streets. A map of Zone 2 can be found in Appendix C.

The majority of residents in Zones 1 and 3 in the original investigation area did not experience difficulties parking and thought that parking controls would not improve parking in their street. These residents also would prefer to keep their streets uncontrolled if the Council proposed parking controls in neighbouring streets.

The majority of residents in Zone 4, which includes the additional investigation area, did not experience difficulties parking and thought that parking controls would not improve parking in their street.

It is recommended that further monitoring of parking problems in Zone 1,3 and 4 is continued, especially if proposed parking controls are implemented in Zone 2.

<b>CONTENTS PAGE</b>	<b>PAGE NO.</b>
1. CLIENT REQUIREMENTS	5
1.1 Introduction	5
1.2 Background	5
1.3 Questionnaire	6
1.4 Maps	6
2. LOCATION AND TYPE OF RESPONDENT	8
2.1 Location of Respondent	8
3. RESIDENTS IN ORIGINAL INVESTIGATION AREA RESPONSES	9
3.1 Introduction	9
3.2 Q2 – How long have you lived in Corstorphine?	9
3.3 Q3 – Do you currently experience difficulties with parking at or near your home address?	9
3.4 Q4 – Thinking about weekdays, when do you experience parking problems?	10
3.5 Q5 – Thinking about weekends, when do you experience parking problems?	11
3.6 Q6 – When do you think parking problems in your area are at their worst?	12
3.7 Q7 – Which of these parking issues do you experience in your street or near to your home?	13
3.8 Q8 – Do you think that parking in your street has changed in the last 5 years?	15
3.9 Q9 – What do you think has had the greatest impact on parking in your area?	16
3.10 Q10 – Do you think that parking controls would help to improve parking in your street?	16
3.11 Q11 – Do you think that parking controls would help to improve parking and make Corstorphine more accessible to residents and visitors?	17
3.12 Q12 – If the results of this consultation showed support for parking controls in some streets or areas, the Council could propose to introduce controls in those streets/areas alone. If the Council proposed parking controls in a street neighbouring yours, what action would you prefer the Council to take?	17
3.13 Q13 – What type of controls do you think might improve parking in your area?	18
4. RESIDENTS IN ADDITIONAL INVESTIGATION AREA RESPONSES	21

4.1	Introduction	21
4.2	Q2 – How long have you lived in Corstorphine?	21
4.3	Q3 – Do you currently experience difficulties with parking at or near your home address?	21
4.4	Q4 – Thinking about weekdays, when do you experience parking problems?	22
4.5	Q5 – Thinking about weekends, when do you experience parking problems?	23
4.6	Q6 – When do you think parking problems in your area are at their worst?	24
4.7	Q7 – Which of these parking issues do you experience in your street or near to your home?	25
4.8	Q8 – Do you think that parking in your street has changed in the last 5 years?	27
4.9	Q9 – What do you think has had the greatest impact on parking in your area?	28
4.10	Q10 – Do you think that parking controls would help to improve parking in your street?	28
4.11	Q11 – Do you think that parking controls would help to improve parking and make Corstorphine more accessible to residents and visitors?	29
4.12	Q12 – If the results of this consultation showed support for parking controls in some streets or areas, the Council could propose to introduce controls in those streets/areas alone. If the Council proposed parking controls in a street neighbouring yours, what action would you prefer the Council to take?	29
4.13	Q13 – What type of controls do you think might improve parking in your area?	30
5.	RESIDENTS PERCEPTION OF PARKING PROBLEMS BASED ON LENGTH OF RESIDENCE	33
5.1	Introduction	33
5.2	Q2 – How long have you lived in Corstorphine?	33
5.3	Q3 – Do you currently experience difficulties with parking at or near your home address?	33
5.4	Q4 – Thinking about weekdays, when do you experience parking problems?	34
5.5	Q5 – Thinking about weekends, when do you experience parking problems?	35
5.6	Q6 – When do you think parking problems in your area are at their worst?	36
5.7	Q7 – Which of these parking issues do you experience in your street or near to your home?	37
6.	RESIDENTS IN WIDER CORSTORPHINE AREA & SURROUNDING AREAS RESPONSES	38

6.1	Introduction	38
6.2	Q2 – How long have you lived in Corstorphine?	38
6.3	Q3 – Do you currently experience difficulties with parking at or near your home address?	38
6.4	Q4 – Thinking about weekdays, when do you experience parking problems?	38
6.5	Q5 – Thinking about weekends, when do you experience parking problems?	39
6.6	Q6 – When do you think parking problems in your area are at their worst?	40
6.7	Q7 – Which of these parking issues do you experience in your street or near to your home?	41
6.8	Q8 – Do you think that parking in your street has changed in the last 5 years?	42
6.9	Q9 – What do you think has had the greatest impact on parking in your area?	43
6.10	Q10 – Do you think that parking controls would help to improve parking in your street?44	
6.11	Q11 – Do you think that parking controls would help to improve parking and make Corstorphine more accessible to residents and visitors?	44
6.12	Q12 – If the results of this consultation showed support for parking controls in some streets or areas, the Council could propose to introduce controls in those streets/areas alone. If the Council proposed parking controls in a street neighbouring yours, what action would you prefer the Council to take?	44
6.13	Q13 – What type of controls do you think might improve parking in your area?	45
7.	NON-RESIDENTS RESPONSES	46
7.1	Introduction	46
7.2	Q14 – Which of the following applies to you?	46
7.3	Business Owner Questions Q15 to Q19	46
7.4	Visitor Questions Q20 to Q22	47
7.5	Commuter Questions Q23 to Q26	48
8.	ADDITIONAL COMMENTS	49
9.	CONCLUSION	53
9.1	Residents within the original investigation area	53
9.2	Residents within the additional investigation area	53

9.3	Residents' perception of parking problems based on their length of residence	54
9.4	Residents in the wider Corstorphine area and surrounding area	54
9.5	Non-residents	54
10.	RECOMMENDATIONS	55
	QUALITY	56
	Appendix A - Corstorphine Consultation Questionnaire	
	Appendix B - Spatial Analysis Maps	
	Appendix C - Recommended Potential Parking Controls	

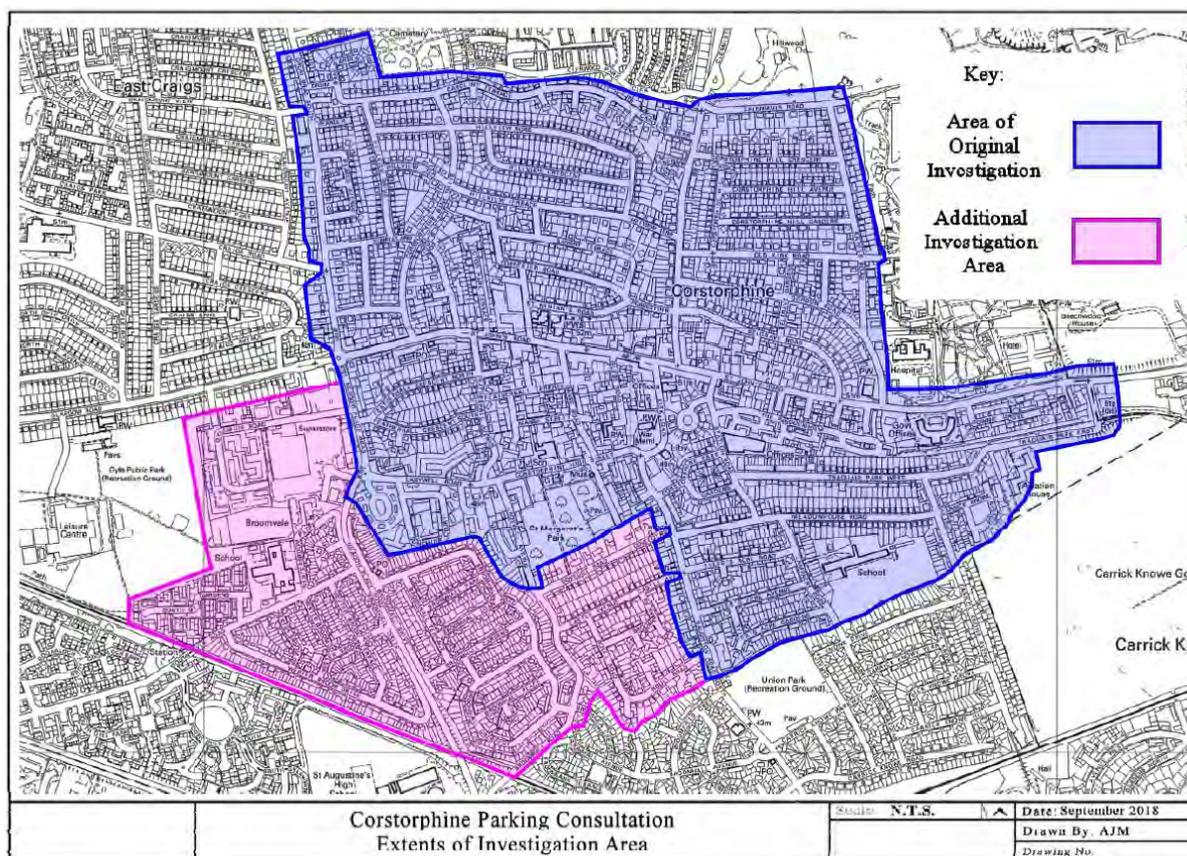
## 1. CLIENT REQUIREMENTS

### 1.1 Introduction

- 1.1.1 The City of Edinburgh Council (CEC) has commissioned Project Centre to provide a comprehensive analysis of the responses received from the Corstorphine Consultation which invited members of the public to complete a questionnaire on parking in Corstorphine.
- 1.1.2 The responses to the questionnaire are to be analysed to fully understand the views of those who have participated in the consultation. Project Centre will provide recommendations for appropriate future courses of action in Corstorphine based on the results of the consultation.

### 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 had received representations from residents of the Corstorphine area, and from their ward Councillors, in respect of problems being caused by non-residential parking. In response the Council agreed to conduct an informal investigation that would inform the process of determining whether there was a need, or support, for the introduction of parking controls.
- 1.2.3 A parking survey was carried out in 2017, which confirmed that there were relatively high numbers of both commuters and visitors parking in the area.
- 1.2.4 In June 2018, the Council delivered almost 5,000 letters to properties within the investigation area (Figure 1), inviting any person interested to complete a questionnaire on parking in Corstorphine. The questionnaire was hosted on the Council's Consultation Hub, with respondents being asked to answer a range of questions related to parking. The consultation was also promoted via Councillors, social media and available in libraries.
- 1.2.5 The Council received 1,410 responses to the Corstorphine Consultation exercise. 1,200 of these respondents also provided additional comments to an open-ended question.
- 1.2.6 The responses were not geographically limited as the invitations to complete the survey were sent to residents and businesses within Corstorphine and the surrounding residential areas. The consultation was also live on the Council's Consultation Hub which could be completed by any interested party.
- 1.2.7 However, the area of Corstorphine under investigation in respect of parking issues is highlighted in Figure 1. The investigation area includes two parts, firstly the area of the original investigation and secondly, the additional investigation area.



**Figure 1.1 – Corstorphine Parking Consultation Extents of Investigation Area.**

### 1.3 Questionnaire

- 1.3.1 The aim of the questionnaire was to determine if residents in the investigation area experience any parking problems in their street and if they believe that parking controls are necessary in their area, either now or in the future.
- 1.3.2 The questionnaire contained 27 questions to capture responses from residents, non-residents, business owners, visitors and commuters.
- 1.3.3 The first 13 questions were aimed at all types of respondents; residents, non-residents, business owners, visitors and commuters. The remaining questions were specific to non-residents, business owners, visitors and commuters.
- 1.3.4 A copy of the questionnaire can be found in Appendix A.

### 1.4 Maps

- 1.4.1 The responses by residents to the questions in the consultation have been plotted onto maps of the investigation area to provide further, more detailed analysis of the results on a street by street basis (found in Appendix B). The location of responses to the consultation have been plotted based on streets and are therefore not attributable to any particular addresses within that street.
- 1.4.2 The maps produced for further locational analysis show the boundaries of the original and additional investigation area. The zones, numbered 1 to 4, on the maps (Figure 1.2) have been determined primarily through an analysis of the different questions in the questionnaire. Having analysed the responses in full, these zones are

representative of where opinion shifts between areas, where there are apparent parking problems and support for remedial action, and areas where there are fewer problems and less support for remedial action.

- 1.4.3 These zones are shown on all of the maps in this report, as a means of highlighting the differences in response between different parts of the investigation area.

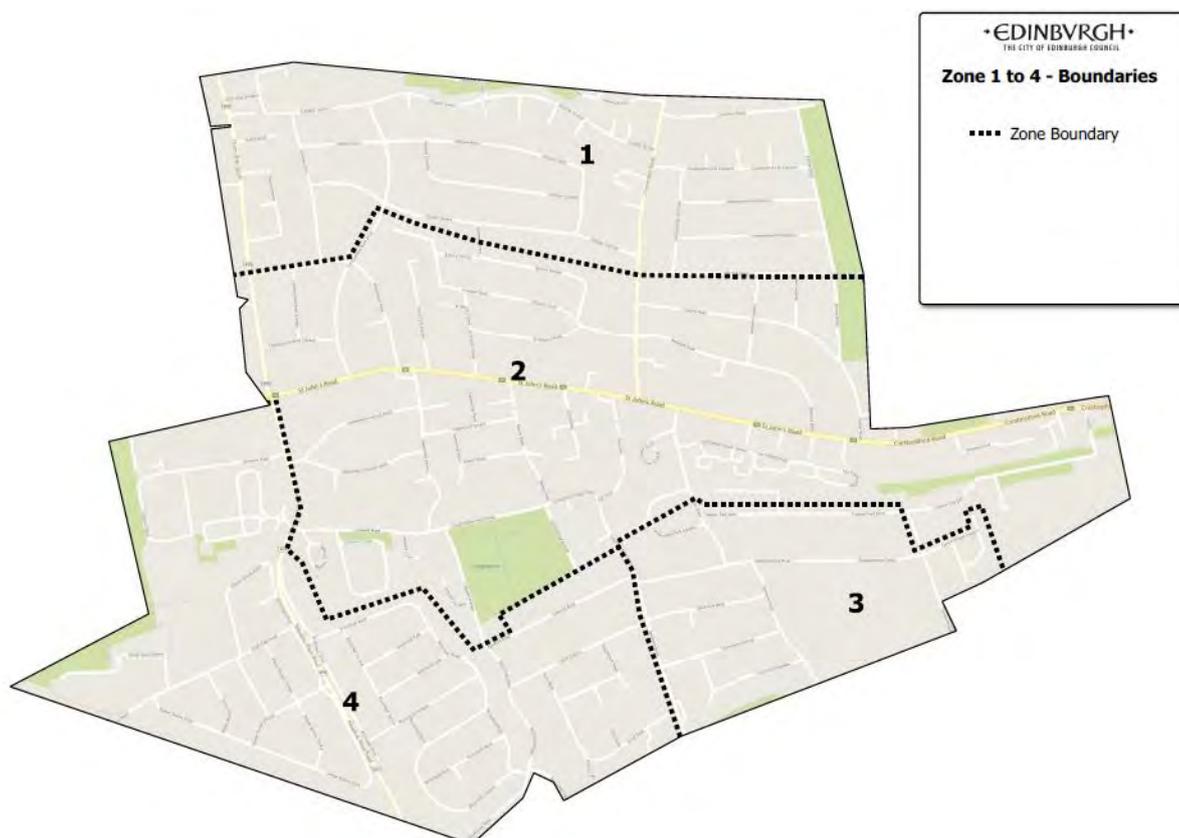


Figure 1.2 – Zone boundaries for Corstorphine.

## 2. LOCATION AND TYPE OF RESPONDENT

### 2.1 Location of Respondent

- 2.1.1 The location of a respondent was determined through Q1 – Do you live in Corstorphine. Out of the 1,410 responses received from the consultation, 95% (1,345) indicated that they live within the Corstorphine investigation area (both original and additional areas see Figure 1.1).
- 2.1.2 After cross-referencing postcodes and addresses stated by the residents, 1,198 (85% of overall respondents) were found to be currently living in the investigation area. The residents who answered yes to Q1 have been categorised into the following locations shown in Table 2.1. The majority of people lived within the original and additional investigation area.

**Table 2.1: The location of respondent.**

Location of respondent	Number of residents	Percentage of residents
Original investigation area	998	70.8%
Additional investigation area	200	14.2%
Corstorphine area	124	8.8%
Wider area	2	0.1%
No details provided	86	6.1%

- 2.1.3 65 (5%) respondents stated they did not reside in Corstorphine. The majority (84.6%) of those that answered 'No' to Q1 said they were visiting the area for shopping or social reasons. Other respondents ran a business (4.6%), worked in Corstorphine (6.2%) or where using the Corstorphine area to park as part of their commute (3.1%).

**Table 2.2: Respondents who do not live in Corstorphine.**

Respondents who answered 'No'	Number of respondents	Percentage of respondents
I commute into Edinburgh and park in Corstorphine	2	3.1%
I run a business in Corstorphine	3	4.6%
I visit Corstorphine for shopping or social purposes	55	84.6%
I work in Corstorphine	4	6.2%
Not answered	1	1.5%

### 3. RESIDENTS IN ORIGINAL INVESTIGATION AREA RESPONSES

#### 3.1 Introduction

3.1.1 This section will analyse the 998 responses (Table 2.2) received from those residents who have been determined as living in the original investigation area. “Residents” or “Respondents” in this section of the report should therefore be considered as those residents/respondents living within the original investigation area.

#### 3.2 Q2 – How long have you lived in Corstorphine?

3.2.1 Shown in Table 3.1, most respondents (71.7%) lived in the original investigation area of Corstorphine for more than 10 years. Only 35 respondents have lived in the original investigation area for less than one year.

**Table 3.1: How long residents living in the original investigation area have lived in Corstorphine.**

Location of respondent	Number of residents	Percentage of residents
Less than 1 year	35	3.5%
Between 1 and 5 years	150	15.0%
Between 5 and 10 years	98	9.8%
More than 10 years	715	71.7%

#### 3.3 Q3 – Do you currently experience difficulties with parking at or near your home address?

The responses were split when residents were asked if they experience difficulties parking at or near their home address. A higher number of residents (51.8%) expressed not experiencing difficulty with parking.

**Table 3.2: Do residents currently experience difficulties with parking at or near their home.**

Do you currently experience difficulties with parking at or near to your home address?	Number of Residents	Percentage of Residents
Yes	481	48.2%
No	517	51.8%

3.3.1 The responses by residents have been plotted onto maps of the investigation area to provide further, more detailed analysis of the consultation results on a street by street basis. The results in this section relate to responses from residents within the original investigation area and therefore all the locational analysis from the maps are based on the area shaded pink and labelled Original. The maps can be found in Appendix B.

3.3.2 The maps have been split into Zones 1 to 4 with the boundaries drawn based on resident responses to the consultation. Each zone broadly stays consist with its agreement or disagreement to the questions proposed to residents. As this section focuses on residents from the original investigation area, references will be made from Zone 1 to Zone 3.

The map shows that residents living on streets within close proximity to the A8 (Zone 2) mostly agreed that they experienced difficulties with parking at or near their home.

These streets include Belgrave Road, Featherhall Crescent North, Glebe Road and St. Ninian's Road. The map shows that the further north or south a street is from the A8, the responses from residents to the question begin to change from yes (red) to no (green), particularly in streets such as Caroline Terrace and Cairnmuir Road (Zone 1) along with Tyler's Acre Avenue and Tyler's Acre Gardens (Zone 3).

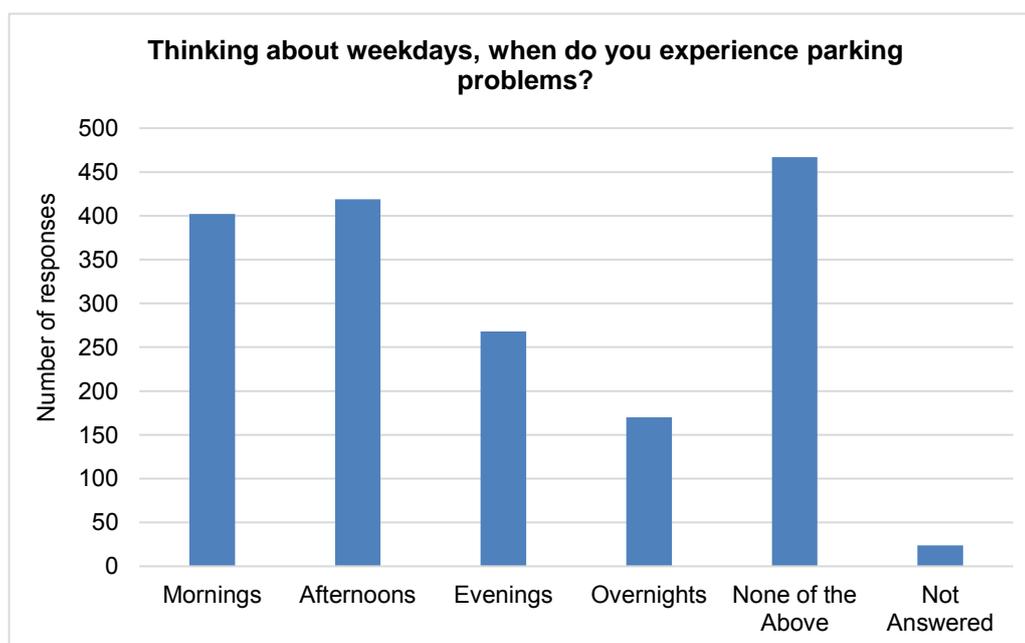
### 3.4 Q4 – Thinking about weekdays, when do you experience parking problems?

3.4.1 In Table 3.3 the majority of residents (46.8%) answered “none of the above” which is in line with responses given to Q3, with over half of the residents expressing no difficulty in parking at or near their home. For a similar reason the 2.4% of the residents who did not answer are likely to have skipped the question as they did not experience difficulty parking. However, residents who did experience parking problems found the most popular time of day for problems to be the afternoon (42%), closely followed by the morning (40%). Fewer residents experienced parking problems in the evening and overnight.

**Table 3.3: On weekdays, what time of day do residents experience parking problems.**

Thinking about weekdays, when do you experience parking problems?	Number of Responses	Percentage of Residents
Mornings	402	40.3%
Afternoons	419	42.0%
Evenings	268	26.9%
Overnights	170	17.0%
None of the Above	467	46.8%
Not Answered	24	2.4%

3.4.2 It should be noted that residents could choose more than one option as an answer to this question. The responses can be seen in Figure 3.1



**Figure 3.1: What time of day do residents experience parking problems on weekdays.**

3.4.3 In the Q4 map each circle represents a consultation response and due to a resident being able to choose more than one option some circles have up to four colours in them.

3.4.4 The map shows that residents living in streets in the west of the original area, such as Featherhall Crescent North and South, Corstorphine Bank Terrace and Corstorphine Bank Drive (Zone 2), experience parking problems on weekdays in the morning and afternoons – shown by the green and blue colours, respectively. Additional streets experiencing parking problems in the mornings and afternoons are Belgrave Road and St. Ninian’s Road with Glebe Road (Zone 2) containing responses from residents who experienced parking problems in morning, afternoon and evenings. There are pockets of yellow circles, representing parking problems overnight around Corstorphine Bank Terrace and Victor Park Terrace (Zone 2). In the southern part of the original area there is a notable disparity between streets in the east (Zone 2) and west (Zone 3). Residents on streets in the east including Traquair Park East and part of Traquair West experience parking problems throughout weekdays where as residents to the west in streets including Meadowhouse Road and Tyler’s Acre Avenue do not experience any parking problems. Streets north of Old Kirk Road and Barony Terrace generally tended not to experience parking problems (Zone 1).

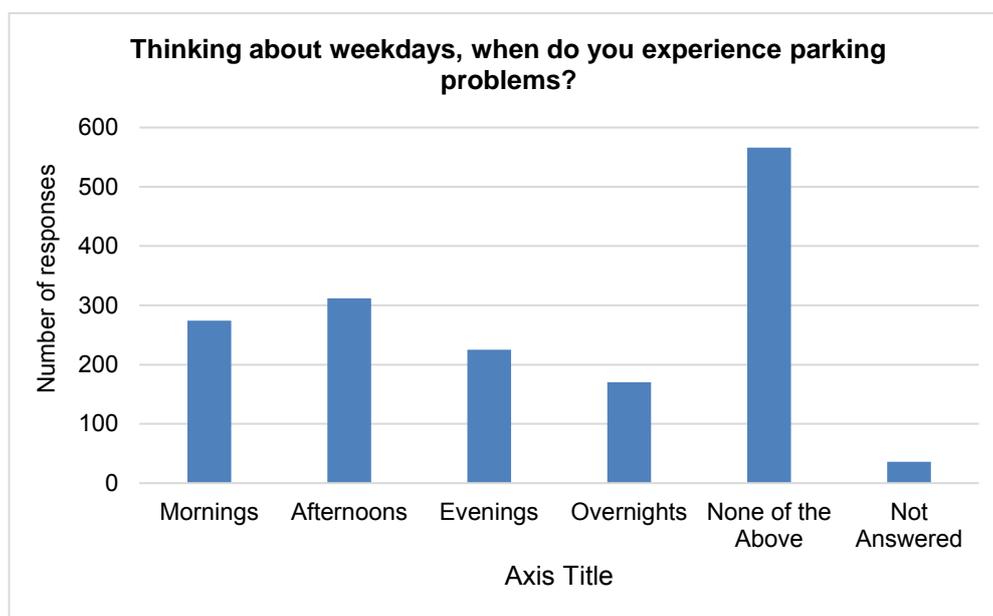
### 3.5 Q5 – Thinking about weekends, when do you experience parking problems?

3.5.1 Residents were then asked when they experience parking problems, if any, on weekends. The majority of residents (56.7%, Table 3.4) responded with “none of the above” and a further 3.6% of residents did not answer the question. In a similar pattern to Q4, residents who did experience parking problems tended to have difficulty in the afternoons closely followed by the mornings. However, parking problems in both the mornings and afternoons on weekends received fewer responses than weekdays (Table 3.3) suggesting residents feel there is more of a problem with parking on weekdays.

**Table 3.4: On weekends, what time of day do residents experience parking problems.**

Thinking about weekends, when do you experience parking problems?	Number of Responses	Percentage of Residents
Mornings	274	27.5%
Afternoons	312	31.3%
Evenings	225	22.6%
Overnights	170	17.0%
None of the Above	566	56.7%
Not Answered	36	3.6%

3.5.2 The graphical representation of the data from Q5 in Figure 3.2 shows that fewer residents responded to having parking problems on weekends than weekdays (Figure 3.1). A total of 1583 responses were given to Q5 compared to 1750 for Q4.



**Figure 3.2: What time of day do residents experience parking problems on weekends.**

3.5.3 The Q5 map shows the responses to the time of day residents experience parking problems on weekends. The spatial distribution of the responses is similar to the responses in Q4 with a few exceptions. There are notable changes in parking difficulty between weekdays and weekends based on the responses given by residents in streets such as Featherhall Crescent North and South and the Featherhall Terrace area (Zone 2), as shown by the higher number of orange circles on the weekend map than the weekday map for Q4. Another notable change is in the southeast part of the original area (Zone 2 & 3) where more orange and blue can be seen in the weekend map compared to the weekday map. This suggests residents in these streets experience fewer parking problems on the weekend, however if they do experience problems they are mostly in the afternoon and not the morning – as was shown in the Q4 map.

### 3.6 Q6 – When do you think parking problems in your area are at their worst?

3.6.1 Residents were then given the opportunity to provide a summary of when they thought parking problems, if any, are at their worst and were asked to pick only one option. The options provided are shown in Table 3.5. The majority of residents (40.1%) responded that parking problems are at their worst in both mornings and afternoons, which corresponds to data collected on the two previous questions.

3.6.2 13.1% of residents thought parking problems are at their worst at all times of the day, including the weekends. 6% of residents specifically thought parking problems are at their worst on weekends.

**Table 3.5: When residents think parking problems are at their worst.**

When do you think parking problems in your area are at their worst?	Number of Residents	Percentage of Residents
Mornings	63	6.3%
Afternoons	45	4.5%
Both mornings and afternoons	400	40.1%
Evenings	86	8.6%
Overnight	39	3.9%
Weekends	63	6.3%
All of the above	130	13.1%
Not answered	172	17.2%

3.6.3 The graph in Figure 3.3 clearly shows that there were more residents who chose both the mornings and afternoons as the worst time for parking problems.



**Figure 3.3: When residents think parking problems are at their worst.**

3.6.4 In Q6 residents were asked to pick only option for time of day or weekends when parking problems were at their worst. The Q6 map shows the majority of red response circles (both mornings and afternoons) in the streets within close proximity to the A8 (Zone 2). There is a concentration of greens (Evenings and Overnight) on streets such as Victoria Park Terrace and the section of Clermiston Road near to the junction with Old Kirk Road. Residents who feel that parking problems are at their worst all of the time are clustered around streets such as Corstorphine Bank Drive, Templeland Road, Pinkhill and Downie Grove (Zone 2) and Pearce Road in the northwest part of the area (Zone 1).

### 3.7 Q7 – Which of these parking issues do you experience in your street or near to your home?

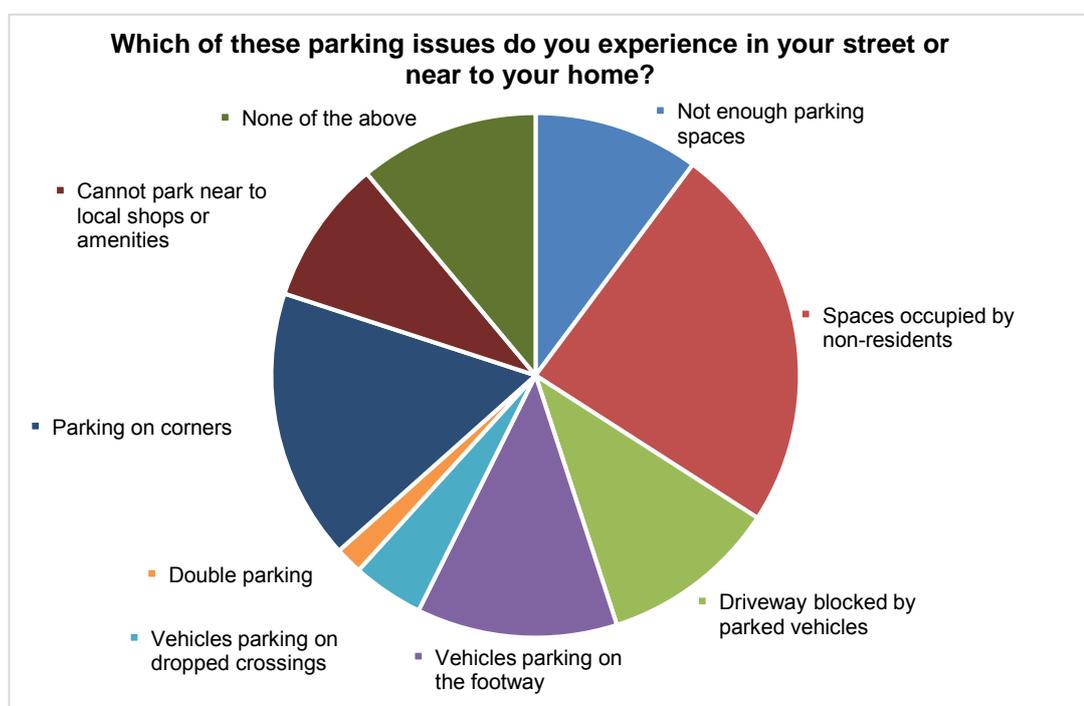
3.7.1 Residents were asked to categorise the type of parking issue that they experience in their street or near to their home. The options for the type of parking issue and the

responses given by the residents can be seen in Table 3.6. It should be noted that residents were encouraged to select all options that apply to them and could therefore choose more than one option. The most responses, 516 representing 51.7% of residents, stated spaces being occupied by non-residents as the main cause of parking issues in their street or near to their home.

**Table 3.6: The type of parking issues experienced by residents in their street or near their home.**

Which of these parking issues do you experience in your street or near to your home?	Number of Responses	Percentage of Residents
Not enough parking spaces	218	21.8%
Spaces occupied by non-residents	516	51.7%
Driveway blocked by parked vehicles	234	23.5%
Vehicles parking on the footway	264	26.5%
Vehicles parking on dropped crossings	94	9.4%
Double parking	36	3.6%
Parking on corners	359	36.0%
Cannot park near to local shops or amenities	192	19.2%
None of the above	237	23.8%

3.7.2 The graph in Figure 3.4 shows the breakdown of each category of parking issue based on the 2150 responses given by the residents.



**Figure 3.4: A breakdown of the responses given to the type of parking issues experienced by residents.**

3.7.3 The Q7 map shows the spatial distribution of responses given for which parking issues residents experience in their street or near to their home. The map shows a

high concentration of dark blue, indicating spaces occupied by non-residents, in streets within close proximity to the A8 (Zone 2), particularly Belgrave Road, Corstorphine Bank Drive, St. John's Crescent and Victoria Park Terrace. Notably, responses indicating residents cannot park near to local shops appear the further north (Zone 1) or south (Zone 3) the street is from the A8. There is a wide spread of yellow across the original area suggesting most residents have a problem with vehicles parking on corners irrespective of what street they live on. In the west of the area more residents have problems with their driveway being blocked by parked vehicles.

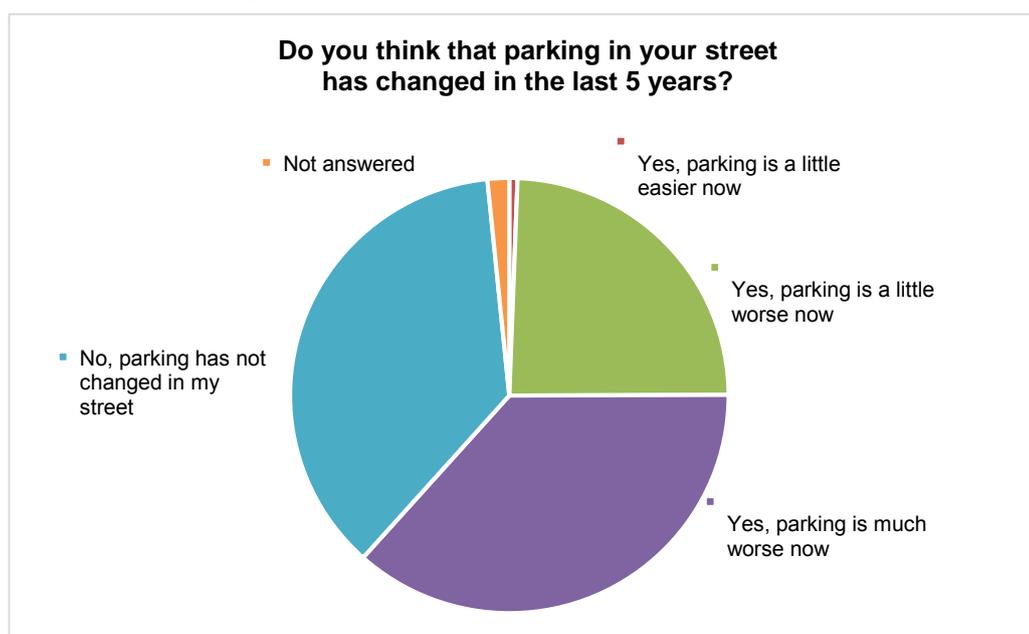
### 3.8 Q8 – Do you think that parking in your street has changed in the last 5 years?

3.8.1 Residents were asked if they had noticed a change in the ease of parking in their street in the last 5 years. Table 3.7 shows that “no, parking has not changed in my street” and “yes, parking is much worse now” were the most popular responses among residents with over a third (36%) of residents supporting each statement. Only 6 residents felt that parking has become easier in the last 5 years on their street.

**Table 3.7: Change in the ease of parking for residents in their street in the last 5 years.**

Do you think that parking in your street has changed in the last 5 years?	Number of Residents	Percentage of Residents
Yes, parking is much easier now	0	0.0%
Yes, parking is a little easier now	6	0.6%
Yes, parking is a little worse now	243	24.3%
Yes, parking is much worse now	366	36.7%
No, parking has not changed in my street	367	36.8%
Not Answered	16	1.6%

3.8.2 The graph in Figure 3.5 shows the breakdown of each category of parking ease based on the responses given by the residents.



**Figure 3.5: A breakdown of the responses on the change in ease of parking over the last 5 years on resident's streets.**

The Q8 map shows similarity with other previous questions with residents who believe parking is worse now than 5 years ago (indicated by red and brown) living within close proximity to the A8 (Zone 2) on streets such as Belgrave Road, Corstorphine Bank Drive, Featherhall Crescent North, Glebe Road, Traquair Park East and Pinkhill. Again, the map shows the opinion of residents change from “yes, parking is much worse” to “no, parking has not changed” over the last 5 years the further north (Zone 1) or south (Zone 3) a street is from the A8.

### 3.9 Q9 – What do you think has had the greatest impact on parking in your area?

Residents were asked to give their response to what they thought was the greatest impact on parking in their area with the results shown in Table 3.8. This question was open and required the respondent to write a comment or their thoughts on what has the greatest impact. In some cases, residents put forward a number of impacts. Therefore, responses have been categorised into main themes with the most popular six themes presented below.

**Table 3.8: What residents thought had the greatest impact on parking in their area.**

What do you think has had the greatest impact on parking in your area?	Number of Responses
Commuters	254
Airport and holidaymakers	156
Park and Ride	151
Businesses	107
Properties with more than one vehicle	103
Schools	69

3.9.1 The most popular comment by residents for what they thought had the greatest impact on parking was commuters. Parking associated with the airport and the Park and Ride where the next most popular themes. Businesses and properties with more than one vehicle were also highlighted as having the greatest impact of parking in the area with schools completing the Top 6 themes.

3.9.2 In the Q9 map notable clusters of responses for airport parking, schools and business can be seen. More residents in the west of the area tended to suggest that airport parking had the greatest impact on parking, particularly on Corstorphine Bank Drive and Victoria Park Terrace (Zone 2). Clusters for residents who thought businesses had the greatest impact on parking were on streets such as Forrester Road (Zone 2). Understandably, residents who thought schools had the greatest impact on parking lived on streets neighbouring Carrick Knowe (Zone 3) and Corstorphine (Zone 2) primary schools. Residents who thought commuters had the greatest impact on parking was the most popular answer and was distributed across the whole of the original area, shown by the widespread yellow circles with a high frequency in Zone 2.

### 3.10 Q10 – Do you think that parking controls would help to improve parking in your street?

3.10.1 The majority of residents thought that parking controls would not help to improve parking in their street, shown in Table 3.9.

**Table 3.9: Do residents think parking controls would help improve parking in their street.**

Do you think that parking controls would help to improve parking in your street?	Number of Residents	Percentage of Residents
Yes	448	44.9%
No	539	54.0%
Not answered	11	1.1%

3.10.2 The Q10 map shows similarities with the Q3 map in regard to the streets where parking problems are being experienced by residents. Residents on streets within close proximity to the A8 (Zone 2) were more in favour of having parking controls on their streets to improve parking than those residents living further north (Zone 1) or south (Zone 2) of the A8.

3.10.3 These streets include Belgrave Road, Featherhall Crescent North, Glebe Road and St. Ninian's Road that were in favour and streets such as Caroline Terrace, Cairnmuir Road, Tyler's Acre Avenue and Tyler's Acre Gardens that were not.

**3.11 Q11 – Do you think that parking controls would help to improve parking and make Corstorphine more accessible to residents and visitors?**

3.11.1 There was only a slight split between residents who thought that parking controls would help to improve parking and make Corstorphine more accessible to residents and visitors (44.8%) and residents who did not (42.3%). 12.6% of residents had no opinion on the question.

**Table 3.10: Do residents think that parking controls would improve parking and make Corstorphine more accessible to residents.**

Do you think that parking controls would help to improve parking and make Corstorphine more accessible to residents and visitors?	Number of Residents	Percentage of Residents
Yes	447	44.8%
No	422	42.3%
No opinion	126	12.6%
Not answered	3	0.3%

3.11.2 The results for the Q11 map closely follow the results of the Q10 map which can be seen when comparing the two maps. The only notable difference was that it appears residents who answered "no" in Q10 tended to have "no opinion" on whether parking controls would help to improve parking and make Corstorphine more accessible to residents and visitors (Q11). This is shown in the maps by the colour changing from green on Q10 map to yellow on the Q11 map.

**3.12 Q12 – If the results of this consultation showed support for parking controls in some streets or areas, the Council could propose to introduce controls in those streets/areas alone. If the Council proposed parking controls in a street neighbouring yours, what action would you prefer the Council to take?**

3.12.1 This question highlighted to residents that if support was shown for parking controls from the consultation the Council could propose controls on those streets. If a resident lived on a street neighbouring one that had parking controls proposed, would they prefer the Council to take action on their street. Again, the results were split with a slight majority (50.2%) of residents in favour of proposing parking controls on their street if a neighbouring street had proposed controls (Table 3.11). 47.1% of residents wished to keep their street uncontrolled.

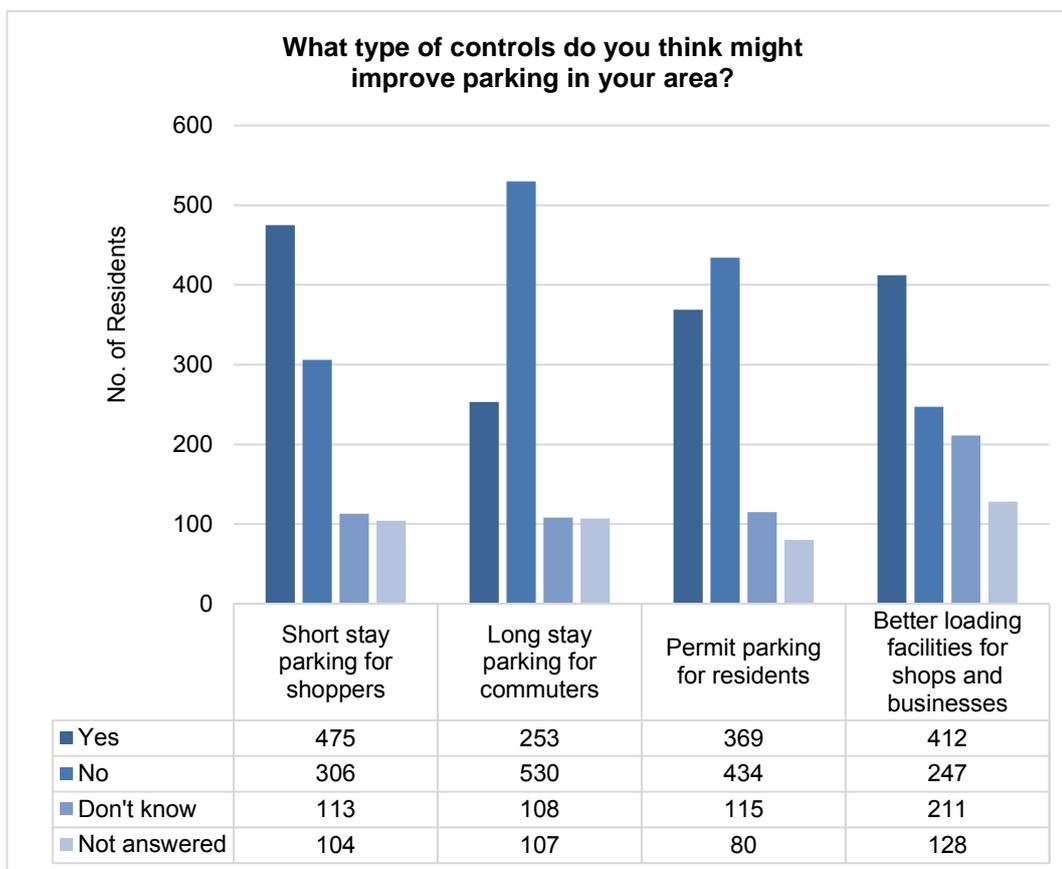
**Table 3.11: Would residents want parking controls proposed if the Council proposed parking controls on neighbouring streets.**

If the results of this consultation showed support for parking controls in some streets or areas, the Council could propose to introduce controls in those streets/areas alone. If the Council proposed parking controls in a street neighbouring yours, what action would you prefer the Council to take?	Number of Residents	Percentage of Residents
Propose parking controls for your street as well	501	50.2%
Keep your street uncontrolled	470	47.1%
Not answered	27	2.7%

3.12.2 The Q12 map shows similar results to Q3 and Q10 maps (see above), indicating certain streets support parking controls (Zone 2) and others are against parking controls (Zone 1 & 3).

### 3.13 Q13 – What type of controls do you think might improve parking in your area?

3.13.1 Residents were asked about four types of parking controls and if they thought these controls might improve parking in their area with the results shown in Figure 3.6. The most popular type of parking control residents thought might improve parking in their area was short stay parking for shoppers. The type of parking control that received the biggest rejection from residents was controls that would improve long stay parking facilities for commuters. 65 more residents thought that permit parking would not improve parking in their area than residents who did. Better loading facilities had the least rejection from residents however, more residents did not know if this would improve parking or not and as such there were fewer responses.



**Figure 3.6: Residents responses to the different types of controls and their potential to improve parking.**

3.13.2 The maps for Q13 have been split into the four types of controls with responses based on short stay parking for shoppers, long stay parking for commuters, permit parking for residents and better loading facilities for shops and businesses.

3.13.3 Map Q13 short stay shows the responses from residents as to whether they thought short stay parking for shoppers might improve parking in their area. In comparison with the Q7 map where residents in the north of the area (Zone 1) experienced issues with not being able to park near local shops, the Q13 shows support for short stay parking for shoppers from residents in the north of the area (Zone 1). Residents on streets such as Belgrave Road, St. John’s Road (Zone 2) and Tyler’s Acre Gardens (Zone 3) did not think short stay parking for shoppers would improve parking in their area. Streets such as Featherhall Crescent North, Glebe Road, Templeland Road St. Ninian’s Road (Zone 2) and Barony Terrace (Zone 1) were predominately in favour of short stay parking to improve parking in their area.

3.13.4 Map Q13 long stay shows the responses from residents as to whether they thought long stay parking for commuters might improve parking in their area. The majority of residents did not agree that this might improve parking particularly those in streets near Featherhall Road, St. Ninian’s Road (Zone 2) and Meadowhouse Road (Zone 3) But Corstorphine Hill Crescent (Zone 1) which had a large proportion of residents against this control. Streets close to the A8 (Zone 2) were predominately not in agreement with long stay parking for commuters as were those streets in the south of the area (Zone 3). Residents in streets such as Corstorphine Hill Avenue, Hillview Drive (Zone 1) and Victoria Park Terrace (Zone 2) thought long stay parking for commuters might improve parking in their area.

Map Q13 permit parking shows the responses from residents as to whether they thought permit parking for residents might improve parking in their area. The

responses are similar in their spatial distribution to those responses given in Q3 and Q10. The map shows that residents living on streets within close proximity to the A8 (Zone 2) mostly agreed that permit parking for residents might improve parking their area. These streets include Belgrave Road, Corstorphine Bank Terrace, Corstorphine Bank Drive, Victoria Park Terrace and Featherhall Road. The map shows that the further north (Zone 1) or south (Zone 3) a street is from the A8 the higher the concentration of green (no), particularly in streets such as Caroline Terrace, Cairnmuir Road, Hillview Terrace, Meadowhouse Road, Traquair Park West, Tyler's Acre Avenue and Tyler's Acre Gardens.

- 3.13.5 Map Q13 loading shows the responses from residents as to whether they thought better loading facilities for shops and businesses might improve parking in their area. There were a greater number of residents who either did not respond or did not know if loading facilities might be an improvement to parking than other parts of Q13, shown by the increases in yellow (don't know) and blue (not answered) on the map. Comparisons with results from this question can be made with the results from Q9 and the residents who thought businesses were impacting parking in their area. Clusters for resident who thought businesses had the greatest impact on parking were on streets such as Forrester Road and Glebe Road (Zone 2).
- 3.13.6 Residents on streets near to A8 (Zone 2) where a lot of local businesses are located such as St. John's Avenue, St. John's Terrace predominately thought loading facilities would improve parking in their area. Other streets with residents that thought loading facilities would be an improvement were Hillview Terrace, Corstorphine Hill Avenue (Zone 1), Orchardfield Avenue and Tyler's Acre Gardens (Zone 3).

## 4. RESIDENTS IN ADDITIONAL INVESTIGATION AREA RESPONSES

### 4.1 Introduction

4.1.1 This section will analyse the 200 responses (Table 2.2) received from those residents who have been determined as living in the additional investigation area. “Residents” or “Respondents” in this section of the report should therefore be considered as those residents/respondents living within the additional investigation area.

### 4.2 Q2 – How long have you lived in Corstorphine?

4.2.1 Table 4.1 highlights that the majority of respondents (78%) have lived in the additional investigation area of Corstorphine for more than 10 years. Only 2 respondents have lived in the additional investigation area for less than one year.

**Table 4.1: How long residents living in the original investigation area have lived in Corstorphine.**

How long have you lived in Corstorphine	Number of residents	Percentage of residents
Less than 1 year	2	1%
Between 1 and 5 years	20	10%
Between 5 and 10 years	22	11%
More than 10 years	156	78%

### 4.3 Q3 – Do you currently experience difficulties with parking at or near your home address?

4.3.1 The responses were split when residents were asked if they experience difficulties parking at or near their home address (Table 4.2). A higher number of residents (59%) expressed not experiencing difficulty with parking.

**Table 4.2: Do residents currently experience difficulties with parking at or near their home.**

Do you currently experience difficulties with parking at or near to your home address?	Number of Residents	Percentage of Residents
Yes	82	41%
No	118	59%

4.3.2 The responses by residents have been plotted onto maps of the investigation area to provide further, more detailed analysis of the results on a street by street basis. The results in this section relate to responses from residents within the additional investigation area and therefore all the locational analysis from the maps are based on the area shaded green and labelled Additional. The maps can be found in Appendix B.

4.3.3 The additional investigation area is within Zone 4 with the inclusion of B701 Meadow Place Road and therefore Zones 1 to 3 are not looked at in this section.

4.3.4 The Q3 map shows that most residents living on streets such as Gylemuir Road, Dovecot Road, Broompark Road and Castle Avenue do not currently experience any difficulties. Streets where residents do experience parking difficulties are Wester Broom Place, South Gyle Road and Broomlea Crescent.

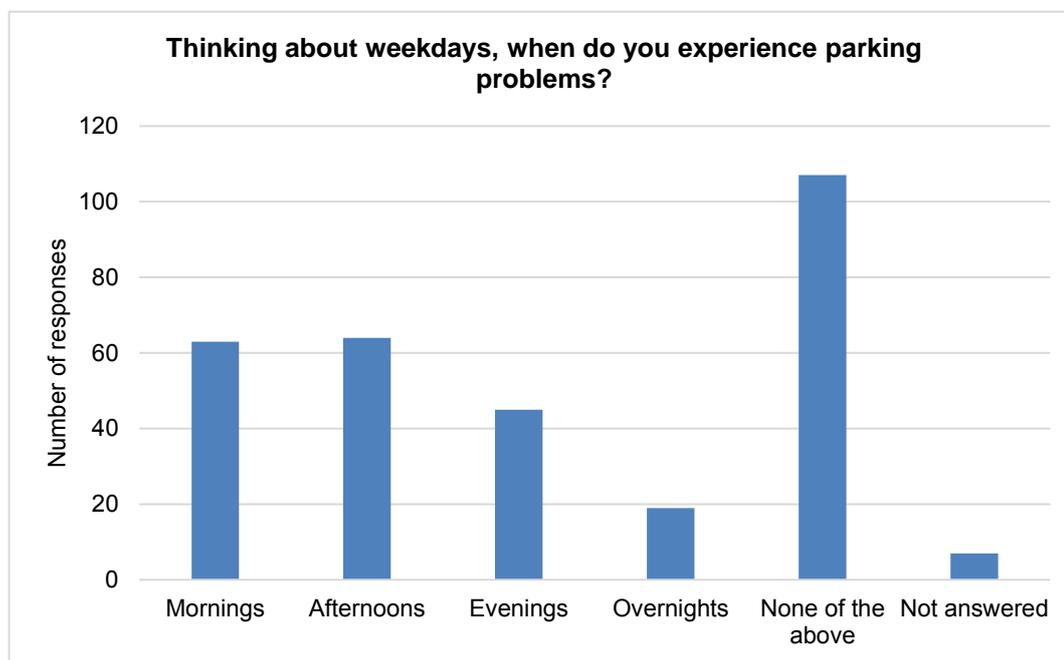
**4.4 Q4 – Thinking about weekdays, when do you experience parking problems?**

4.4.1 The majority of residents (53.5%) answered “none of the above” which is in line with responses given to Q3, with over half of the residents expressing no difficulty in parking at or near their home (Table 4.3). For a similar reason the 3.5% of the residents who did not answer are likely to have skipped the question as they did not experience difficulty parking. However, residents who did experience parking problems found the most popular time of day for problems to be the afternoon, closely followed by the morning. Fewer residents experienced parking problems overnight.

**Table 4.3: On weekdays, what time of day do residents experience parking problems.**

Thinking about weekdays, when do you experience parking problems?	Number of Reponses	Percentage of Residents
Mornings	63	31.5%
Afternoons	64	32.0%
Evenings	45	22.5%
Overnights	19	9.5%
None of the Above	107	53.5%
Not Answered	7	3.5%

4.4.2 It should be noted that residents could choose more than one option as an answer to this question. The responses can be seen in Figure 4.1.



4.4.3 **Figure 4.1: What time of day do residents experience parking problems on weekdays.**

4.4.4 In the Q4 map each circle represents a consultation response and due to a resident being able to choose more than one option some circles have up to four colours in them. Most residents who experience parking problems on weekdays in the mornings also experience problems in the afternoons which is shown in the map by the circles coloured half green, half blue. Residents on streets such as South Gyle Road, Wester Broom Place, Wester Broom Gardens and Wester Broom Drive experience problems in the mornings and afternoons. Residents on streets including Broomhall Crescent,

Broomhall Road and Broomlea Crescent experience problems parking in the evenings. Residents of Gylemuir Road, Dovecot Road and Broomhall Park did not experience parking problems at any time on weekdays.

#### 4.5 Q5 – Thinking about weekends, when do you experience parking problems?

4.5.1 Residents were then asked when they experience parking problems, if any, on weekends (Table 4.4). The majority of residents (67.5%) responded with “none of the above” and a further 3.5% of residents did not answer the question. In a similar pattern to Q4, residents who did experience parking problems on weekends tended to have difficulty in the afternoons closely followed by the mornings. However, parking problems in both the mornings, afternoons and evenings on weekends received fewer responses than weekdays suggesting residents feel there is more of a problem with parking on weekdays (Table 4.3). The exception was overnights which had slightly more responses on weekends than weekdays.

**Table 4.4: On weekends, what time of day do residents experience parking problems.**

Thinking about weekends, when do you experience parking problems?	Number of Responses	Percentage of Residents
Mornings	45	22.5%
Afternoons	51	25.5%
Evenings	35	17.5%
Overnights	23	11.5%
None of the Above	135	67.5%
Not Answered	7	3.5%

4.5.2 The graphical representation of the data from Q5 in Figure 4.2 shows that fewer residents responded to having parking problems on weekends than weekdays (Figure 4.1). A total of 296 responses were given to Q5 compared to 305 for Q4.



**Figure 4.2: What time of day do residents experience parking problems on weekends.**

4.5.3 The Q5 map shows the responses to the time of day residents experience parking problems on weekends. The spatial distribution of the responses is similar to the responses in Q4 with a few exceptions. There are notable changes in parking difficulty between weekdays and weekends on streets around Wester Broom Drive and South Gyle Road which experience “none of the above” on weekends, perhaps due to the location of Gylemuir primary school on South Gyle Road. The residents experiencing more difficulty parking overnights on weekends compared to weekdays are those in streets such as Roull Road and Broompark Road.

#### 4.6 Q6 – When do you think parking problems in your area are at their worst?

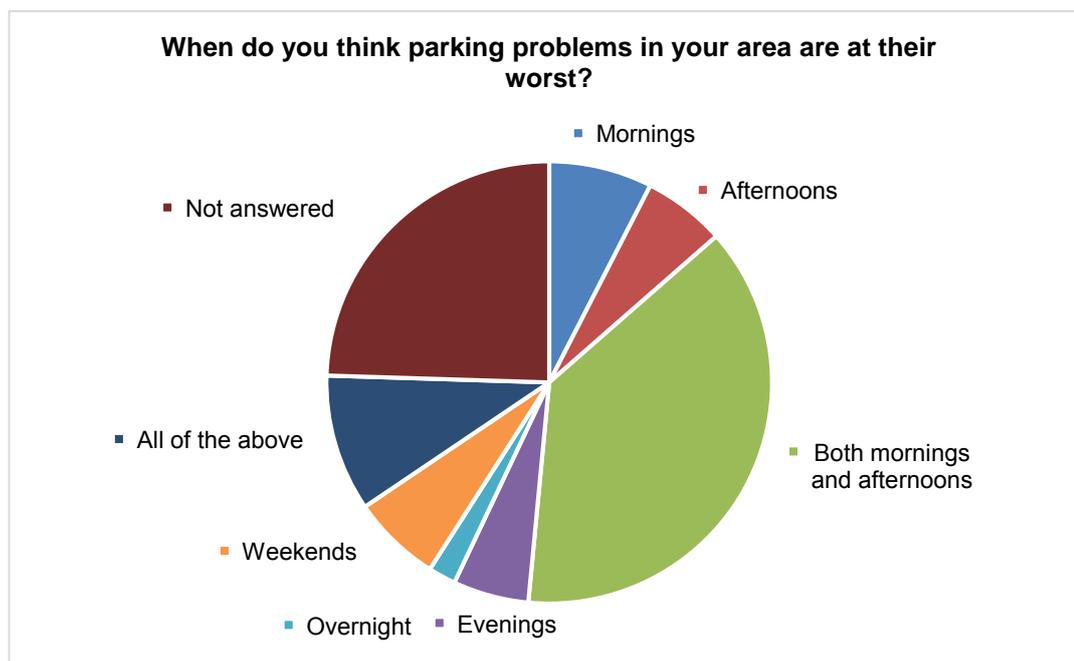
4.6.1 Residents were then given the opportunity to provide a summary of when they thought parking problems, if any, are at their worst and were asked to pick only one option. The options provided were different times of days and weekends as shown in Table 4.5. The majority of residents (38%) responded that parking problems are at their worst in both mornings and afternoons, which corresponds to data collected on the two previous questions.

4.6.2 10% of residents thought parking problems are at their worst at all times of the day, including the weekends. 6.5% of residents specifically thought parking problems are at their worst on weekends.

**Table 4.5: When residents think parking problems are at their worst.**

When do you think parking problems in your area are at their worst?	Number of Residents	Percentage of Residents
Mornings	15	7.5%
Afternoons	12	6.0%
Both mornings and afternoons	76	38.0%
Evenings	11	5.5%
Overnight	4	2.0%
Weekends	13	6.5%
All of the above	20	10.0%
Not answered	49	24.5%

4.6.3 The graph in Figure 4.3 clearly shows that there were more residents who chose both the mornings and afternoons as the worst time for parking problems. However, compared to other categories a high percentage of residents did not respond to this question suggesting that 24.5% of residents in the additional area did not experience parking problems at any particular time of day or at weekends.



**Figure 4.3: When residents think parking problems are at their worst.**

4.6.4 In Q6 residents were asked to pick only option for time of day or weekends when parking problems are at their worst. The Q6 map shows the majority of red response circles (both mornings and afternoons) are in the streets similar to those shown in Q4 such as South Gyle Road, Wester Broom Place and Wester Broom Drive. Notably, more residents on Dovecot Road indicated both mornings and afternoons as being times when they experience parking problems compared to fewer responses from the same street in Q4 and Q5 for mornings and afternoons.

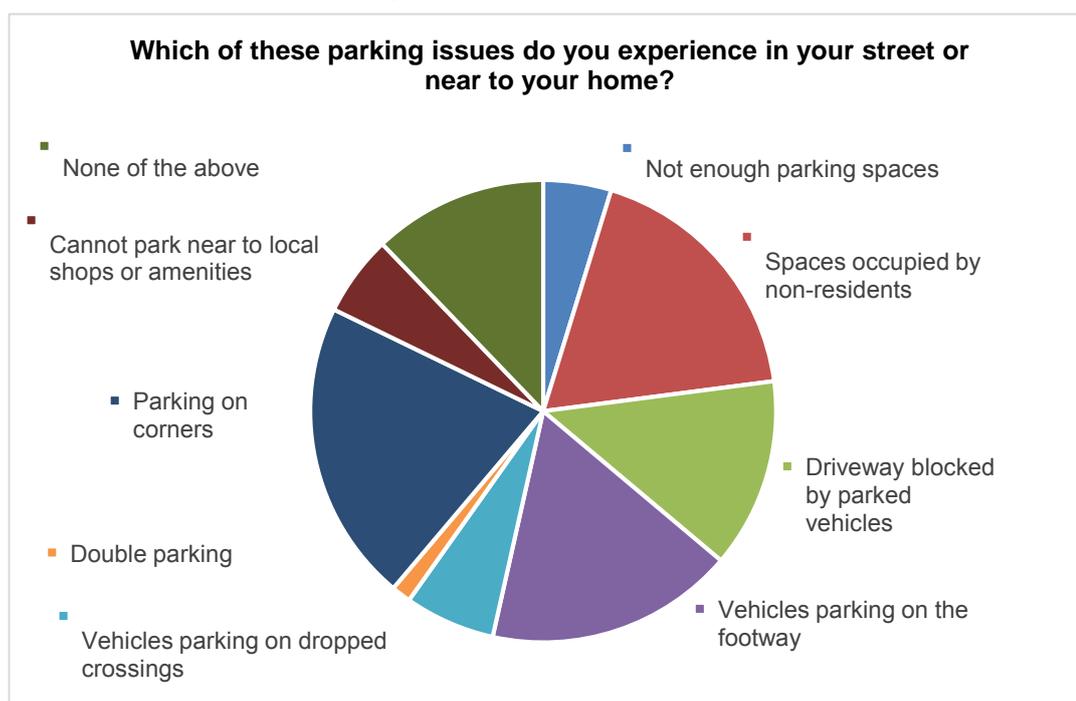
#### 4.7 **Q7 – Which of these parking issues do you experience in your street or near to your home?**

Residents were asked to categorise the type of parking issue that they experience in their street or near to their home. The options for the type of parking issue and the responses given by the residents can be seen in Table 4.6. It should be noted that residents were encouraged to select all options that apply to them and could therefore choose more than one option. Most of the responses (94) from residents thought that parking on corners was the main cause of parking issues in their street or near to their home. Other popular causes of parking issues are spaces occupied by non-residents (81) and vehicles parked on the footway (77).

**Table 4.6: The type of parking issues experienced by residents in their street or near their home.**

Which of these parking issues do you experience in your street or near to your home?	Number of Responses	Percentage of Residents
Not enough parking spaces	21	10.5%
Spaces occupied by non-residents	81	40.5%
Driveway blocked by parked vehicles	59	29.5%
Vehicles parking on the footway	77	38.5%
Vehicles parking on dropped crossings	28	14.0%
Double parking	6	3.0%
Parking on corners	94	47.0%
Cannot park near to local shops or amenities	25	12.5%
None of the above	54	27.0%

4.7.1 The graph in Figure 4.4 shows the breakdown of each category of parking issue based on the 445 responses given by the residents.



**Figure 4.4: A breakdown of the responses given to the type of parking issues experienced by residents.**

4.7.2 The Q7 map shows the spatial distribution of responses given for which parking issues residents experience in their street or near to their home. The map shows a wide spread of yellow on the majority of streets indicating residents experience problems with vehicles parking on corners. Streets around South Gyle Road experience a number of issues (shown by multiple coloured segments in the circles) mostly with parking on corners, driveways blocked by vehicles and spaces occupied by non-residents. Clusters of residents on Broomhall Crescent, Broomhall Place and Broompark Road have issues with vehicles parked on footways.

#### 4.8 Q8 – Do you think that parking in your street has changed in the last 5 years?

4.8.1 Residents were asked if they had noticed a change in the ease of parking in their street in the last 5 years. Table 4.7 shows that “no, parking has not changed in my street” and “yes, parking is much worse now” are the most popular responses among residents with over a third of residents supporting each statement. 60% of residents thought that parking in their street was either much worse or a little worse than in the last 5 years. Only 2 residents felt that parking had become easier in the last 5 years on their street.

**Table 4.7: Change in the ease of parking for residents in their street in the last 5 years.**

Do you think that parking in your street has changed in the last 5 years?	Number of Residents	Percentage of Residents
Yes, parking is much easier now	0	0.0%
Yes, parking is a little easier now	2	1.0%
Yes, parking is a little worse now	50	25.0%
Yes, parking is much worse now	70	35.0%
No, parking has not changed in my street	73	36.5%
Not Answered	5	2.5%

4.8.2 Figure 4.5 provides a breakdown of the response to question 8.



**Figure 4.5: A breakdown of the responses on the change in ease of parking over the last 5 years on resident’s streets.**

4.8.3 The Q8 map shows similarity with the Q3 map as residents who believe parking is worse now, compared to 5 years ago (indicated by red and brown), also experience difficulties parking include Wester Broom Place and South Gyle Road. The majority of resident on streets such as Wester Broom Terrace, Broomhall Road (northern section) and Castle Avenue thought that parking had worsened to some degree over the last 5 years. Dovecot Road, Roull Road and Broompark Road were notably split in their responses with some residents believing parking had worsened whereas others believed there had been no change in the last 5 years. Broomhall Road resident’s opinion changes from “parking has become much worse” to “no change in

parking” towards the south section of the street. Some residents believe parking has become easier over the last 5 years on Broomhall Place.

#### 4.9 Q9 – What do you think has had the greatest impact on parking in your area?

4.9.1 Residents were asked to give their response to what they thought was the greatest impact on parking in their area with the results shown in Table 4.8. This question was open and therefore, responses have been categorised into main themes with the most popular six themes presented below. In some cases, residents submitted more than one impact which has been noted in the results as separate responses.

**Table 4.8: What residents thought had the greatest impact on parking in their area.**

What do you think has had the greatest impact on parking in your area?	Number of Responses
Schools	40
Properties with more than one vehicle	33
Businesses	23
Commuters	21
Park and Ride	11
Airport and holidaymakers	10

4.9.2 The most popular comment from the responses provided by residents as to what they thought was the greatest impact on parking was schools. Properties with more than one vehicle was the second highest response given by residents as having the greatest impact of parking in their area.

4.9.3 In the Q9 map notable clusters of responses are, businesses impacting parking located in Roull Road and, the streets neighbouring the Gylemuir primary school which responded as schools being the greatest impact on parking in their area. The majority of residents in the Broomhall area thought that properties having more than one vehicle was the greatest impact on parking in their area, as shown by the concentration of green in the centre of the additional investigation area.

#### 4.10 Q10 – Do you think that parking controls would help to improve parking in your street?

4.10.1 The majority of residents (57.5%) thought that parking controls would not help to improve parking in their street (Table 4.9).

**Table 4.9: Do residents think parking controls would help improve parking in their street.**

Do you think that parking controls would help to improve parking in your street?	Number of Residents	Percentage of Residents
Yes	83	41.5%
No	115	57.5%
Not answered	2	1.0%

4.10.2 The Q10 map shows similarities with the Q3 map in regard to the streets where parking problems are being experienced by residents. The majority of residents living on streets such as Gylemuir Road, Dovecot Road, Broompark Road and Castle

Avenue do not think parking controls would improve parking on their street. Streets where the majority of residents thought parking controls would improve parking in their street are Wester Broom Place, Wester Broom Drive and Broomlea Crescent.

**4.11 Q11 – Do you think that parking controls would help to improve parking and make Corstorphine more accessible to residents and visitors?**

4.11.1 There were more residents (51.5%, Table 4.10) who thought that parking controls would help to improve parking and make Corstorphine more accessible to residents and visitors compared to residents who did not (33%). 14.5% of residents had no opinion on the question.

**Table 4.10: Do residents think that parking controls would improve parking and make Corstorphine more accessible to residents.**

Do you think that parking controls would help to improve parking and make Corstorphine more accessible to residents and visitors?	Number of Residents	Percentage of Residents
Yes	103	51.5%
No	66	33.0%
No opinion	29	14.5%
Not answered	2	1.0%

4.11.2 It is notable in the Q11 map that although most residents do not think parking controls will improve parking on their street (Q10), they do think that parking controls would improve parking in Corstorphine (Q11). This can be seen when comparing the two maps Q10 and Q11 as green turns to red in Q11 as more residents agree with the question 11. Gylemuir Road, Dovecot Road, Broomhall Place and Wester Boom Drive are among those streets that have residents who think parking controls would not improve parking in their street but would improve parking in Corstorphine and make the area more accessible to residents and visitors.

**4.12 Q12 – If the results of this consultation showed support for parking controls in some streets or areas, the Council could propose to introduce controls in those streets/areas alone. If the Council proposed parking controls in a street neighbouring yours, what action would you prefer the Council to take?**

4.12.1 This question highlighted to residents that if support was shown for parking controls from the consultation the Council could propose controls on those streets. If a resident lived on a street neighbouring one that had parking controls proposed, would they prefer the Council to take action on their street. Again, the results were split with only a slight difference (1.5%) between residents in favour of proposing parking controls on their street if measures were to be introduced on neighbouring streets and those who wished to keep their street uncontrolled (Table 4.11).

**Table 4.11: Would residents want parking controls proposed if the Council proposed parking controls on neighbouring streets.**

If the results of this consultation showed support for parking controls in some streets or areas, the Council could propose to introduce controls in those streets/areas alone. If the Council proposed parking controls in a street neighbouring yours, what action would you prefer the Council to take?	Number of Residents	Percentage of Residents
Propose parking controls for your street as well	99	49.5%
Keep your street uncontrolled	96	48.0%
Not answered	5	2.5%

4.12.2 The Q12 map has similar results to Q3 and Q10 maps, with the majority of residents either agreeing with all three questions or disagreeing, but there were a few exceptions. Residents in streets such as Dovecot Road, Castle Avenue and the southern section of Broomhall Crescent which did not experience parking difficulties (Q3) or thought that parking controls would not improve parking (Q10) would, however, prefer the Council to propose parking controls in their streets if controls were proposed in neighbouring streets.

#### **4.13 Q13 – What type of controls do you think might improve parking in your area?**

4.13.1 Residents were asked about four types of parking controls and if they thought they might improve parking in their area with the results shown in Figure X. Table X shows the responses for each type of control. The most popular type of parking control residents thought might improve parking in their area was better loading facilities for local shops and businesses. The type of parking control that received the biggest rejection from residents was controls that would improve long stay parking facilities for commuters. 95 out of 200 residents thought that permit parking would not improve parking in their area. 26 more residents thought short stay parking for shoppers would improve parking in their area compared with the number of residents who did not.



**Figure 4.6: Residents responses to the different types of controls and their potential to improve parking.**

- 4.13.2 The maps for Q13 have been split into the four types of controls with responses based on short stay parking for shoppers, long stay parking for commuters, permit parking for residents and better loading facilities for shops and businesses.
- 4.13.3 Map Q13 short stay shows the responses from residents as to whether they thought short stay parking for shoppers might improve parking in their area. Residents on streets such as Broomhall Park, Wester Broom Terrace, Broomhall Road and Castle Avenue along with the southern section on Roull Road thought short stay parking for shoppers might improve parking in their area. Residents who did not think this might improve parking were from streets such as the southern section of Broomhall Crescent and Broompark Road.
- 4.13.4 Map Q13 long stay shows the responses from residents as to whether they thought long stay parking for commuters might improve parking in their area. Most of the residents thought this might not improve parking in their area shown by the dominance of green on the map in the additional area. Wester Broom Drive, Broomhall Park, Broomhall Terrace and Broomhall Place had an even split of residents who thought the control might improve parking compared to those who did not. Half of the residents on Broomhall Loan thought the control might improve parking but the other half did not answer the question.
- 4.13.5 Map Q13 permit parking shows the responses from residents as to whether they thought permit parking for residents might improve parking in their area. The responses are similar in their spatial distribution to those responses given in Q10 although less residents (58, Figure 4.6) thought permit parking might improve their area compared to the number of residents (83, Table 4.9) who thought parking controls would improve parking on their street. The majority of residents on streets around Wester Bloom Place thought controls would improve parking in their street (Q10) but the results to Q13 showed fewer residents thought permit parking might improve parking. This was also the case on Wester Broom Drive, Wester Broom Gardens and Wester Broom Terrace. The opposite pattern appeared on Castle Avenue where residents thought that parking controls would not improve parking on their street (Q10) but did think permit parking for residents might improve parking in their area (Q13).

- 4.13.6 Map Q13 loading shows the responses from residents as to whether they thought better loading facilities for shops and businesses might improve parking in their area. Comparisons with results from this question can be drawn with the results from Q9 and the residents who thought businesses are impacting parking in their area. In the Q9 map notable clusters of responses for businesses impacting parking were located in Roull Road and similarly, Roull Road residents thought better loading facilities might improve parking in their area. Other residents who thought better loading facilities might improve parking were from streets such as Broompark Road, Broomhall Road, Broomhall Crescent, Broomhall Park and Wester Broom Terrace. The majority of residents in Dovecot Road did not think that better loading facilities might improve parking in their area.

## 5. RESIDENTS PERCEPTION OF PARKING PROBLEMS BASED ON LENGTH OF RESIDENCE

### 5.1 Introduction

5.1.1 This section will compare the answers to Q2 from residents within the investigation area with answers to Q3 to Q7 to determine whether there is any correlation between resident's perception of parking problems and their length of residence. There were a total of 1198 residents determined to be living in the original and additional investigation areas (Table 2.1).

### 5.2 Q2 – How long have you lived in Corstorphine?

5.2.1 The majority of the residents (73%) have lived in the investigation area for more than 10 years.

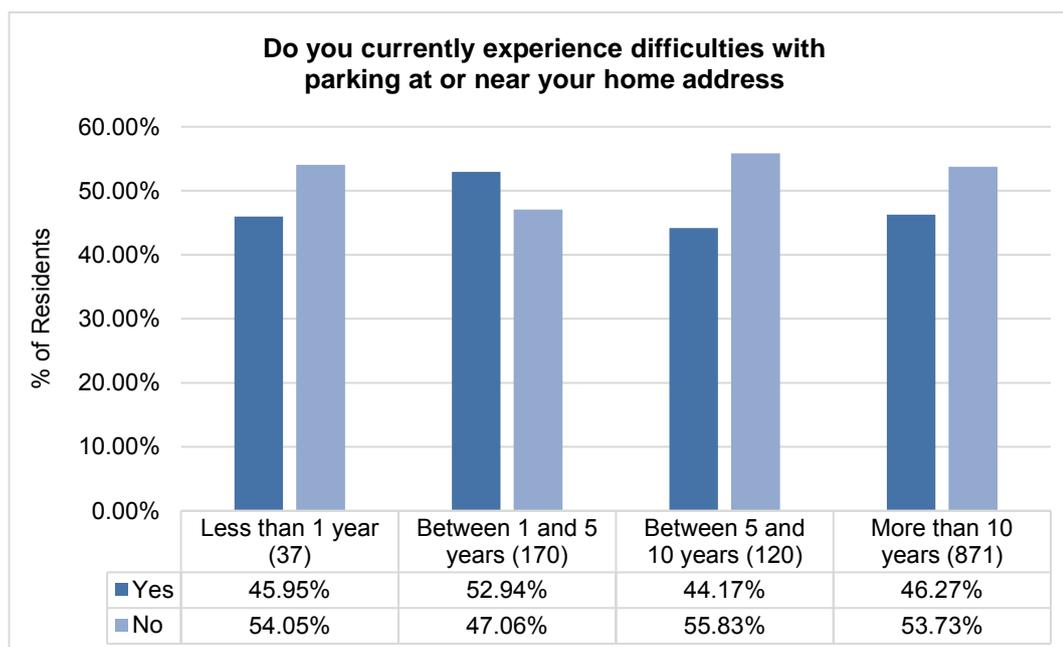
**Table 5.1: How long have residents lived in Corstorphine.**

How long have you lived in Corstorphine?	Number of Residents	Percentage of Residents
Less than 1 year	37	3.1%
Between 1 and 5 years	170	14.2%
Between 5 and 10 years	120	10.0%
More than 10 years	871	72.7%

5.2.2 Resident percentages in the following graphs and tables have been based on the percentage of residents within their corresponding category residence length.

### 5.3 Q3 – Do you currently experience difficulties with parking at or near your home address?

5.3.1 The length of residence does not appear to have much of an impact on whether or not residents experience difficulty with parking at or near their home address (Figure 5.1). The only length of residence to have more residents experiencing parking problems than not are residents living in Corstorphine between 1 and 5 years.

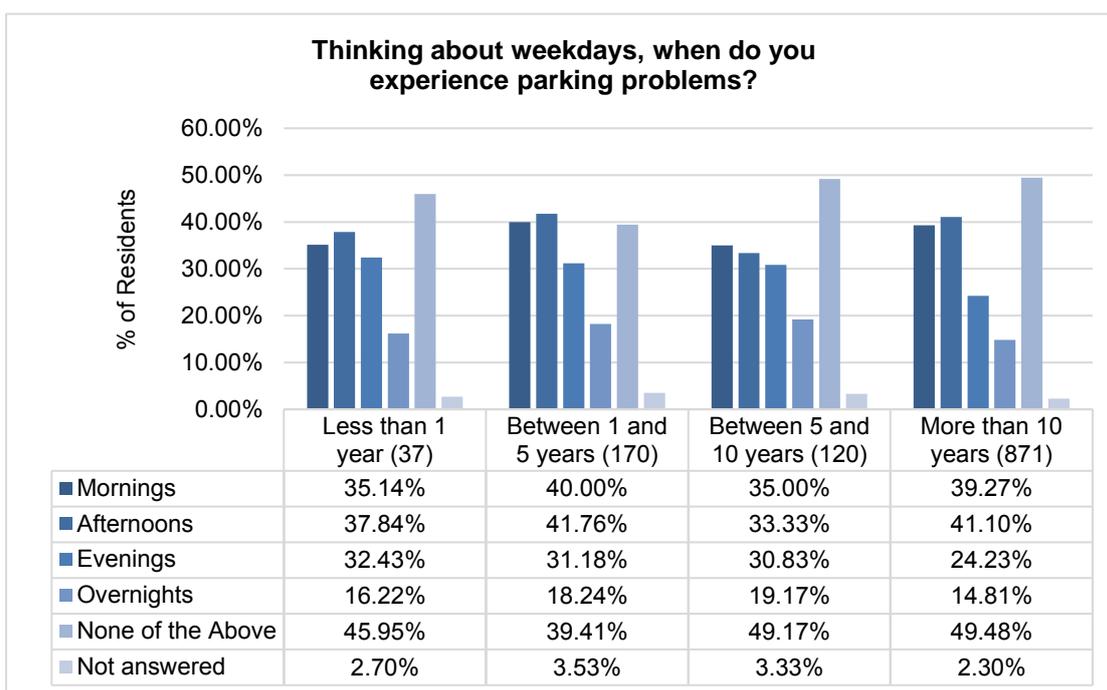


**Figure 5.1: Residency length compared to Q3.**

**5.4 Q4 – Thinking about weekdays, when do you experience parking problems?**

5.4.1 Residents who have lived in Corstorphine between 5 and 10 years experienced more problems parking in the mornings than afternoons on weekdays compared to other lengths of residence (Figure 5.2). For residencies less than a year and over five years the highest figures are for ‘none of the above’ suggesting that the majority of residents do not experience parking problems on weekdays. Decreasing trends in parking problems at evenings and overnights on weekdays were consistent across all residency length.

5.4.2 It should be noted that residents could choose more than one option to this question.

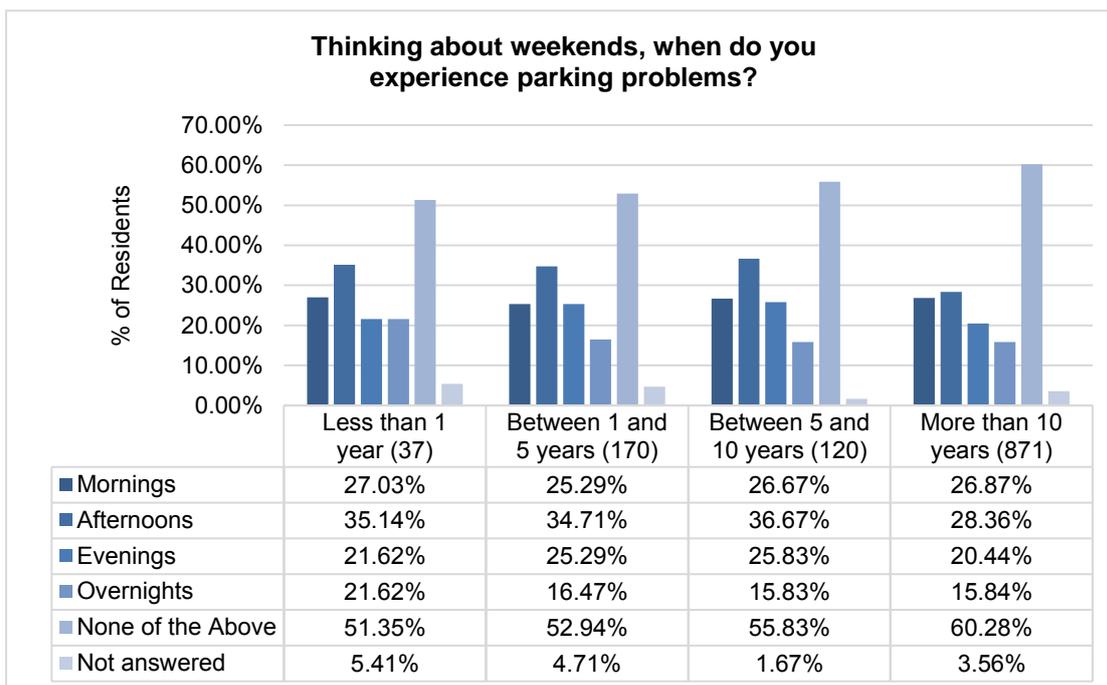


**Figure 5.2: Residency length compared to Q4.**

**5.5 Q5 – Thinking about weekends, when do you experience parking problems?**

5.5.1 The most popular answer across all residency lengths was ‘none of the above’ suggesting that the majority of residents do not experience parking problems on the weekends (Figure 5.3). Each residency length followed the similar pattern of parking problems being experienced more in the afternoons, then mornings, followed by evenings and overnights on weekends.

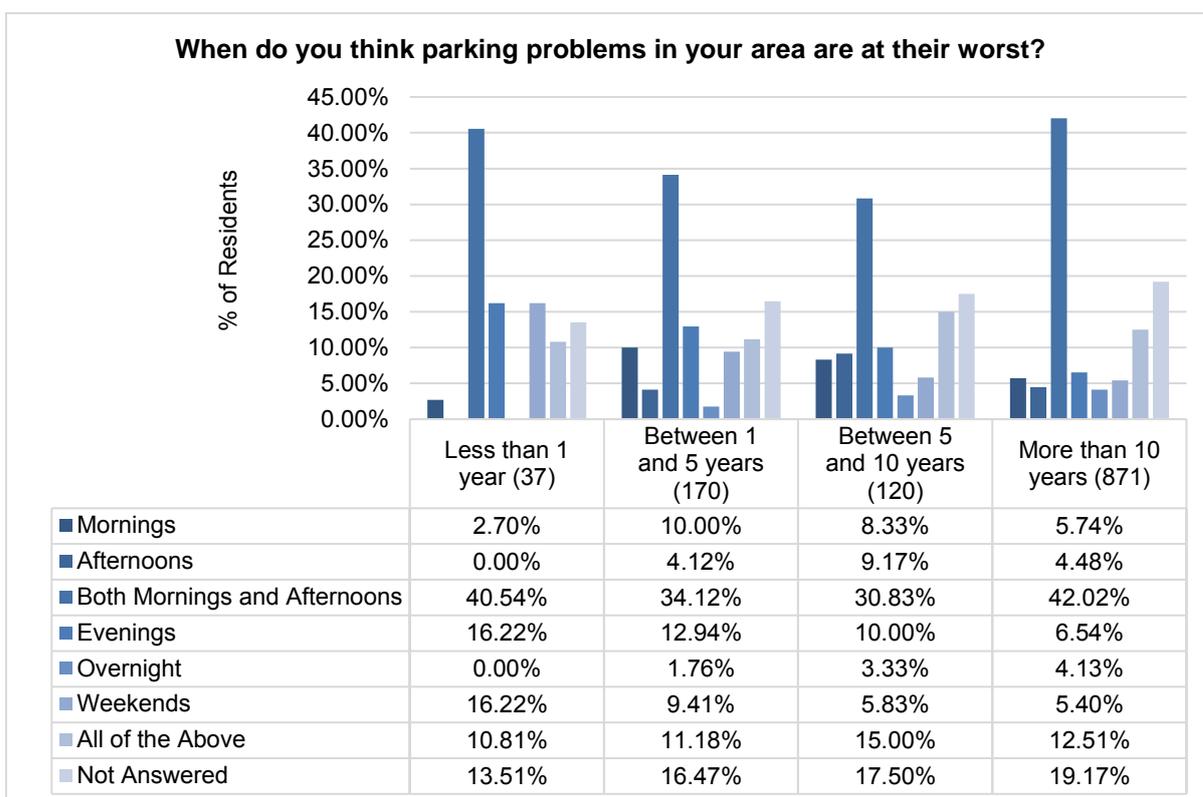
5.5.2 It should be noted that residents could choose more than one option to this question.



**Figure 5.3: Residency length compared to Q5.**

**5.6 Q6 – When do you think parking problems in your area are at their worst?**

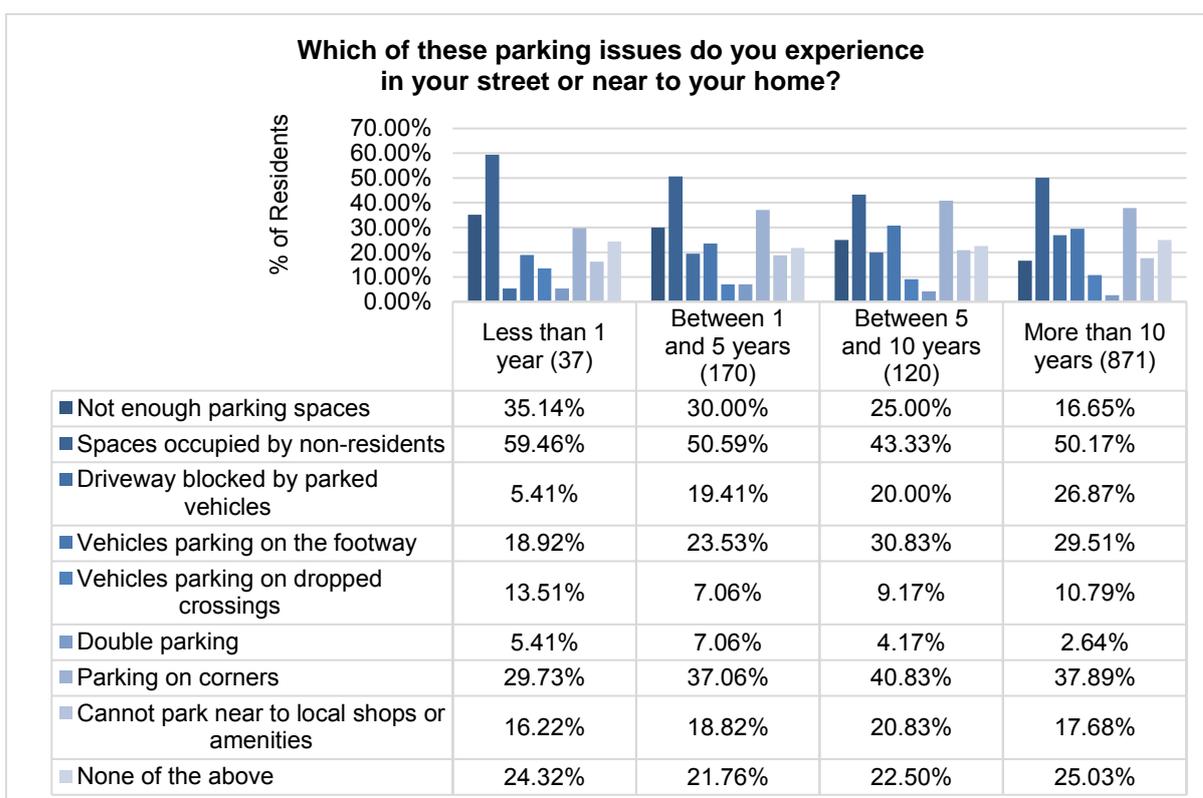
5.6.1 Both mornings and afternoons as responses to when parking problems are at their worst was consistently the most popular response across residency length (Figure 5.4). A greater percentage of residents living for less than a year in Corstorphine thought parking problems were at their worst on weekends compared to other residency lengths. A fewer percentage of residents who had lived in Corstorphine for more than 10 years thought that problems were at their worst on evenings compared to other residency lengths.



**Figure 5.4: Residency length compared to Q6.**

**5.7 Q7 – Which of these parking issues do you experience in your street or near to your home?**

5.7.1 On the whole the most popular parking issue experience across all residency lengths is “spaces occupied by non-residents” (Figure 5.5). Residents who had lived in Corstorphine for less than 10 years experienced “not enough parking spaces” as an issue more than residents who had lived in the area for over 10 years. Residents living in the area for less than 1 year had less of an issue with vehicles blocking their driveways and parking on corners compared to those residents you who lived in the area for longer than a year.



**Figure 5.5 – Residency length compared to Q7.**

## 6. RESIDENTS IN WIDER CORSTORPHINE AREA & SURROUNDING AREAS RESPONSES

### 6.1 Introduction

6.1.1 This section will analyse the 126 responses (Table 2.1) received from those residents who have been determined as living in the wider Corstorphine area or surrounding areas. "Residents" or "Respondents" in this section of the report should therefore be considered as those residents/respondents living in the wider Corstorphine area or surrounding areas.

### 6.2 Q2 – How long have you lived in Corstorphine?

6.2.1 The majority of respondents (73%) have lived in the wider Corstorphine area and surrounding areas for more than 10 years (Table 6.1). Only 3 respondents have lived in the additional investigation area for less than one year.

**Table 6.1: How long have residents lived in Corstorphine.**

How long have you lived in Corstorphine	Number of residents	Percentage of residents
Less than 1 year	3	2.4%
Between 1 and 5 years	20	15.9%
Between 5 and 10 years	11	8.7%
More than 10 years	92	73.0%

### 6.3 Q3 – Do you currently experience difficulties with parking at or near your home address?

6.3.1 The responses were split when residents were asked if they experience difficulties parking at or near their home address. Slightly more residents (59%) expressed not having difficulty with parking (Table 6.2).

**Table 6.2: Do residents currently experience difficulties with parking at or near their home.**

Do you currently experience difficulties with parking at or near to your home address?	Number of Residents	Percentage of Residents
Yes	70	55.6%
No	56	44.4%

### 6.4 Q4 – Thinking about weekdays, when do you experience parking problems?

6.4.1 The majority of residents (47.6%) experienced parking problems in the mornings compared to any other time on weekdays and this was closely followed by problems in the afternoons. 39.7% of residents answered "none of the above" which follows on from the previous question, with 44.4% (Table 6.3) of residents expressing no difficulty in parking at or near their home. For a similar reason the 2.4% of the residents who did not answer are likely to have skipped the question as they did not experience difficulty parking. Fewer residents experienced parking problems overnight.

**Table 6.3: On weekdays, what time of day do residents experience parking problems.**

Thinking about weekdays, when do you experience parking problems?	Number of Responses	Percentage of Residents
Mornings	60	47.6%
Afternoons	51	40.5%
Evenings	40	31.7%
Overnights	22	17.5%
None of the Above	50	39.7%
Not Answered	3	2.4%

6.4.2 It should be noted that residents could choose more than one option as an answer to this question.



**Figure 6.1: What time of day do residents experience parking problems on weekdays.**

## 6.5 Q5 – Thinking about weekends, when do you experience parking problems?

6.5.1 Residents were then asked when they experience parking problems, if any, on weekends (Table 6.4). The majority of residents (52.4%) responded with “none of the above” and a further 2.4% of residents did not answer the question. In a similar pattern to Q4, residents who did experience parking problems tended to have difficulty in the mornings and afternoons on weekends. However, parking problems in both the mornings, afternoons and evenings on weekends received fewer responses than weekdays suggesting residents feel there is more of a problem with parking on weekdays. The exception was overnights which had the same number of responses on weekends and weekdays.

**Table 6.4: On weekends, what time of day do residents experience parking problems.**

Thinking about weekends, when do you experience parking problems?	Number of Responses	Percentage of Residents
Mornings	42	33.3%
Afternoons	42	33.3%
Evenings	35	27.8%
Overnights	22	17.5%
None of the Above	66	52.4%
Not Answered	3	2.4%

6.5.2 The graphical representation of the data from Q5 in Figure 6.2 shows that fewer residents responded to having parking problems on weekends than weekdays (Figure 6.1). A total of 210 responses were given to Q5 compared to 226 for Q4.

6.5.3



**Figure 6.2 - What time of day do residents experience parking problems on weekends.**

## 6.6 Q6 – When do you think parking problems in your area are at their worst?

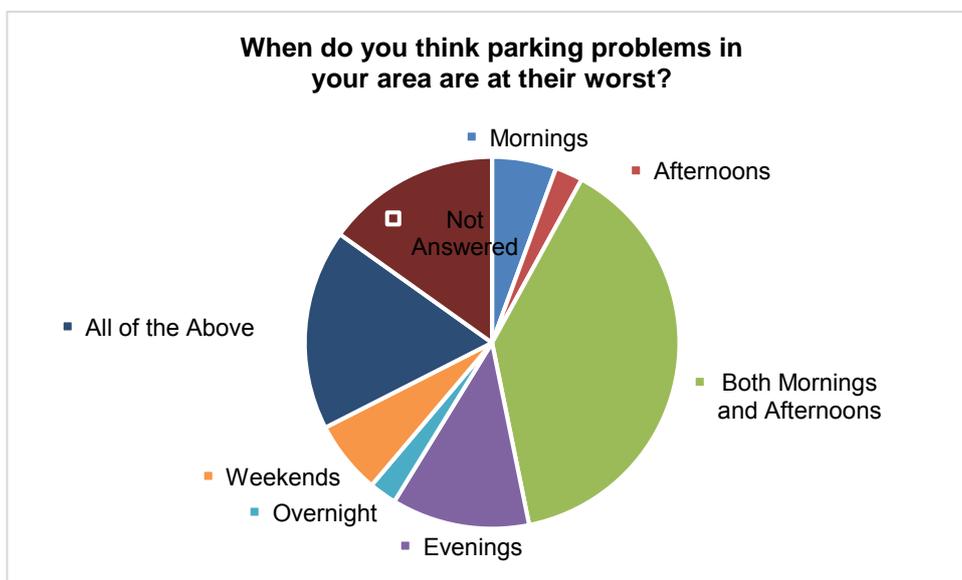
6.6.1 Residents were then given the opportunity to provide a summary of when they thought parking problems, if any, were at their worst and were asked to pick only one option. The options provided were different times of days and weekends as shown in Table 6.5. Most of the residents (38.9%) responded that parking problems are at their worst in both mornings and afternoons, which corresponds to data collected on the two previous questions.

6.6.2 17.5% of residents thought parking problems were at their worst at all times of the day, including the weekends. 6.3% of residents specifically thought parking problems were at their worst on weekends.

**Table 6.5: When residents think parking problems are at their worst.**

When do you think parking problems in your area are at their worst?	Number of Residents	Percentage of Residents
Mornings	7	5.6%
Afternoons	3	2.4%
Both mornings and afternoons	49	38.9%
Evenings	15	11.9%
Overnight	3	2.4%
Weekends	8	6.3%
All of the above	22	17.5%
Not answered	16	12.7%

6.6.3 The graph in Figure 6.3 clearly shows that most of the residents chose both the mornings and afternoons as the worst time for parking problems.



**Figure 6.3: When residents think parking problems are at their worst.**

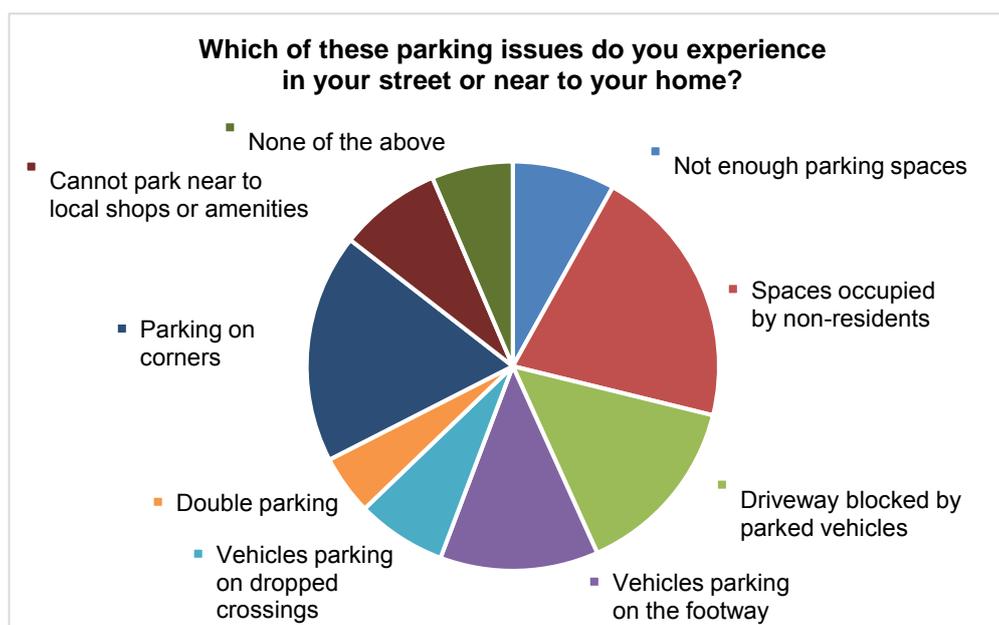
**6.7 Q7 – Which of these parking issues do you experience in your street or near to your home?**

Residents were asked to categorise the type of parking issue that they experience in their street or near to their home. The options for the type of parking issue and the responses given by the residents can be seen in Table X. It should be noted that residents were encouraged to select all options that apply to them and could therefore choose more than one option. The majority of responses (62) from residents thought that spaces occupied by non-residents was the main cause of parking issues in their street or near to their home. This was closely followed by parking on corners (54) with other popular causes of parking issues being blocked driveways and vehicles parking on footways.

**Table 6.6: The type of parking issues experienced by residents in their street or near their home.**

Which of these parking issues do you experience in your street or near to your home?	Number of Responses	Percentage of Residents
Not enough parking spaces	24	19.0%
Spaces occupied by non-residents	62	49.2%
Driveway blocked by parked vehicles	43	34.1%
Vehicles parking on the footway	37	29.4%
Vehicles parking on dropped crossings	21	16.7%
Double parking	14	11.1%
Parking on corners	54	42.9%
Cannot park near to local shops or amenities	24	19.0%
None of the above	19	15.1%

6.7.1 The graph in Figure 6.4 shows the breakdown of each category of parking issue based on the 298 responses given by the residents.



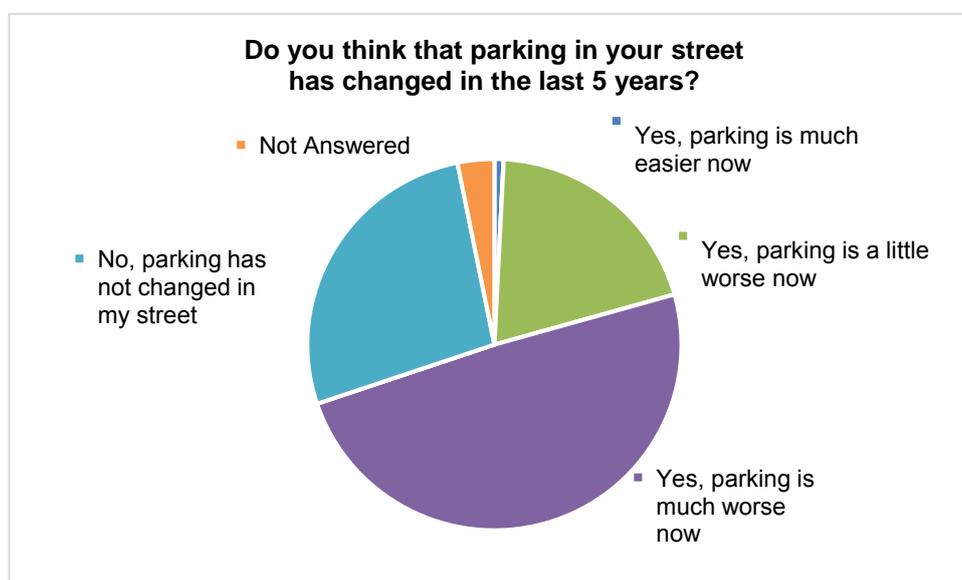
**Figure 6.4: A breakdown of the responses given to the type of parking issues experienced by residents.**

**6.8 Q8 – Do you think that parking in your street has changed in the last 5 years?**

6.8.1 Residents were asked if they had noticed a change in the ease of parking in their street in the last 5 years. Table 6.7 shows that “yes, parking is much worse now” was the most popular response among residents. 69% of residents thought that parking in their street was either much worse or a little worse than in the last 5 years. Only 1 residents felt that parking had become easier in the last 5 years on their street.

**Table 6.7: Change in the ease of parking for residents in their street in the last 5 years.**

Do you think that parking in your street has changed in the last 5 years?	Number of Residents	Percentage of Residents
Yes, parking is much easier now	1	0.8%
Yes, parking is a little easier now	0	0.0%
Yes, parking is a little worse now	25	19.8%
Yes, parking is much worse now	62	49.2%
No, parking has not changed in my street	34	27.0%
Not Answered	4	3.2%



**Figure 6.5: A breakdown of the responses on the change in ease of parking over the last 5 years on resident's streets.**

## 6.9 Q9 – What do you think has had the greatest impact on parking in your area?

6.9.1 Residents were asked to give their response to what they thought was the greatest impact on parking in their area with the results shown in Table 6.8. This question was open and therefore, responses have been categorised into main themes with the most popular six themes presented below. In some cases, residents submitted more than one impact which has been noted in the results as separate responses.

**Table 6.8: What residents thought had the greatest impact on parking in their area.**

What do you think has had the greatest impact on parking in your area?	Number of Responses
Park and Ride	23
Commuters	21
Airport and holidaymakers	19
Properties with more than one vehicle	18
Businesses	17
Schools	6

6.9.2 The most popular comment from the responses provided by residents as to what they thought was the greatest impact on parking was Park and Ride. However other issues including commuters, airport related parking, properties with more than one vehicle was and businesses received similar levels of response.

**6.10 Q10 – Do you think that parking controls would help to improve parking in your street?**

6.10.1 The majority of residents (51.6%) thought that parking controls would help to improve parking in their street (Table 6.9).

**Table 6.9: Do residents think parking controls would help improve parking in their street.**

Do you think that parking controls would help to improve parking in your street?	Number of Residents	Percentage of Residents
Yes	65	51.6%
No	59	46.8%
Not answered	2	1.6%

**6.11 Q11 – Do you think that parking controls would help to improve parking and make Corstorphine more accessible to residents and visitors?**

6.11.1 The majority of residents (56.3%) thought that parking controls would help to improve parking and make Corstorphine more accessible to residents and visitors (Table 6.10). A third of residents thought that parking controls would not improve parking with the remaining residents expressing no opinion on the question or did not answer the question.

**Table 6.10: Do residents think that parking controls would improve parking and make Corstorphine more accessible to residents.**

Do you think that parking controls would help to improve parking and make Corstorphine more accessible to residents and visitors?	Number of Residents	Percentage of Residents
Yes	71	56.3%
No	42	33.3%
No opinion	11	8.7%
Not answered	2	1.6%

**6.12 Q12 – If the results of this consultation showed support for parking controls in some streets or areas, the Council could propose to introduce controls in those streets/areas alone. If the Council proposed parking controls in a street neighbouring yours, what action would you prefer the Council to take?**

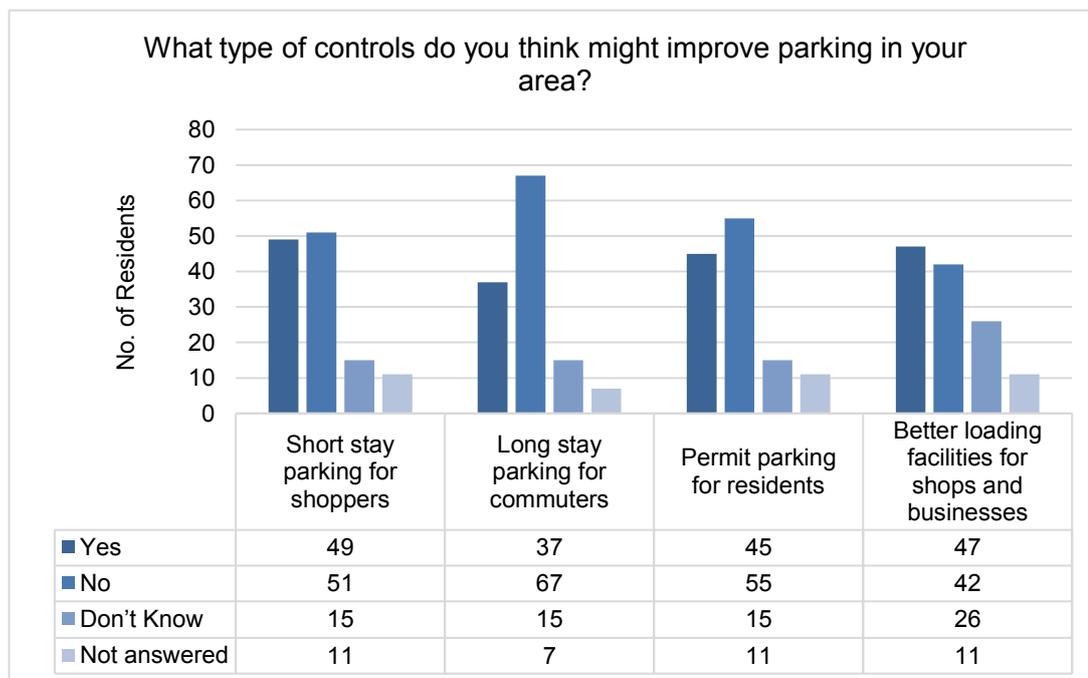
6.12.1 This question highlighted to residents that if support was shown for parking controls from the consultation the Council could propose controls on those streets. If a resident lived on a street neighbouring one that parking controls had been implemented on would they prefer the Council to take action on their street. There was a slight majority (54.8%) of residents in favour of proposing parking controls on their street if measures were to be introduced on neighbouring streets (Table 6.11). 43.7% of residents wished to keep their street uncontrolled.

**Table 6.11: Would residents want parking controls proposed if the Council proposed parking controls on neighbouring streets.**

If the results of this consultation showed support for parking controls in some streets or areas, the Council could propose to introduce controls in those streets/areas alone. If the Council proposed parking controls in a street neighbouring yours, what action would you prefer the Council to take?	Number of Residents	Percentage of Residents
Propose parking controls for your street as well	69	54.8%
Keep your street uncontrolled	55	43.7%
Not answered	2	1.6%

**6.13 Q13 – What type of controls do you think might improve parking in your area?**

6.13.1 Residents were asked about four types of parking controls and if they thought they might improve parking in their area with the results shown in Figure 6.6. The most popular type of parking control residents thought might improve parking in their area was short stay parking for shoppers, although more residents thought it would not improve parking than resident who did. The type of parking control that received the biggest rejection from residents was controls that would improve long stay parking facilities for commuters. 55 out of 126 residents thought that permit parking would not improve parking in their area. Overall the only type of control to receive more yes responses than no was better loading facilities for shops and businesses.



**Figure 6.6: Residents responses to the different types of controls and their potential to improve parking.**

## 7. NON-RESIDENTS RESPONSES

### 7.1 Introduction

7.1.1 Non-residents were invited to answer specific questions in the consultation process to determine their association with parking in Corstorphine. Non-residents were asked to state whether they worked in Corstorphine, owned a business in Corstorphine, commute into Corstorphine or visiting the Corstorphine area. This section will focus on the respondents who are non-residents.

### 7.2 Q14 – Which of the following applies to you?

7.2.1 Non-residents were asked to categorise themselves into one of the four following types of non-resident, commuter, business owner, worker in Corstorphine or a visitor. The results are shown in Table 7.1 with the majority (84.6%) of non-residents who took part in the consultation indicating they were visitors to the Corstorphine area.

**Table 7.1: Which of the following applies to non-residents.**

Which of the following applies to you?	Number of Responses	Percentage of Responses
I commute into Edinburgh and park in Corstorphine	2	3.1%
I run a business in Corstorphine	3	4.6%
I visit Corstorphine for shopping or social purposes	55	84.6%
I work in Corstorphine	4	6.2%
Not answered	1	1.5%

### 7.3 Business Owner Questions Q15 to Q19

7.3.1 Questions 15-19 were aimed at business owners in the Corstorphine area. The business owners were asked to provide their business details (Q15), home address (Q16) and transport mode (Q17) used to travel to work with the results shown in Table 7.2.

**Table 7.2: Corstorphine business owner details**

Business location	Home location	Distance between locations (Via Road network)	Transport mode used
EH4 7EJ	EH4 7EJ	0 Miles	Business vehicle
EH12 7SU	EH54 9BE	11.6 Miles	Private vehicle
EH12 7UN	EH3 5LB	5.5 Miles	Private vehicle

7.3.2 3 respondents indicated that they owned businesses in Corstorphine and all used private / business vehicles to travel to work.

7.3.3 Q18 has not been included in the results as the responses obtained cannot be used to fully answer the question properly.

7.3.4 In Q19 business owners were asked to provide comments that describe what impact they thought parking controls might have on their business. Table 7.3 shows the main themes of the comments provided with all 3 business owners thinking parking controls would cause parking problems to their business. Other comments included the need for a business owner to be able to park near clients' houses, parking is already highly restricted in Corstorphine and that there are no parking spaces.

**Table 7.3: Main themes of comments provided by business owners.**

Themes	Number of Responses
Parking problems	3
Need access to park near clients' homes	1
Parking is already highly restricted around the area	1
No parking spaces	1

#### 7.4 Visitor Questions Q20 to Q22

7.4.1 Questions 20-22 were aimed at visitors to the Corstorphine area for shopping or social purposes. Visitors were asked how often they visit the area with the results show in Table 7.4. The majority of visitors (76.4%) who responded to the consultation visited Corstorphine several times a week. A further 10.9% of visitors visited the area once a week.

**Table 7.4: Visitor's frequency of visits to Corstorphine**

How often do you visit Corstorphine?	Number of Responses	Percentage of Responses
Several times a week	42	76.4%
Once a week	6	10.9%
Several times a month	5	9.1%
Once a month	2	3.6%
Less often	0	0%

7.4.2 The visitors were then asked how easy it was for them to find a parking space in Corstorphine. Table 7.5 shows the responses given with the majority of visitors (47.3%) finding it quite difficult to find parking space in Corstorphine. Only 3 visitors found it very easy to find a parking space.

**Table 7.5: Visitor ease for finding parking in Corstorphine.**

As a visitor, how easy is it to find a parking space in Corstorphine?	Number of Responses	Percentage of Responses
Very easy	3	5.5%
Quite easy	13	23.6%
Quite difficult	26	47.3%
Very difficult	13	23.6%

7.4.3 Next, visitors were asked if they would visit Corstorphine more often if it was easier to find a parking space near to their destination. Table 7.6 shows that the majority of visitors (41.8%) would not visit more often if it was easier to find a parking space. However, 34.5% of visitors would visit the area more often if parking was easier. Nearly a quarter of visitors were unsure if this would impact their frequency of visits to Corstorphine.

**Table 7.6: Would visitors visit Corstorphine more often if it was easier to find a parking space near to their destination.**

Would you visit more often if it was easier to find a parking space near to your destination?	Number of Responses	Percentage of Responses
Yes	19	34.5%
No	23	41.8%
Not sure	13	23.6%

## 7.5 Commuter Questions Q23 to Q26

7.5.1 Questions 23-26 were aimed at commuters to the Corstorphine area. Only 2 respondents indicated they are commuters with one respondent choosing not to answer Q23-25. Table 7.7 shows the results for Q23 through to Q25.

**Table 7.7: Commuter details.**

Home location	Work location	Distance between locations (Via Road network)	Transport mode used
-	-	-	Private vehicle
EH12 8HJ	EH3 7PE	4.3 Miles	Public transport

7.5.2 Q26 asked commuters if parking controls were introduced in Corstorphine, how would this affect their journey into work and given specific options to choose from. Table 7.8 shows that both commuters would park in another area and one of them would park further away.

**Table 7.8: How would parking controls in Corstorphine affect commuter's journey to work.**

If parking controls were introduced in Corstorphine, how would this affect your journey to work?	Number of Residents
I would change how I travelled to work	0
I would park further away	1
I would park in another area	2
I would pay to park	0
I would use my work car park	0
No change	0

## 8. ADDITIONAL COMMENTS

- 8.1.1 In the questionnaire respondents had the opportunity to make additional comments on parking in Corstorphine. This section will analyse these additional comments from all respondents to the questionnaire (both residents and non-residents combined).
- 8.1.2 Table 8.1 shows responses received in the further comments question from all respondents. The main comments (over 100) identified are:
- Do not introduce some sort of controlled parking (203)
  - Commuter parking causing issues (174)
  - Introduce some controlled parking (129)
  - Implement parking lines (113)
  - Park and Ride users (111)
  - Safety issues on streets (108)
  - Too much congestion (107)
- 8.1.3 Other notable comments were the 83 comments that parking permits would pass the problem elsewhere onto other roads within Corstorphine. 41 comments indicated that new developments in the area are causing parking problems along with 35 comments raising the issue of properties with more than one vehicle.
- 8.1.4 96 and 41 comments specifically highlighted the Airport and Zoo for causing parking issues in Corstorphine with schools receiving 90 comments.
- 8.1.5 As well as safety issues on streets receiving over 100 comments a further 73 comments are provided from residents raising concerns over road safety, highlighting that parking is causing poor visibility on the roads.
- 8.1.6 Other comments were received for issues beyond parking such as congestion (107) speeding (64), vehicles using roads in the area as rat runs (62) and too much pollution (33).

**Table 8.1: Additional comments from respondents in the questionnaire.**

Comment	Number of comments
Do not introduce some sort of controlled parking	203
Commuter parking causing issues	174
Introduce some sort of controlled parking	129
Implement Parking Lines	113
Park and Ride users	111
Safety issues on streets	108
Too much congestion	107
Airport parking causing issues	96
Parking on Both Sides	94
Schools causing parking problems	90
Parking over Driveways	87
Parking on Pavements	86
Permits would pass the problem elsewhere onto other roads	81
Parking on Corners	78
Parking Causing Poor Visibility	73
Lack of parking enforcement	71
Narrow Roads	68
Speeding	64
Cars using streets as rat run	62
Parking on Lines	60
Stop new developments/Causing parking problems	41
Zoo parking causing issues	41
Poor access for emergency vehicles	41
Local businesses using street parking	36
Houses with more than on Car	35
Improve public transport and cycling	33
Too much pollution	33
Selfish Residents	33
Parking near Junctions	32
Clubs/Churches parking causing issues	32
No parking near shops	32
Volume of cars causing parking problems	28
Introduce one-way systems	28
Residents not parking on driveway	27
Non-Residents parking	26
Build Car Parks	25
Delivery drivers and loading lorries causing parking problems	25
Issue with consultation/wanting more information	21
Larger cars cause parking problems	19

Only allow parking on one side of the road	16
Trades/Vans parking on residential streets reduces parking availability	15
Introduce speeding zone	14
Lack of parking in area	13
Implement parking bays along roads	13
Poor Roads/Pavements	13
Improve parking at shops	12
Poor Council Decisions	11
Residents changing front gardens into driveways	11
Taxi's using streets as parking	10
Tradesmen/Delivery drivers cannot park	10
Concerts/Events parking spreads into residential roads	10
Parking charges would negatively impact business	10
Health Centres/Retirement Homes causing parking problems	8
Hotel/BnBs cause parking problems	7
Cannot park because of greenways	6
Bus lanes causing problems	6
Roadworks causing parking problems	6
Shoppers parking in residential areas	6
Cars parked and not moving for years wasting a space	6
Health carers/Nurses cannot park	5
Dog walkers causing parking issues	5
Introduce congestion charge	5
Residents not parking on their own road	4
Parking restrictions/prices elsewhere push people into Corstorphine	4
Partner with local businesses to use their car parks	4
Implement Murrayfield system	4
Bins not collected because cannot access roads	3
Against implementing parking lines	3
Disabled bays not being used wastes a space	3
Implement speed bumps	3
Implement traffic lights	3
Improve park n ride	3
Permits shouldn't cost anything	3
Poor pedestrian crossings	2
Remove/Lower speed bumps	2
Coaches parking taking up space	2
Trams causing parking problems near tram stops	2
Implement one way turning	2
Residents putting cones outside house to reserve spaces	2
People should walk or use public transport to travel into Corstorphine	2

Keep private roads private	2
Illegal Parking	2
Visits shops in Corstorphine	1
Implement disabled parking bays	1
Houses should get allocated their own parking space	1
Don't use car as nowhere to park	1
Implement park and pay	1
Ban cars, people with money don't mind paying permits	1
Garages used as storage, not parking	1
Implement short stay parking	1
Permits would affect careers access to patients	1
Gutters cannot be cleaned because of the volume of cars	1
Implement parking area for nurse	1
Better street signage	1
Should be easier to build your own driveway	1
Implement bollards	1
Post money if you park in front of someone's house	1

## 9. CONCLUSION

The results from the analysis have provided the following conclusions.

### 9.1 Residents within the original investigation area

- 9.1.1 52% of residents did not experience parking problems compared to 48% of residents who did experience parking problems.
- 9.1.2 The Q3 map shows clusters of streets with high concentrations of residents experiencing parking problems such as Belgrave Road, Featherhall Crescent North, Glebe Road, St. Ninian's Road and streets with high concentrations of residents experiencing no parking problems such as Caroline Terrace, Cairnmuir Road, Tyler's Acre Avenue and Tyler's Acre Gardens.
- 9.1.3 54% of residents thought that parking controls would not help to improve parking on their street compared to 45% of residents who did.
- 9.1.4 The Q10 map shows similar patterns to those seen in the Q3 map with clusters of residents, who thought parking controls would not improve their street, living on Caroline Terrace, Cairnmuir Road, Tyler's Acre Avenue and Tyler's Acre Gardens. Residents who thought parking controls would improve their street are from Belgrave Road, Featherhall Crescent North, Glebe Road and St. Ninian's Road.
- 9.1.5 50% of residents would prefer the Council to propose parking controls in their streets if the Council took action to propose parking controls in neighbouring streets compared to the 47% of resident who would prefer to keep their street uncontrolled.
- 9.1.6 Again, similar clusters of support and opposition for Q12 can be clearly seen in the spatial analysis of the responses from the streets mentioned in Q3 and Q10.

### 9.2 Residents within the additional investigation area

- 9.2.1 59% of residents did not experience parking problems compared to 41% of residents who did experience parking problems.
- 9.2.2 The Q3 map shows clusters of streets with high concentrations of residents experiencing parking problems such as Wester Broom Place, South Gyle Road, Broomlea Crescent and streets with high concentrations of residents experiencing no parking problems such as Gylemuir Road, Dovecot Road, Broompark Road and Castle Avenue.
- 9.2.3 58% of residents thought that parking controls would not help to improve parking on their street compared to 42% of residents who did.
- 9.2.4 The Q10 map shows similar patterns to those seen in the Q3 map with clusters of residents, who thought parking controls would not improve their street, living on Gylemuir Road, Dovecot Road, Broompark Road and Castle Avenue. Residents who thought parking controls would improve their street are from Wester Broom Place, Wester Broom Drive and Broomlea Crescent.
- 9.2.5 50% of residents would prefer the Council to propose parking controls in their streets if the Council took action to propose parking controls in neighbouring streets compared to the 48% of residents who would prefer to keep their street uncontrolled.
- 9.2.6 Again, similar clusters of support and opposition for Q12 can be clearly seen in the spatial analysis of the responses from the streets mentioned in Q3 and Q10. There are some exceptions with residents from Dovecot Road, Castle Avenue and the southern section of Broomhall Crescent who did not experience parking difficulties or thought that parking controls would not improve parking would, however, prefer the Council to propose parking controls in their streets if controls were proposed in neighbouring streets.

### **9.3 Residents' perception of parking problems based on their length of residence**

9.3.1 There is no significant correlation between resident perception of parking problems and their length of residence.

### **9.4 Residents in the wider Corstorphine area and surrounding area**

9.4.1 56% of residents did not experience parking problems compared to 44% of residents who did experience parking problems.

9.4.2 52% of residents thought that parking controls would not help to improve parking on their street compared to 47% of residents who did.

9.4.3 55% of residents would prefer the Council to proposing parking controls in their streets if the Council took action to propose parking controls in neighbouring streets compared to the 44% of resident who would prefer to keep their street uncontrolled.

### **9.5 Non-residents**

9.5.1 85% of non-residents that responded to the questionnaire are visitors to Corstorphine.

9.5.2 There were only 3 business owners and 2 commuters that responded to questions in the consultation and therefore this data is not a true representation of all the business owners in, and commuters to, Corstorphine.

9.5.3 77% of visitors visit Corstorphine several times a week with 71% of visitors finding it difficult to find a parking space.

9.5.4 If it was easier to find a parking space, 35% of visitors would visit Corstorphine more often.

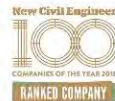
## 10. RECOMMENDATIONS

- 10.1.1 Based on the results of the analysis from the responses received in the Corstorphine Consultation, the following recommendations have been proposed.
- 10.1.2 It is recommended that parking controls should be introduced in Zone 2 in the original investigation area. Throughout the investigation, the majority of residents in Zone 2 provided responses that suggested they experience difficulties parking at or near their home address and thought that parking controls would help to improve their current situation. Residents in Zone 2 also responded in support of the Council proposing parking controls in their streets if the Council were to take action and propose parking controls in neighbouring streets. A map of Zone 2 can be found in Appendix C.
- 10.1.3 The majority of residents in Zones 1 and 3 in the original investigation area did not experience difficulties parking and thought that parking controls would not improve parking in their street. These residents also would prefer to keep their streets uncontrolled if the Council proposed parking controls in neighbouring streets.
- 10.1.4 The majority of residents in Zone 4, which includes the additional investigation area, did not experience difficulties parking and thought that parking controls would not improve parking in their street.
- 10.1.5 It is recommended that further monitoring of parking problems in Zone 1,3 and 4 is continued, especially if proposed parking controls are implemented in Zone 2.

**Award Winning**



**Accreditations**



**Memberships**



**Contact**

London Office

Unit 2 Holford Yard  
London  
WC1X 9HD  
tel: 0330 008 0855

Brighton Office

38 Foundry Street  
Brighton  
BN1 4AT  
tel: 01273 627 183

Slough Office

Fourth Floor  
The Urban Building  
3-9 Albert Street  
Slough, SL1 2BE  
tel: 0330 008 8447

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 - Corstorphine Consultation Questionnaire

---

# Parking in Corstorphine

## Overview

### Parking in Corstorphine

The Council has received a number of representations from residents in your area. Those representations indicated concern at the parking situation in their street and asked the Council to look at introducing measures designed to address the highlighted parking issues.

In 2017, the Council conducted a parking survey in the Corstorphine area. A link to a plan of the area covered can be found at the bottom of this page.

The survey showed that Corstorphine attracts a high number of car trips, not only by visitors, but also by commuters who leave their vehicles parked on-street throughout the working day. This type of parking can have a detrimental impact on residents, by making it difficult to park near to home, and on businesses by taking up space that would otherwise be available to customers.

The Council has decided to investigate these parking issue further, seeking the views of residents and businesses in the Corstorphine area. Before any decision is take as to potential solutions to the parking problems, we want to find out what people who live, work and run businesses in Corstorphine think of parking and whether there is support for measures to improve parking in Corstorphine.

Please take a few moments to familiarise yourself with the survey area. There is a link at the bottom of this page.

A further link provides information on the operation of Priority Parking, one of the options that might be adopted in Corstorphine to address parking issues.

## Why we are consulting

Although we have already been contacted by some residents in this area, we want to give everyone the opportunity to tell us their views on parking.

Even if you have already contacted us previously, or have taken part in any other consultations, please take a few minutes to let us know:

a) Whether or not there are any parking problems in your street;

b) Whether you think that parking controls are necessary in your area, either now, or in the future.

The more responses that we receive, the more representative this consultation will be.

## Introduction

What is your name?

Name

What is your email address?

If you enter your email address then you will automatically receive an acknowledgement email when you submit your response.

We will also keep you up-to-date on the results of this consultation.

Email

Do you live in Corstorphine? For the purposes of this consultation, "Corstorphine" is the area covered by the parking survey. A link to a plan showing the survey area can be found at the start of this survey.

(Required)

Please select only one item

Yes  No

## Resident details

What is your full address? (This information will help us to better understand your responses.)

House Number

Street Name

Postcode

How long have you lived in Corstorphine?

(Required)

Please select only one item

- Less than 1 year    Between 1 and 5 years    Between 5 and 10 years  
 More than 10 years

## Questions for Residents

Do you currently experience difficulties with parking at or near to your home address?

(Required)

Please select only one item

- Yes    No

Thinking about weekdays, when do you experience parking problems?

Please select all that apply

- Mornings    Afternoons    Evenings    Overnight    None of the above

Thinking about weekends, when do you experience parking problems?

Please select all that apply

- Mornings    Afternoons    Evenings    Overnight    None of the above

## When do you think parking problems in your area are at their worst?

(Please choose 1)

Parking problems are worst:

Please select only one item

- Mornings    Afternoons    Both Mornings and Afternoons    Evenings  
 Overnight    Weekends    All of the above

## Which of these parking issues do you experience in your street or near to your home?

(Required)

Please select all that apply

- Not enough parking spaces    Spaces occupied by non-residents  
 Driveway blocked by parked vehicles    Vehicles parking on the footway  
 Vehicles parking on dropped crossings    Double parking    Parking on corners  
 Cannot park near to local shops or amenities    None of the above

## Do you think that parking in your street has changed in the last 5 years?

Please select only one item

- Yes, parking is much easier now    Yes, parking is a little easier now  
 Yes, parking is a little worse now    Yes, parking is much worse now  
 No, parking has not changed in my street

## What do you think has had the greatest impact on parking in your area?

## Parking controls

### Do you think that parking controls would help to improve parking in your street?

Please select only one item

- Yes    No

## Do you think that parking controls would help to improve parking and make Corstorphine more accessible to residents and visitors?

Please select only one item

- Yes  No  No opinion

If the results of this consultation showed support for parking controls in some streets or areas, the Council could propose to introduce controls in those streets/areas alone. If the Council proposed parking controls in a street neighbouring yours, what action would you prefer the Council to take?

Please select only one item

- Propose parking controls for your street as well  Keep your street uncontrolled

## What type of controls do you think might improve parking in your area?

	Yes	No	Don't know
Short stay parking for shoppers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Long stay parking for commuters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Permit parking for residents	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better loading facilities for shops and businesses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Questions for Non-residents

### Which of the following applies to you?

Please select only one item

- I work in Corstorphine  I run a business in Corstorphine  
 I visit Corstorphine for shopping or social purposes  
 I commute into Edinburgh and park in Corstorphine

## Questions for Business Owners

### Your business details

What is your business name?

What is your business address?

What is your business postcode?

### What is your home address?

Address (Required)

Postcode: (Required)

### How do you normally travel to work?

(Required)

Please select only one item

- Walk    Cycle    Public Transport (bus, train, tram, taxi)    Motorcycle  
 Passenger in any vehicle    Business vehicle    Private vehicle

If parking controls were introduced in Corstorphine, do you think that they would have a positive or negative impact on your business?

Please select only one item

- Yes    No

Please provide any comments you may have that describe what impact you think parking controls might have on your business

## Questions for Visitor

How often do you visit Corstorphine?

(Required)

Please select all that apply

- Several times a week    Once a week    Several times a month  
 Once a month    Less often

As a visitor, how easy is it to find a parking space in Corstorphine?

Please select all that apply

- Very easy    Quite easy    Quite difficult    Very difficult

Would you visit more often if it was easier to find a parking space near to your destination?

Please select all that apply

- Yes    No    Not sure

## Questions for Commuters

What is your home address?

Address

Postcode

## Where do you work?

Business name

Business address

Business postcode

## How do you normally travel to work?

Please select all that apply

- Public transport (bus, train, tram etc)  Walk  Cycle  Motorcycle  
 Taxi  Passenger in any vehicle  Drive (private car)  
 Drive (business vehicle)

## If parking controls were introduced in Corstorphine, how would this affect your journey to work?

Please select all that apply

- I would change how I travelled to work  I would park further away  
 I would park in another area  I would pay to park  
 I would use my work car park  No change

## Do you have any further comments?

If you have any further comments on parking in your area, please let us know:

Comments:

## Appendix B – Spatial Analysis Maps

# Q3 Map

**Do you currently experience difficulties with parking at or near to your home address?**

- Yes
- No

**Investigation Areas**

- Original
- Additional
- Zone Boundary



**Thinking about weekdays, when do you experience parking problems?**

- Mornings
  - Afternoons
  - Evenings
  - Overnight
  - None of the above
  - Consultation Response
- Investigation Areas**
- Original
  - Additional
  - Zone Boundary



Thinking about weekends, when do you experience parking problems?

- Mornings
- Afternoons
- Evenings
- Overnight
- None of the above
- Consultation Response
- Investigation Areas
  - Original
  - Additional
- Zone Boundary



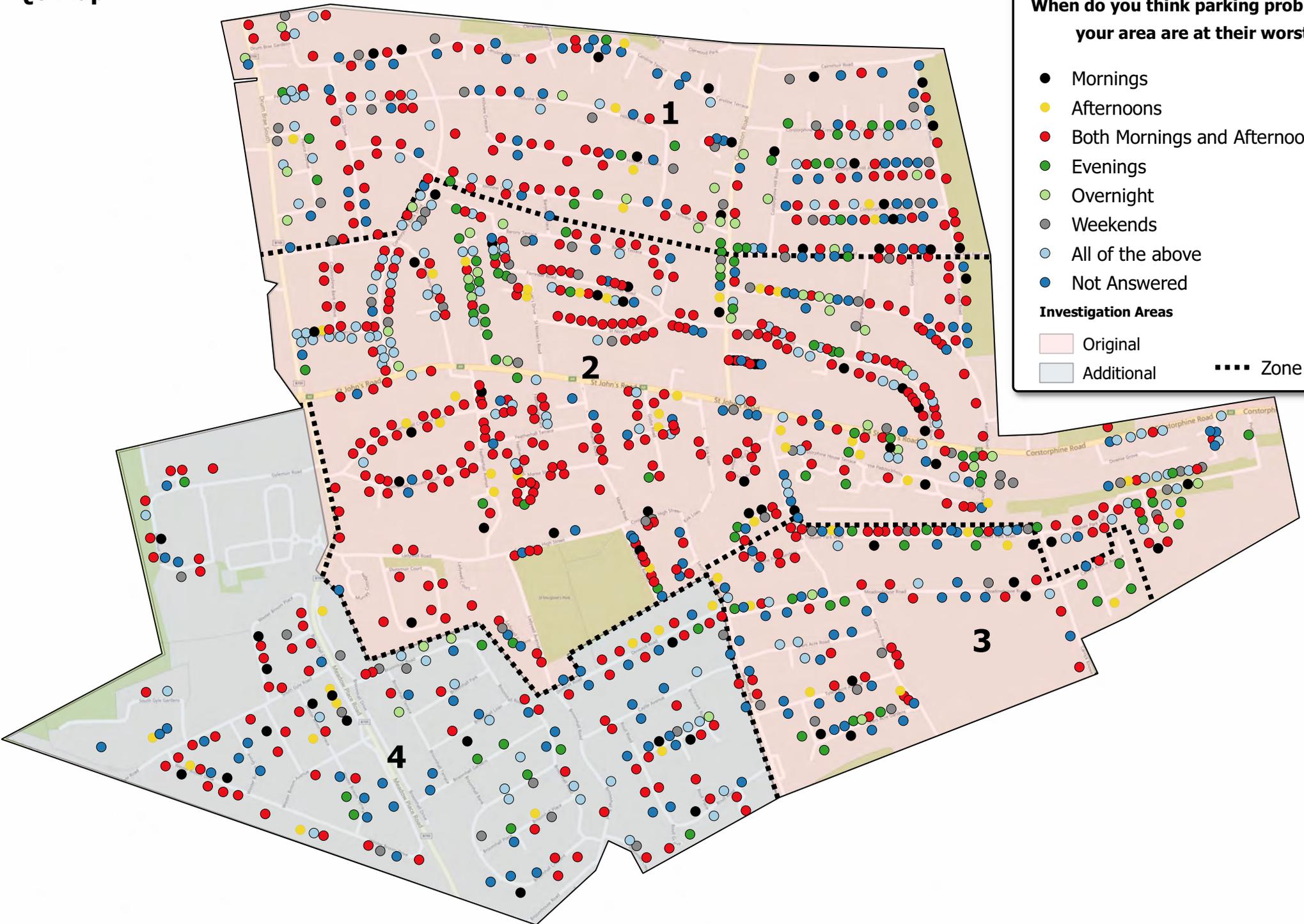
# Q6 Map

## When do you think parking problems in your area are at their worst?

- Mornings
- Afternoons
- Both Mornings and Afternoons
- Evenings
- Overnight
- Weekends
- All of the above
- Not Answered

### Investigation Areas

- Original
- Additional
- Zone Boundary



Which of these parking issues do you experience in your street or near to your home?

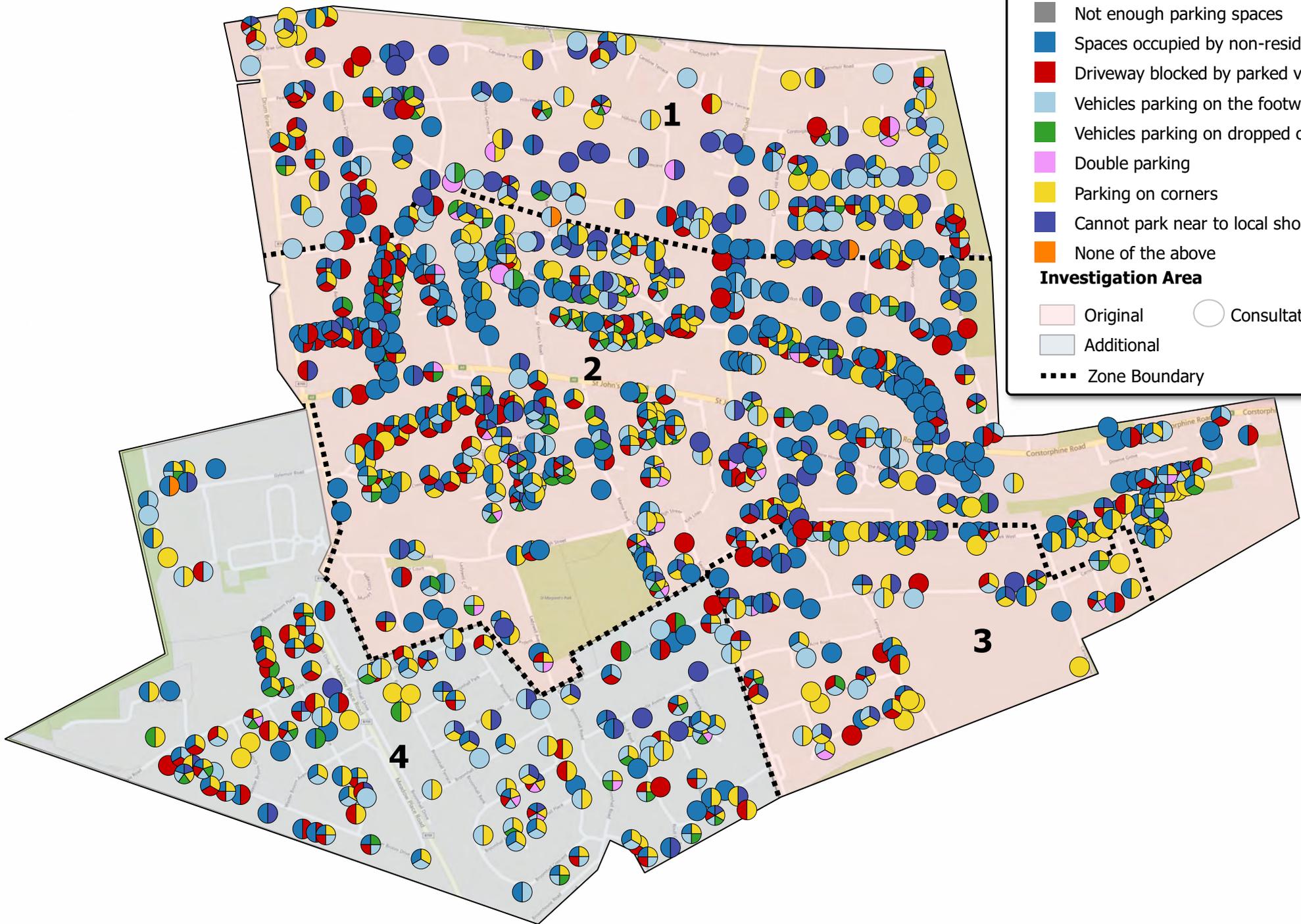
- Not enough parking spaces
- Spaces occupied by non-residents
- Driveway blocked by parked vehicles
- Vehicles parking on the footway
- Vehicles parking on dropped crossings
- Double parking
- Parking on corners
- Cannot park near to local shops or amenities
- None of the above

**Investigation Area**

- Original
- Additional

○ Consultation Response

--- Zone Boundary



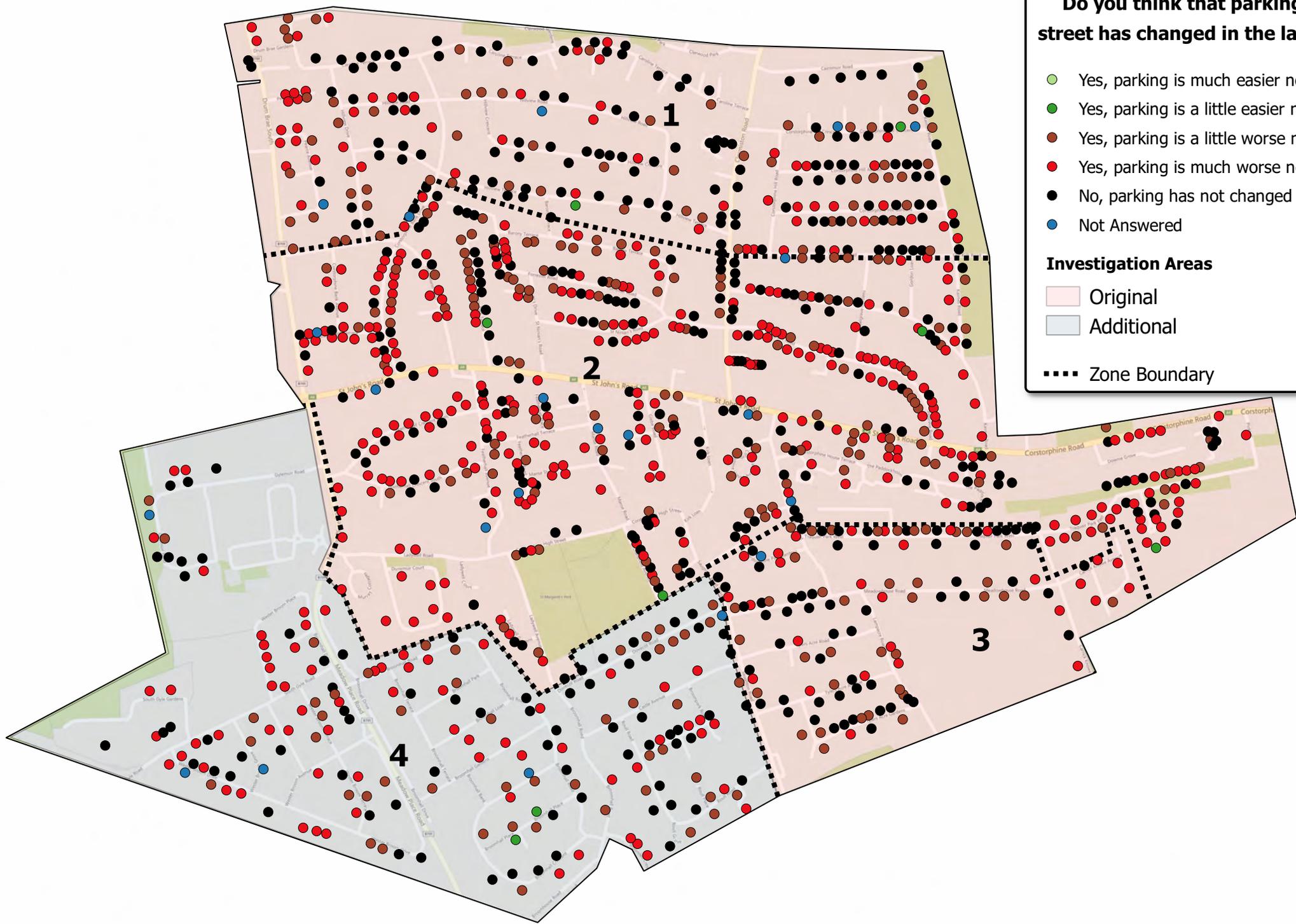
# Q8 Map

## Do you think that parking in your street has changed in the last 5 years?

- Yes, parking is much easier now
- Yes, parking is a little easier now
- Yes, parking is a little worse now
- Yes, parking is much worse now
- No, parking has not changed in my street
- Not Answered

### Investigation Areas

- Original
- Additional
- Zone Boundary



# Q9 Map

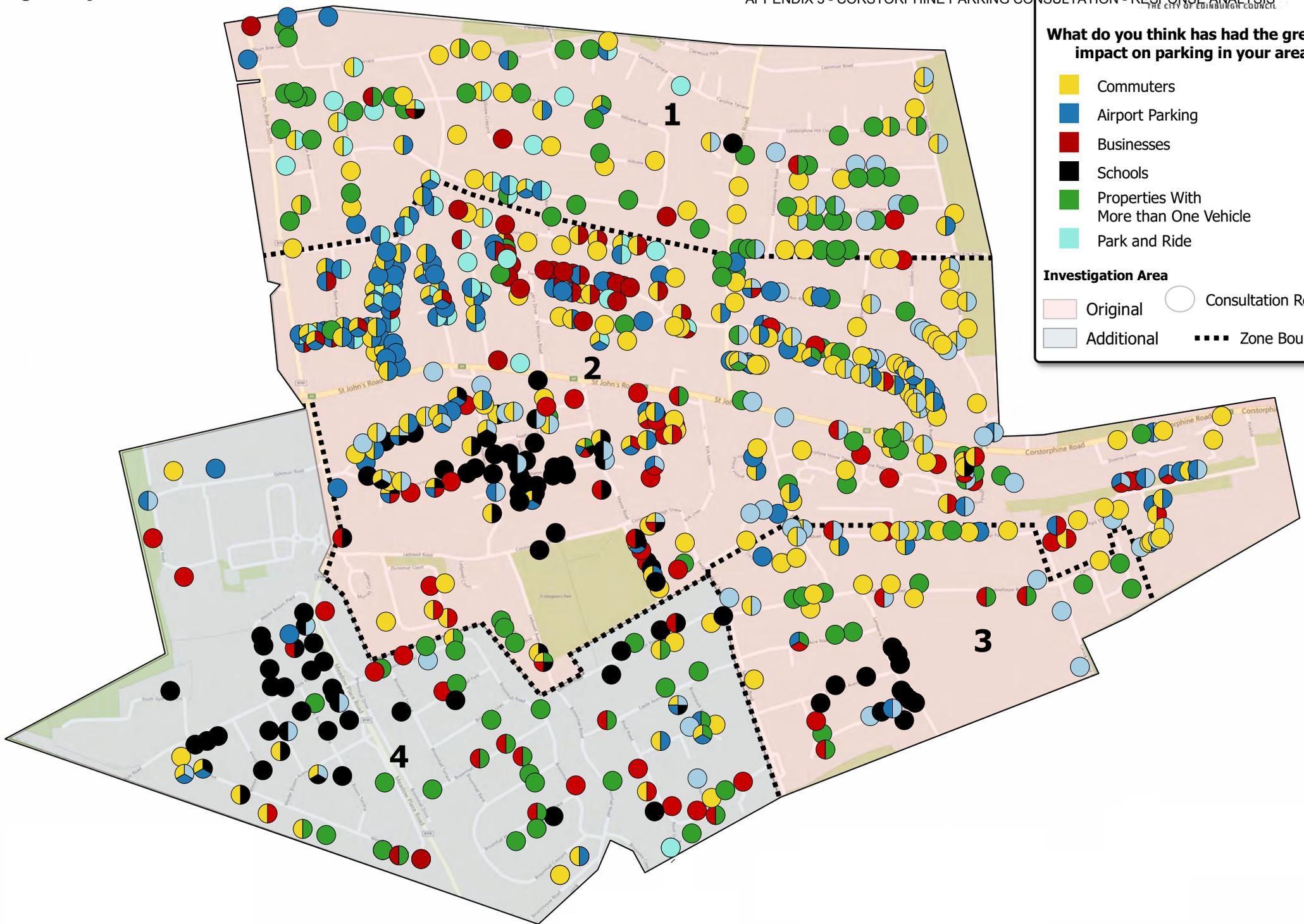


**What do you think has had the greatest impact on parking in your area?**

- Commuters
- Airport Parking
- Businesses
- Schools
- Properties With More than One Vehicle
- Park and Ride

**Investigation Area**

- Original
- Additional
- Consultation Response
- Zone Boundary



# Q10 Map

**Do you think that parking controls would help to improve parking in your street?**

- Yes
- No
- Not Answered

**Investigation Areas**

- Original
- Additional
- Zone Boundary



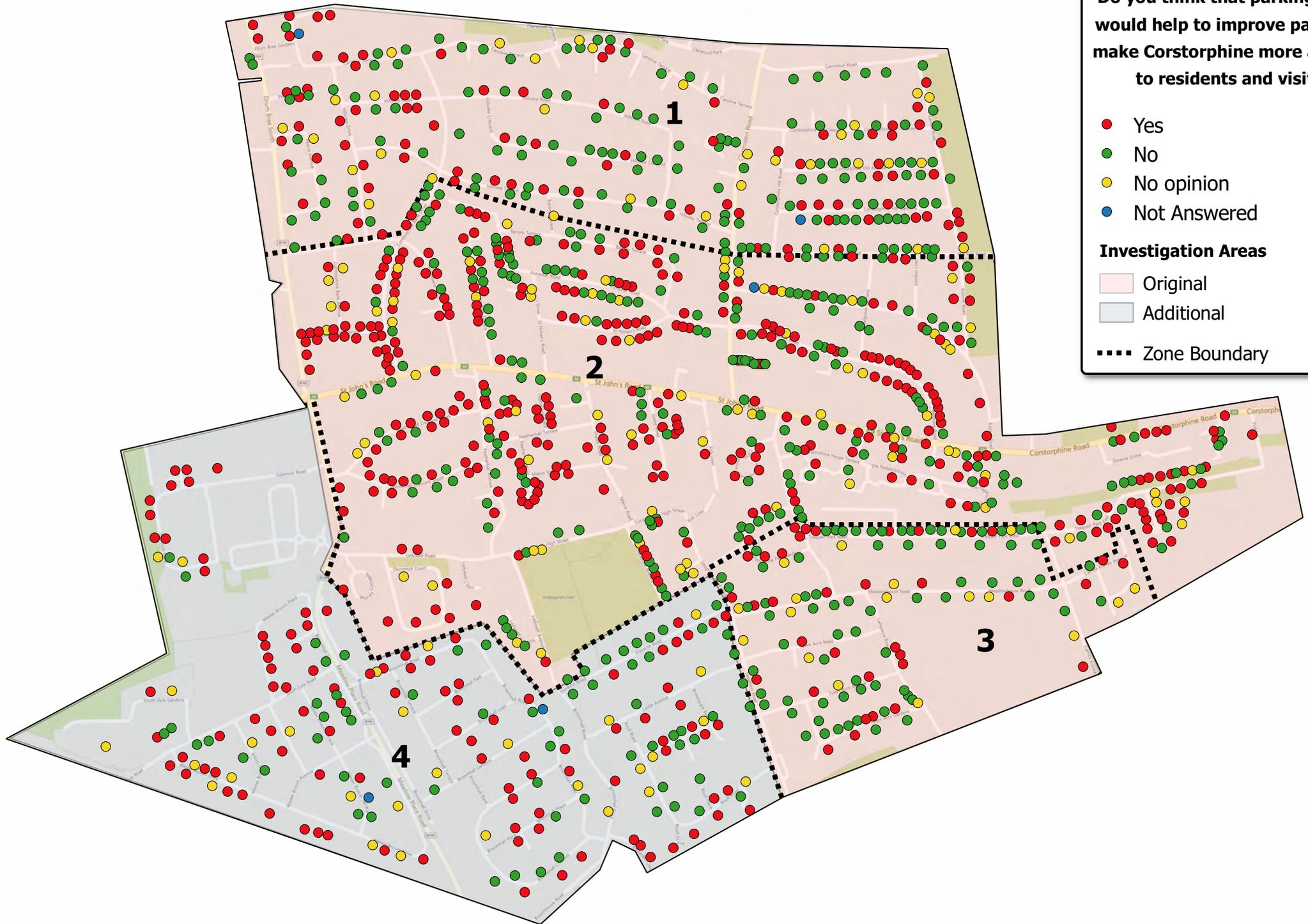
# Q11 Map

**Do you think that parking controls would help to improve parking and make Corstorphine more accessible to residents and visitors?**

- Yes
- No
- No opinion
- Not Answered

**Investigation Areas**

- Original
- Additional
- Zone Boundary



# Q12 Map

**If the Council proposed parking controls in a street neighbouring yours, what action would you prefer the Council to take?**

- Keep your street uncontrolled
- Propose parking controls for your street as well
- Not Answered

**Investigation Area**

- Original
- Additional
- Zone Boundary



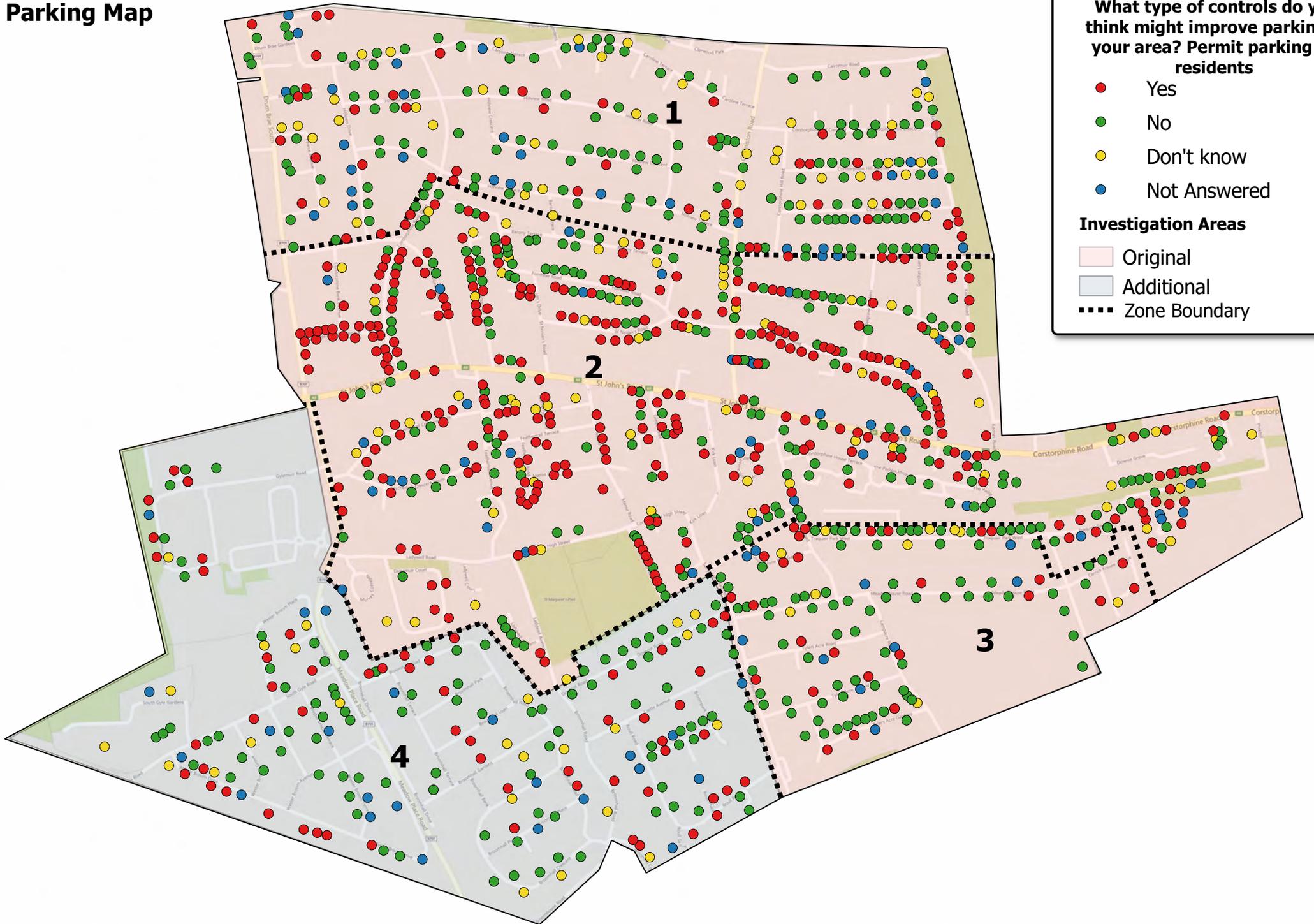
# Q13 Permit Parking Map

What type of controls do you think might improve parking in your area? Permit parking for residents

- Yes
- No
- Don't know
- Not Answered

Investigation Areas

- Original
- Additional
- Zone Boundary



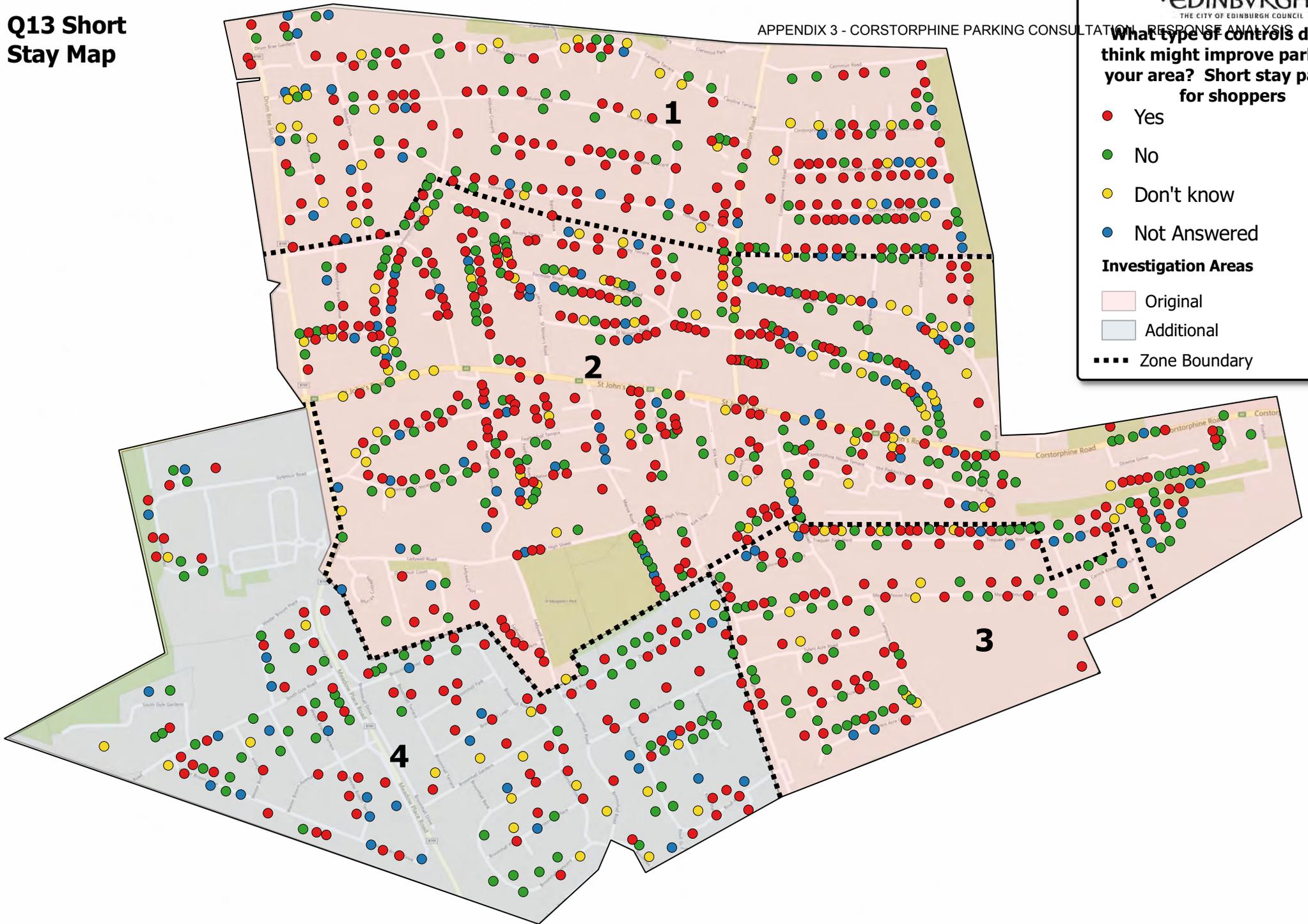
# Q13 Short Stay Map

What type of controls do you think might improve parking in your area? Short stay parking for shoppers

- Yes
- No
- Don't know
- Not Answered

**Investigation Areas**

- Original
- Additional
- Zone Boundary



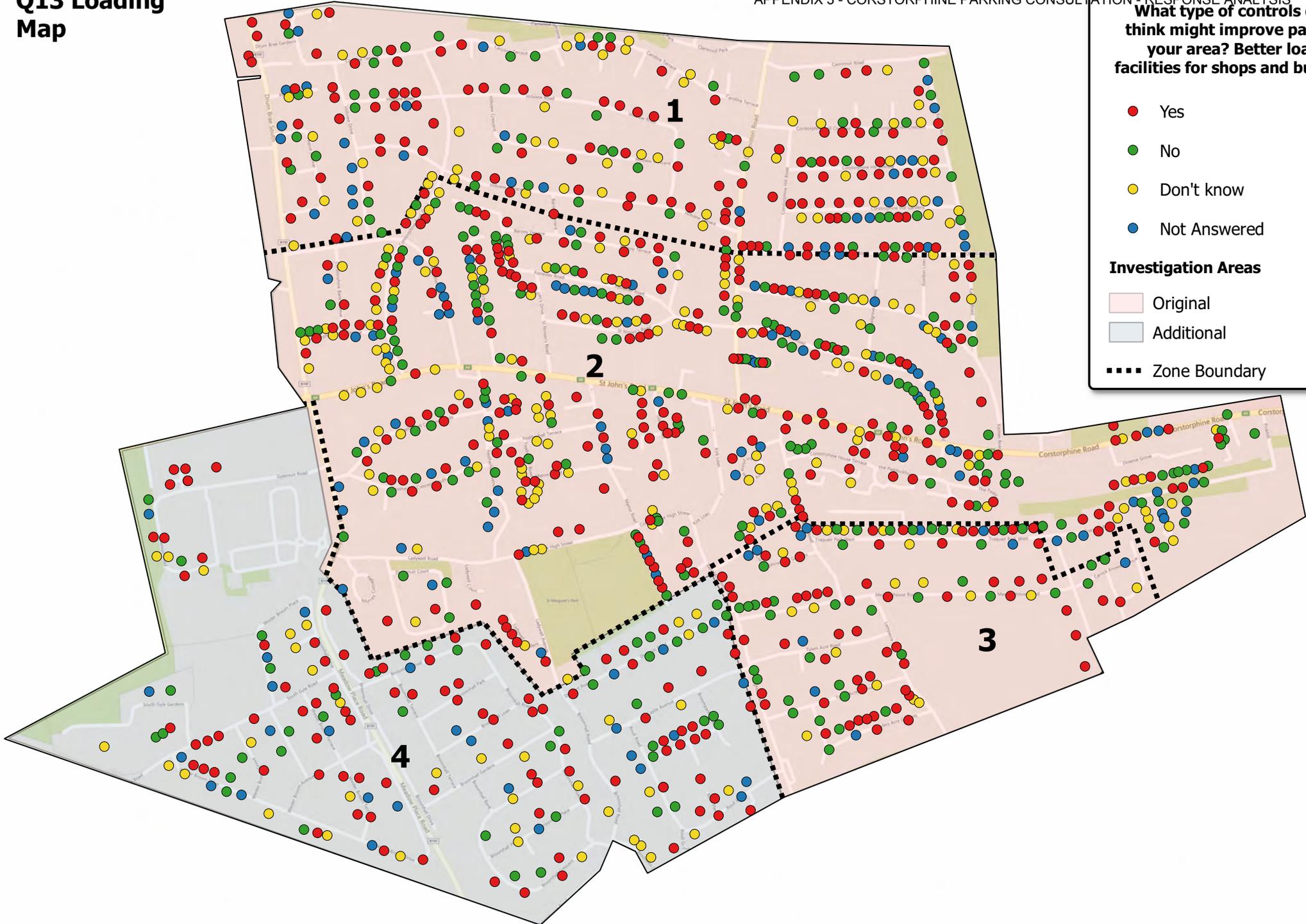
# Q13 Loading Map

**What type of controls do you think might improve parking in your area? Better loading facilities for shops and businesses**

- Yes
- No
- Don't know
- Not Answered

**Investigation Areas**

- Original
- Additional
- Zone Boundary



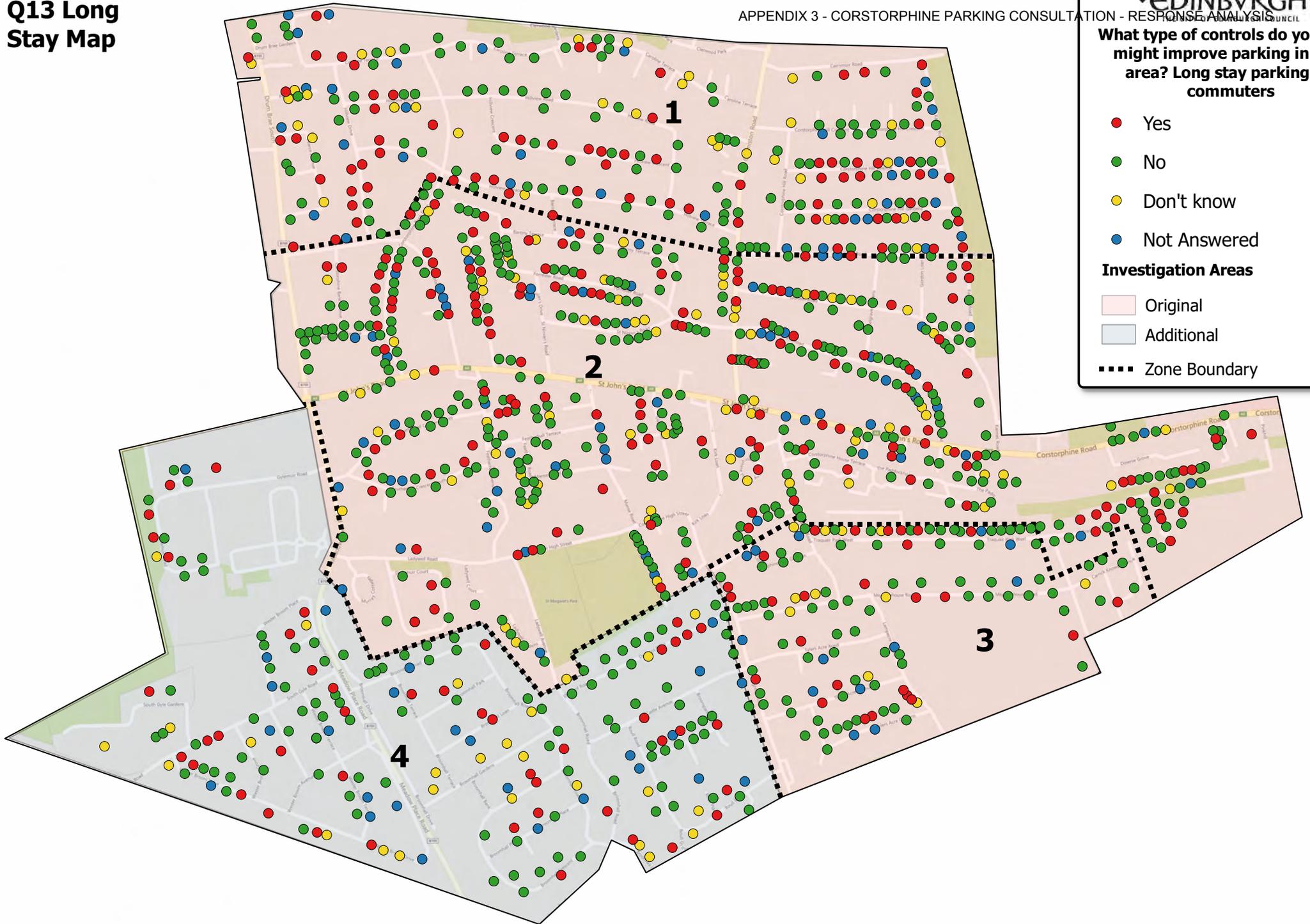
# Q13 Long Stay Map

**What type of controls do you think might improve parking in your area? Long stay parking for commuters**

- Yes
- No
- Don't know
- Not Answered

**Investigation Areas**

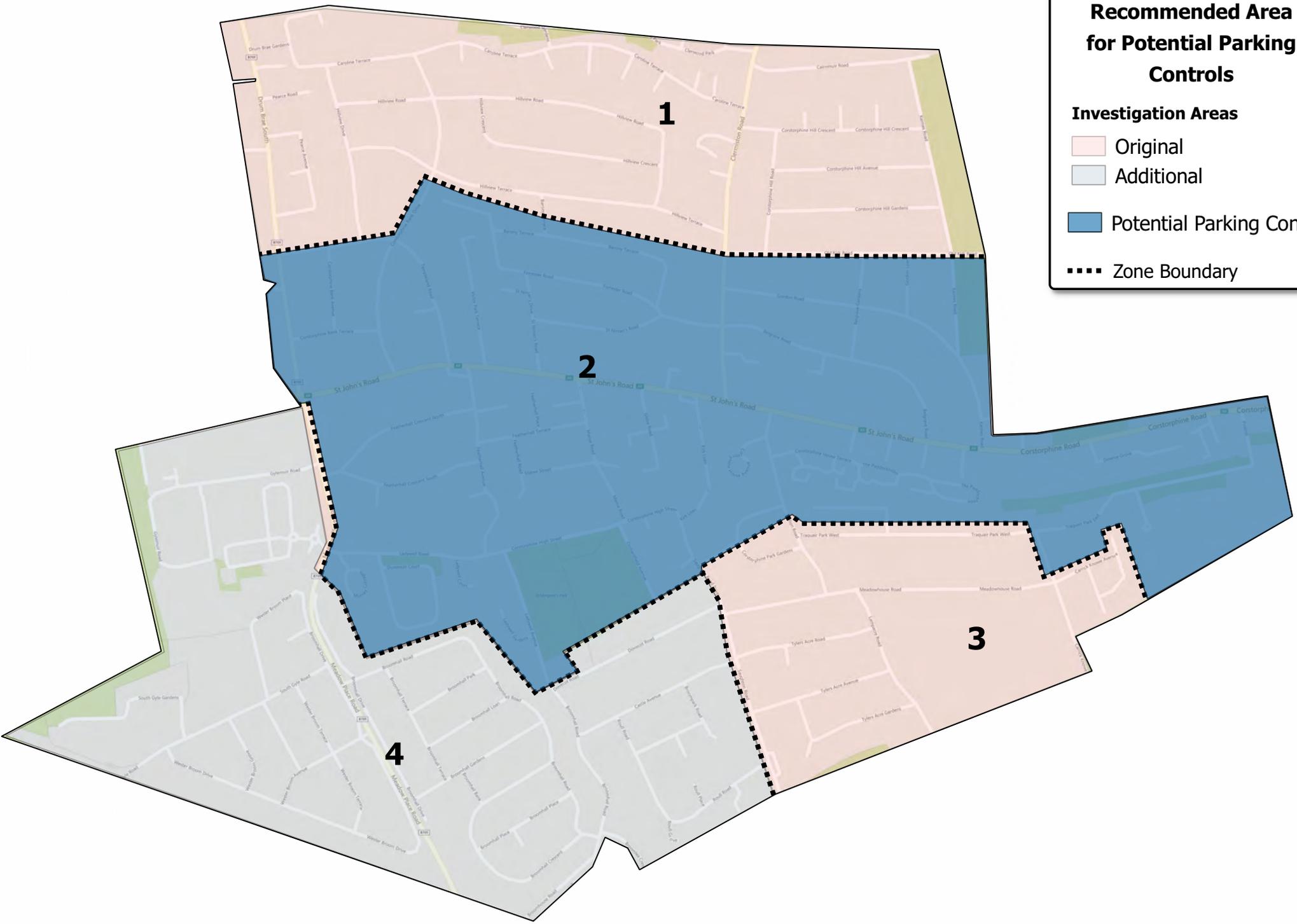
- Original
- Additional
- Zone Boundary



## Appendix C – Recommended Potential Parking Controls

### Recommended Area for Potential Parking Controls

- Investigation Areas**
- Original
  - Additional
  - Potential Parking Controls
  - Zone Boundary



## Appendix 4: Prioritised List of Reviewed Areas

Area Name/Description	Average Parking Pressure (%)	% of Roads in Each Parking Pressure Level		
		High	Medium	Low
Roseburn	90	91%	9%	0%
Saughtonhall	62	29%	65%	6%
Corstorphine	62	64%	7%	29%
B9	56	39%	36%	25%
Saughton	50	23%	43%	34%
Clermiston North	48	23%	46%	30%
Corstorphine South	42	17%	24%	59%
Clermiston South	37	15%	39%	46%
West Craigs	36	20%	20%	60%
Newbridge	29	20%	13%	67%
Corstorphine North	26	6%	15%	79%
Murrayfield	25	3%	38%	59%
Queensferry East	25	14%	11%	75%
Kirkliston South	24	6%	4%	90%
Barnton	20	9%	3%	88%
East Craigs	19	6%	10%	83%
South Cramond	18	6%	8%	85%
South Gyle	18	13%	7%	80%
Queensferry West	17	6%	5%	90%
Kirkliston North	17	0%	3%	97%
Bughtlin	15	2%	13%	85%
North Cramond	13	1%	7%	92%
Cammo	11	0%	0%	100%
Queensferry South	9	0%	2%	98%

### Notes:

1. This list will be expanded as other parts of the city are reviewed. At the end of the initial review this list will have been populated with data from every area reviewed. The full list will help to determine potential priorities for further investigations and/or possible remedial measures.
2. Reference should be made to the relevant plans to determine the exact extent of each area named in this list.