EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey

Craiglockhart Area

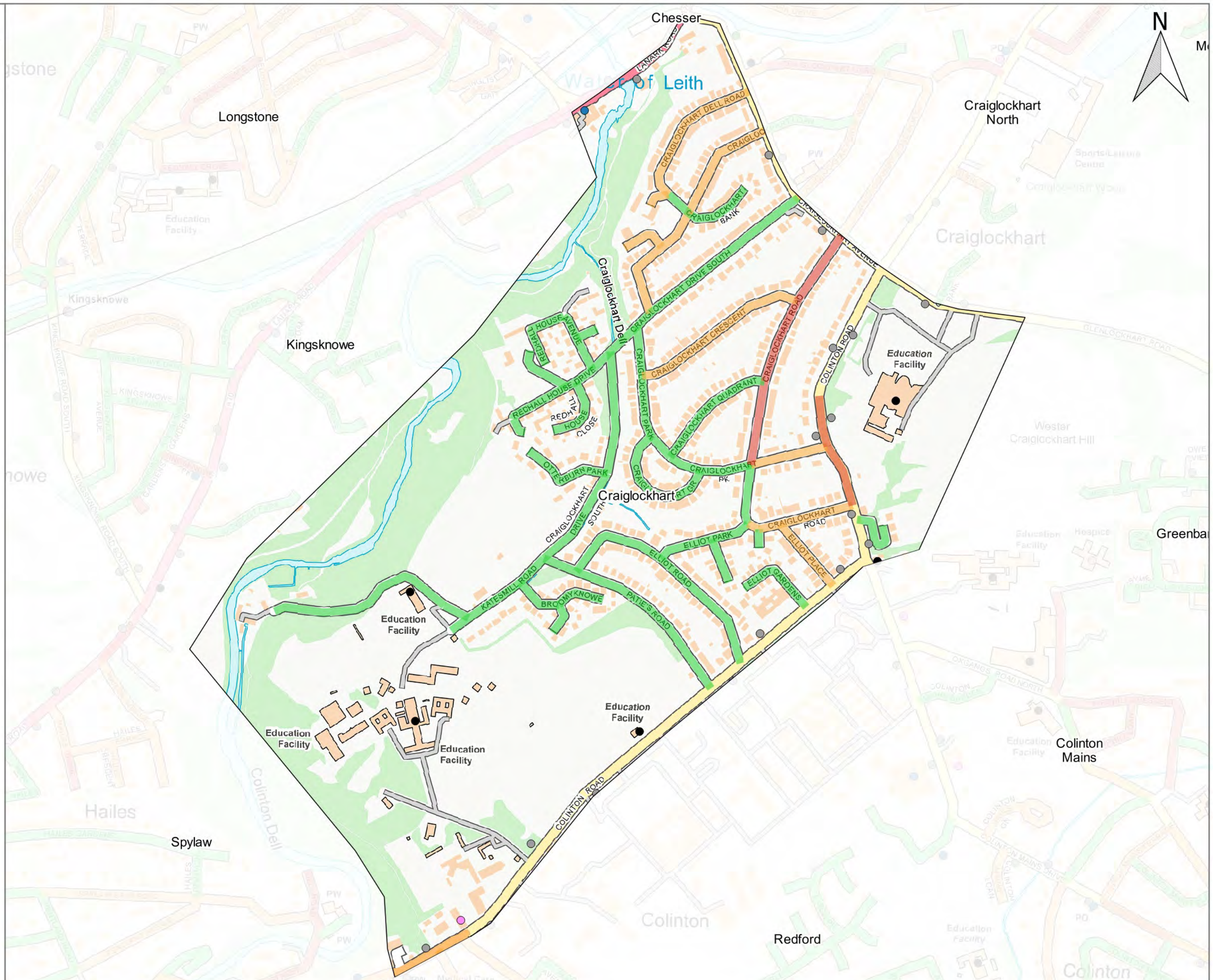
Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE



EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey

Currie East Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey

Currie West Area

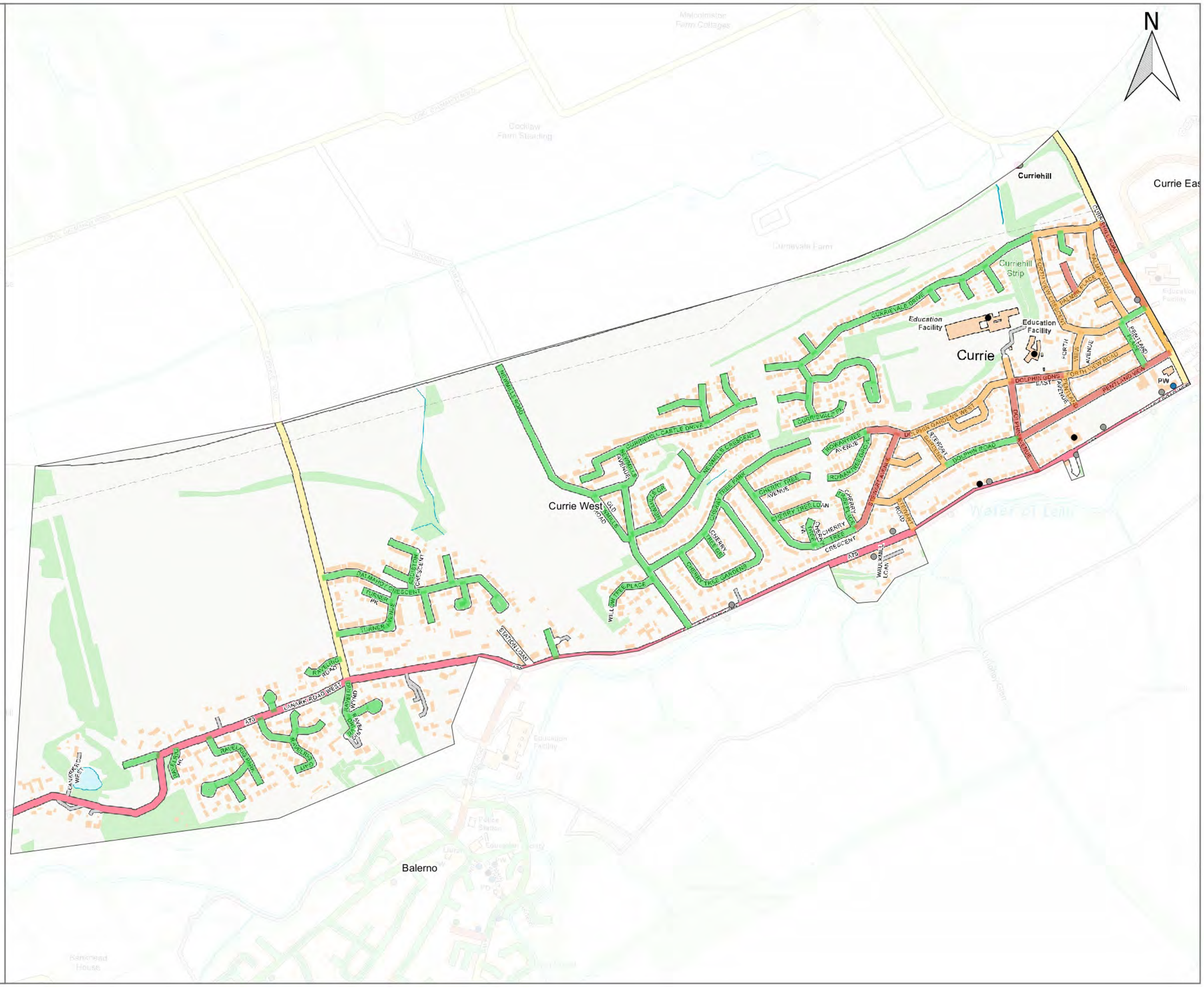
Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE



EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey

Gorgie North Area

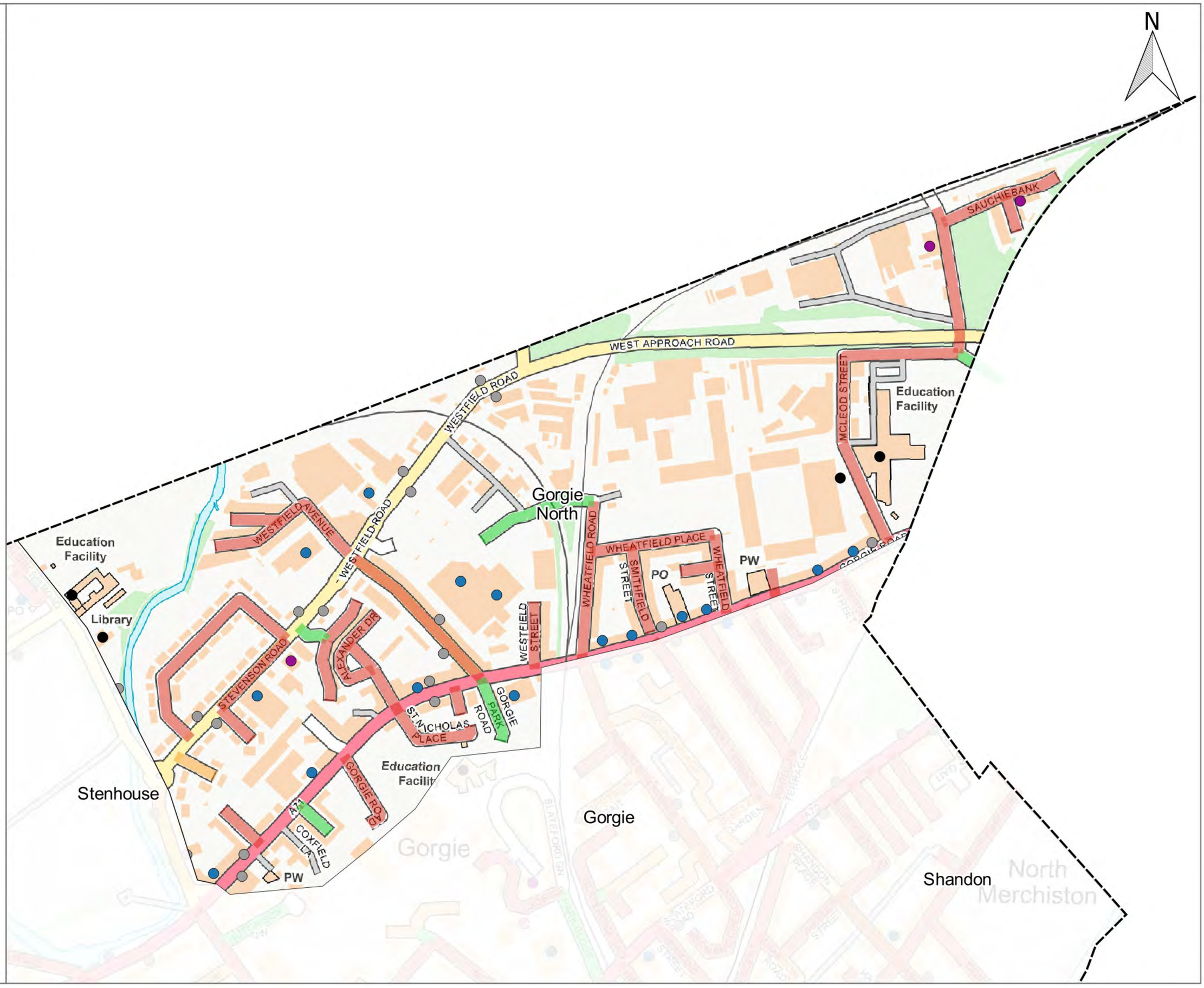
Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE



EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey
Gorgie Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey

Greenbank Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey

Juniper Green Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey
Kingsknowe Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey

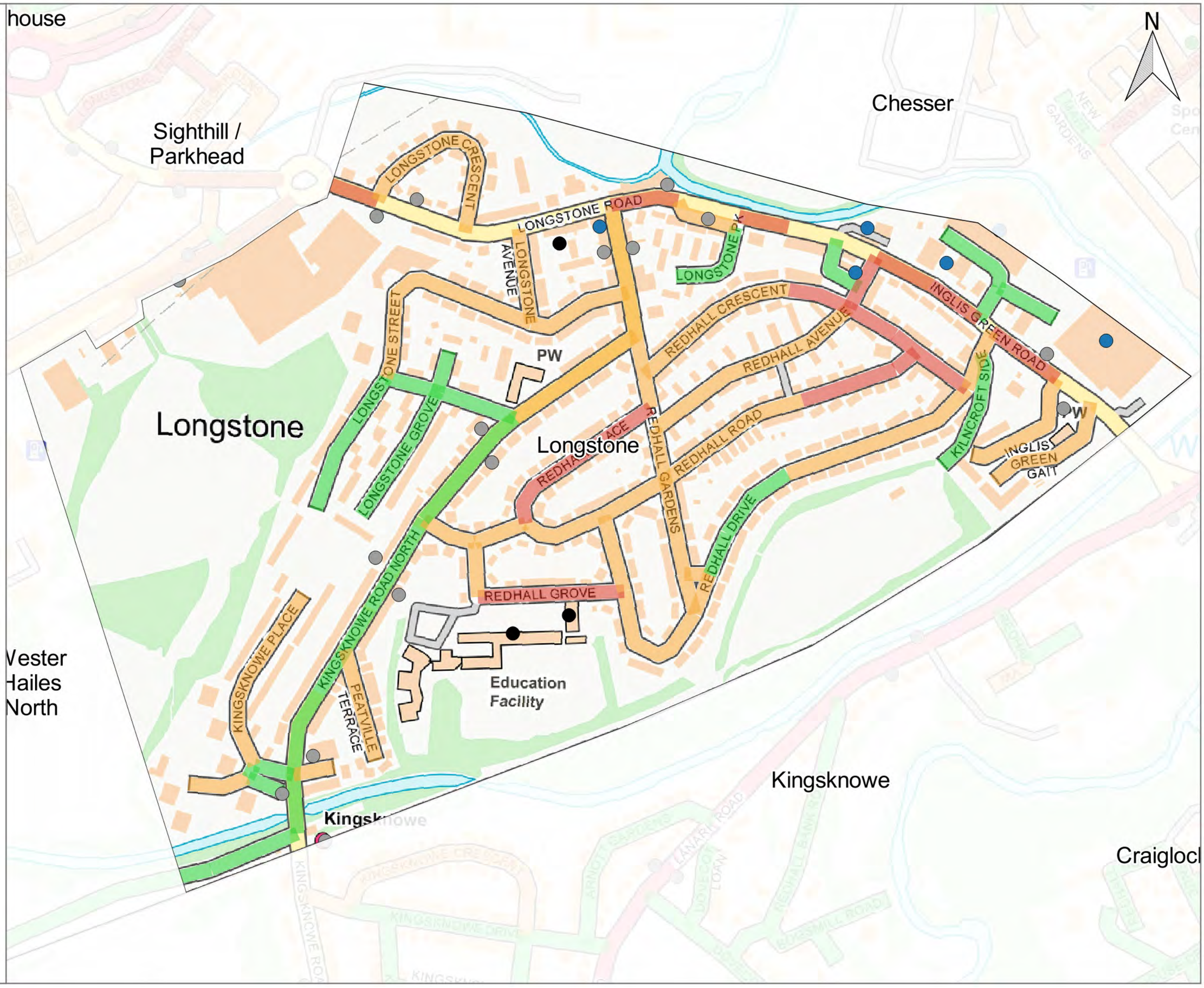
Longstone Area

Level of Parking Pressure

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

Generators of Parking Pressure

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



PROJECT CENTRE

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey

Oxgangs Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey
Sighthill / Parkhead Area

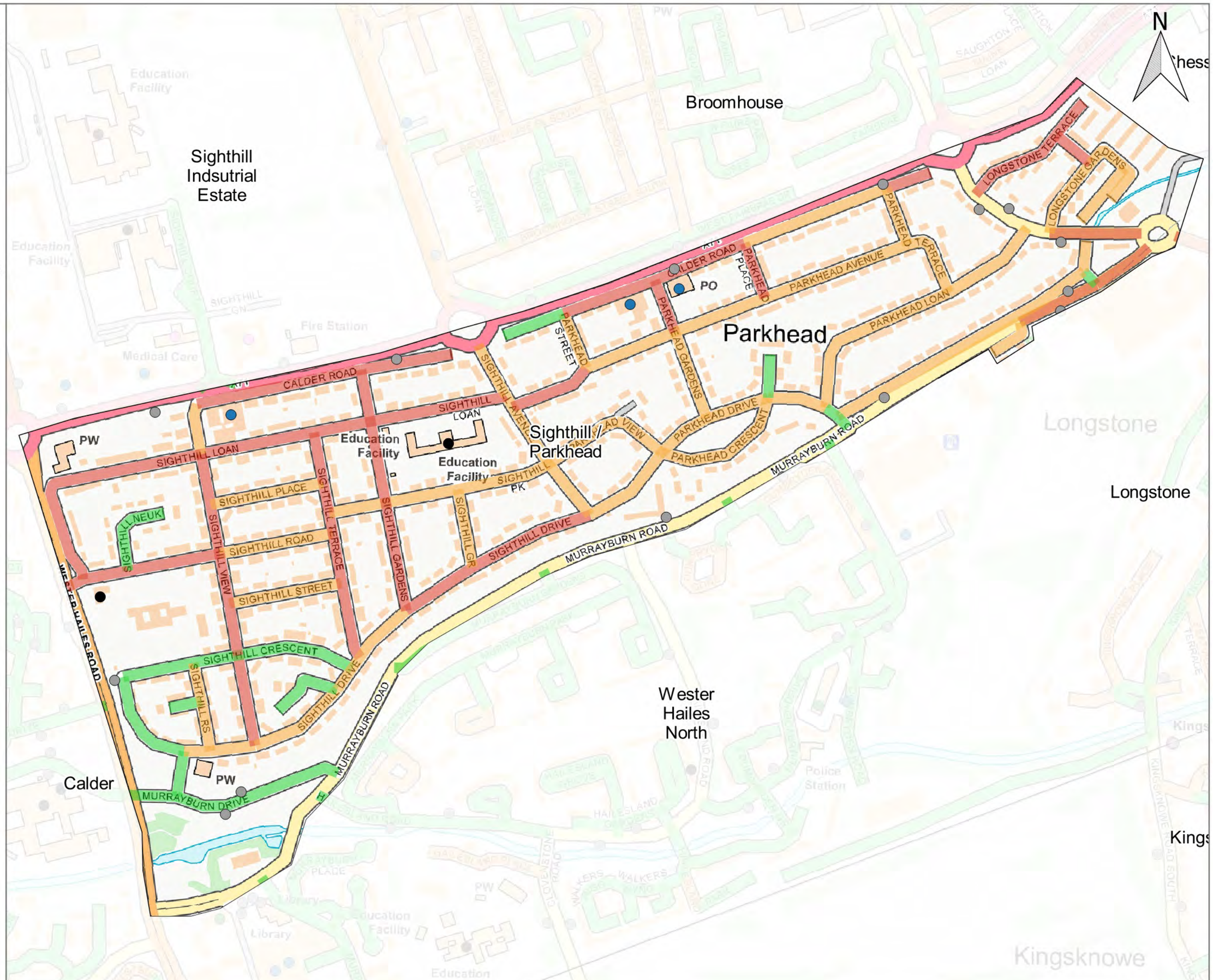
Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE



EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey

Ratho Area

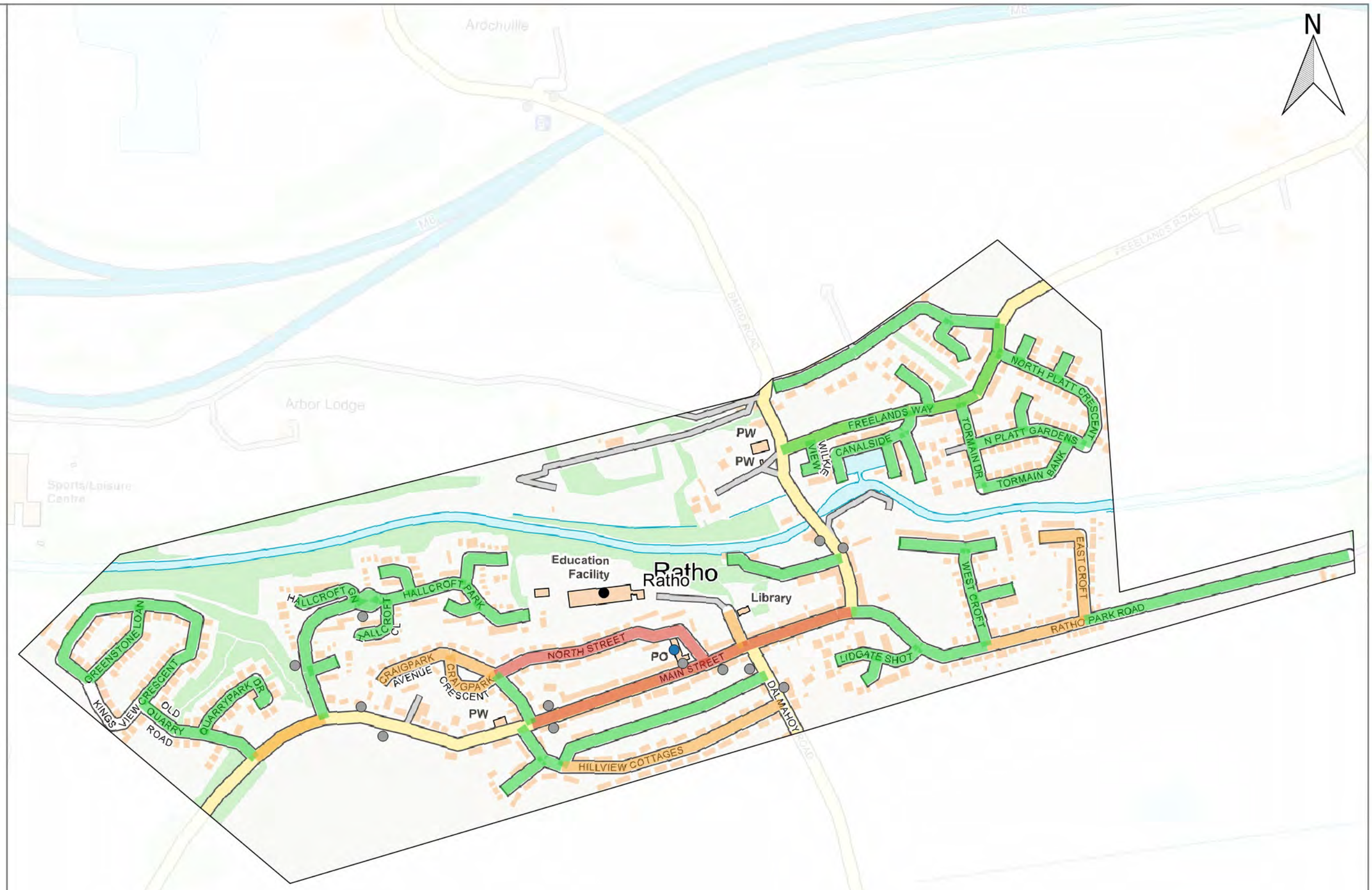
Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE



EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

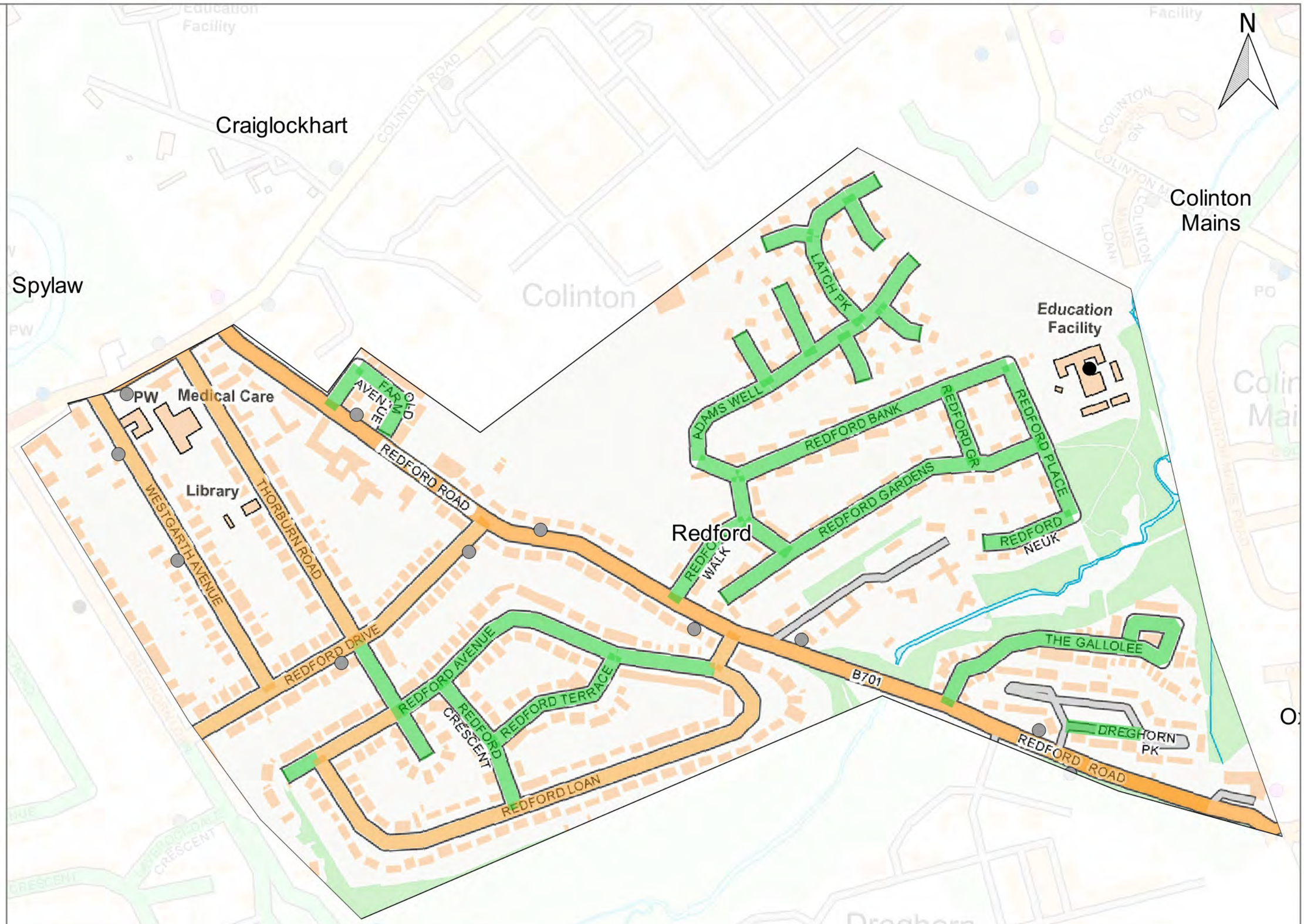
Parking Pressure Survey
Redford Area

Level of Parking Pressure

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

Generators of Parking Pressure

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



PROJECT CENTRE

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey
Shandon Area

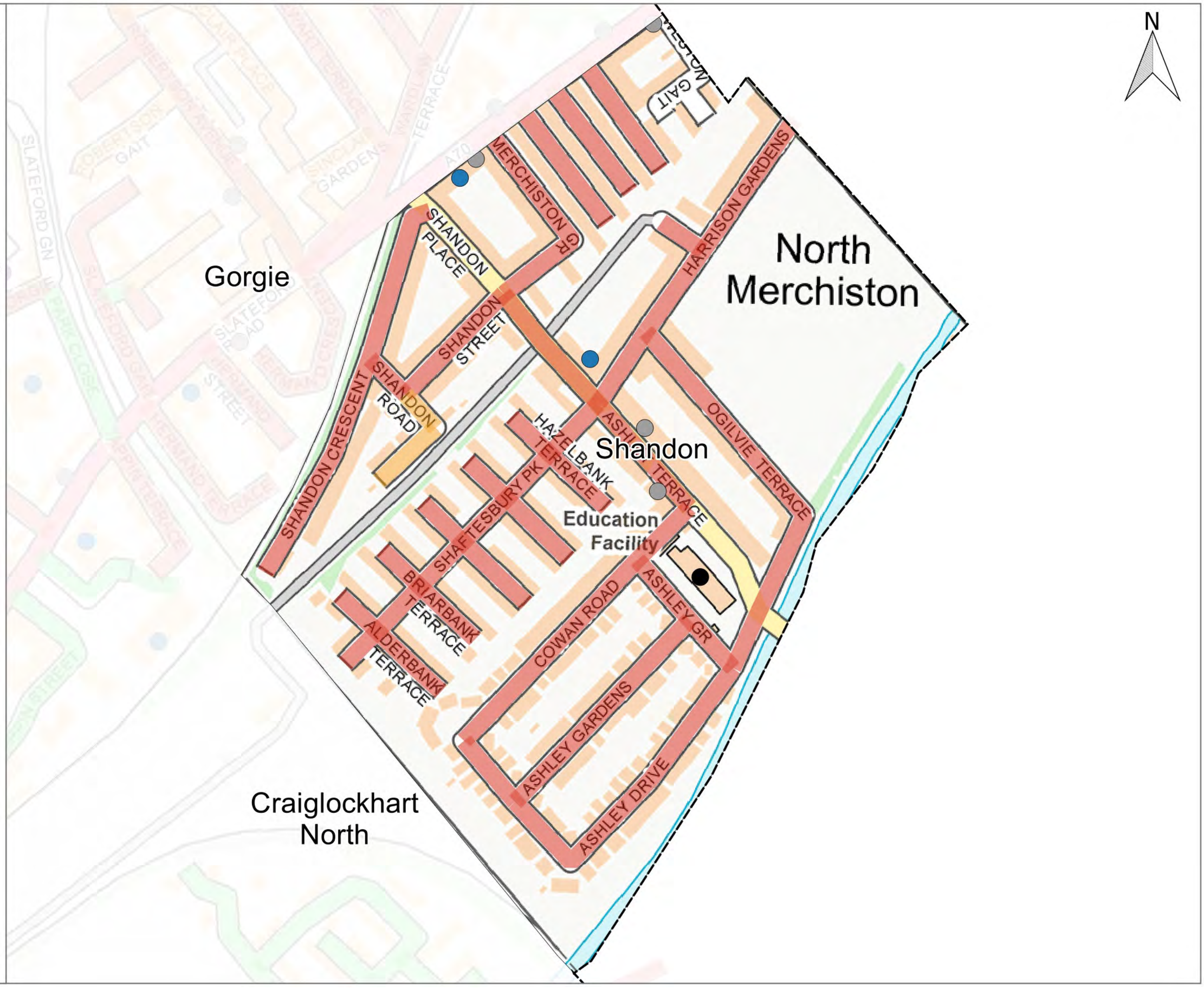
Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE



EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey

Sighthill Indsutrial Estate Area

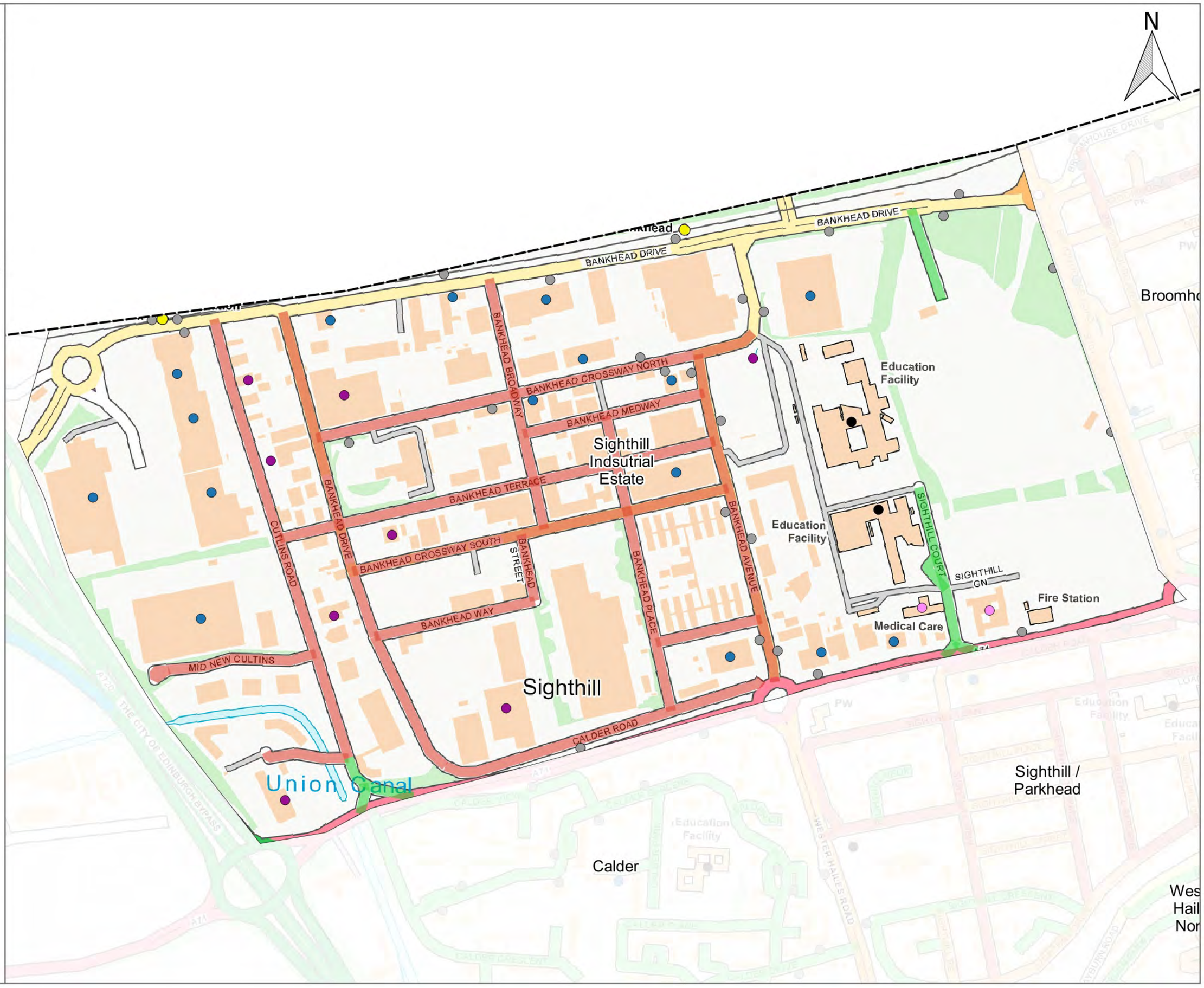
Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE



EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey

Sighthill Parkhead Area

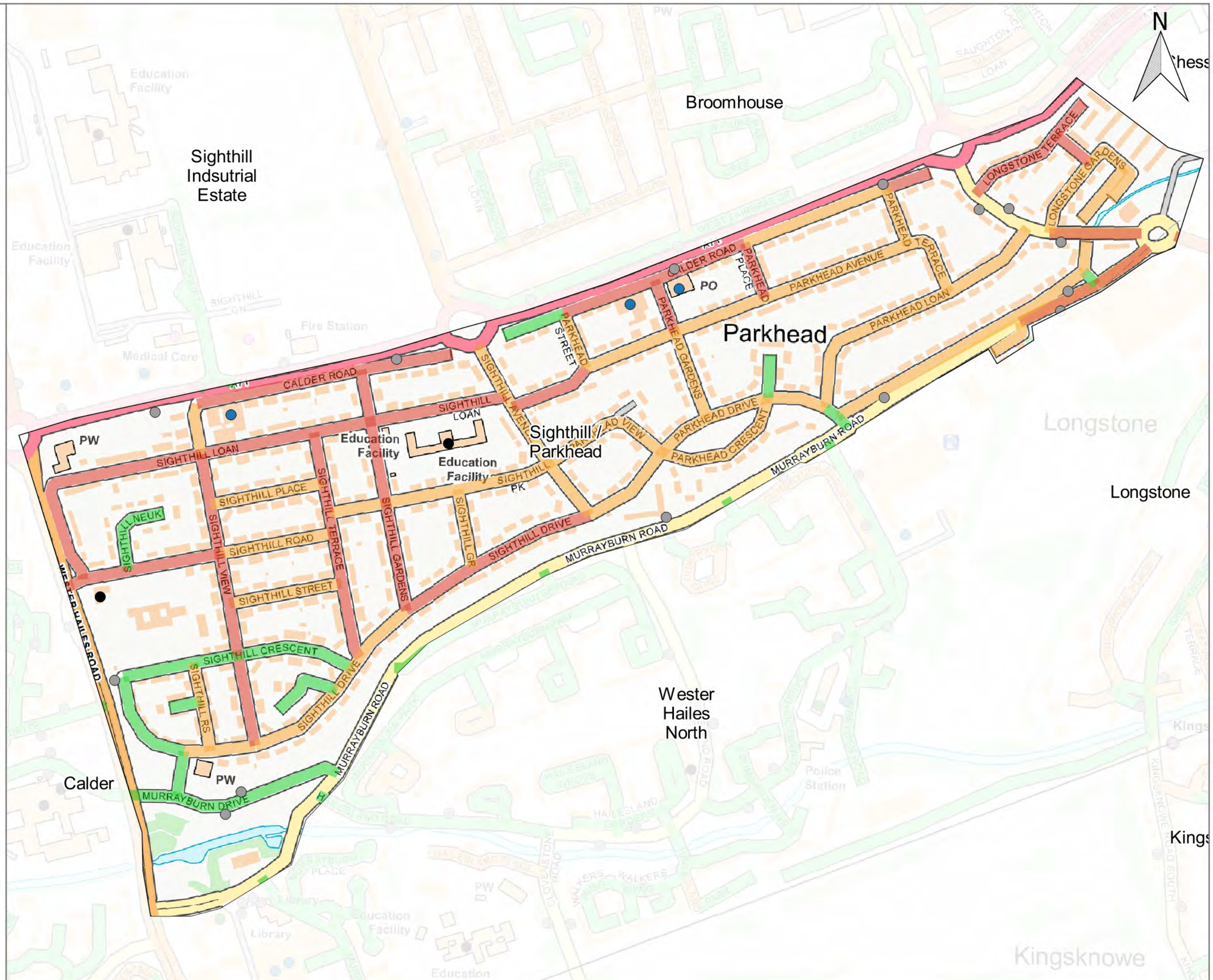
Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE



EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey
South Morningside Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE

N

B8

MEADOWSPOT

CRAIGHOUSE ROAD

CRAIGHOUSE GARDENS

BALCARRES STREET

BRUCE STREET

Jordan Burn

CRAIGHOUSE AVENUE

CRAIGHOUSE TERRACE

CRAIGHOUSE PK

PLEWLANDS TERRACE

PLEWLANDS GARDENS

PLEWLANDS AVENUE

South Morningside

B2

MORNINGSIDE GARDENS

MORNINGSIDE GROVE

ST CLAIR TERRACE

ST NINIAN'S TERRACE

ST FILLAN'S TERRACE

ST RONAN'S TERRACE

CRAIGLEA DRIVE

CRAIGLEA PLACE

Education Facility

CRAIGHILL GARDENS

COMISTON DRIVE

GREENBANK DRIVE

Easter Craiglockhart Hill

Cluny

Greenbank

Braid Hill

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey

Spylaw Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey
Stenhouse Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey

Swanston Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey
Wester Hailes North Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey
Wester Hailes South Area

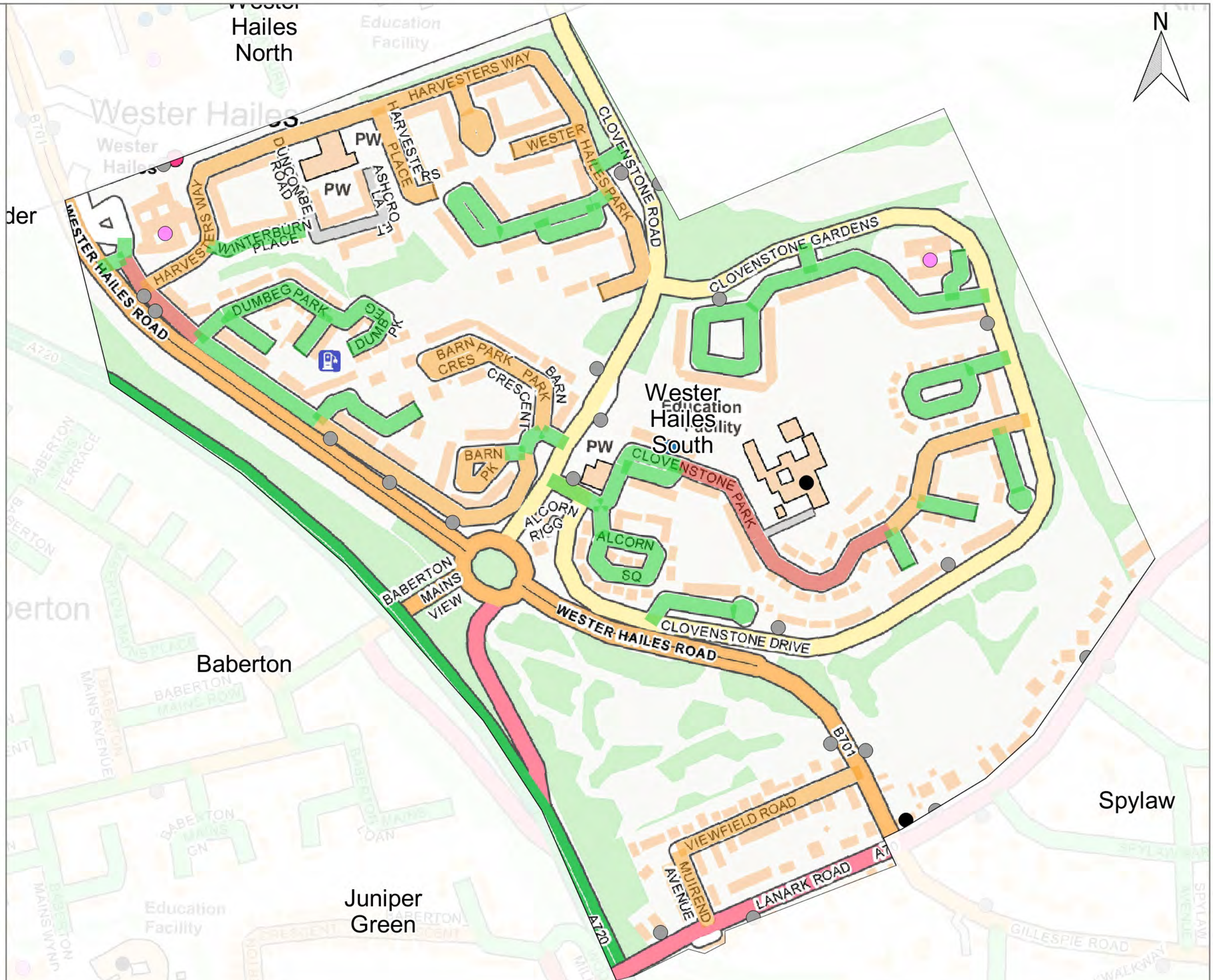
Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE



Appendix C – B2 & B8 Heat Maps

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey
B2 Area

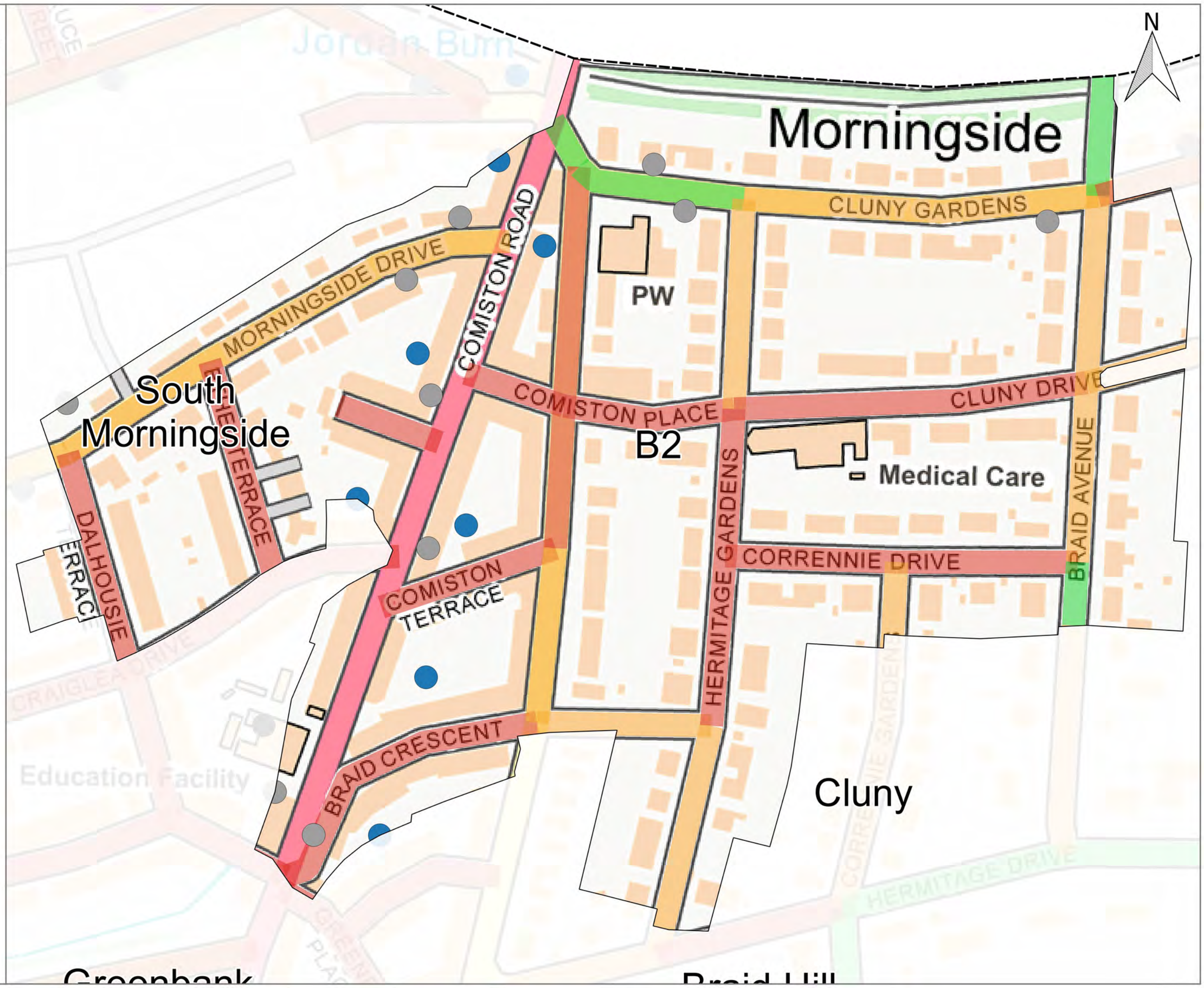
Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE



EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey
Controlled Parking B2 Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE

N

Morningside

CLUNY GARDENS

PW

MORNINGSIDE DRIVE

COMISTON ROAD

South Morningside

COMISTON PLACE

CLUNY DRIVE

B2

Medical Care

DALHOUSIE TERRACE

COMISTON TERRACE

CORRENNIE DRIVE

BRAID AVENUE

HERMITAGE GARDENS

BRAID CRESCENT

Cluny

Jordan Burn

CRAIGLEA DRIVE

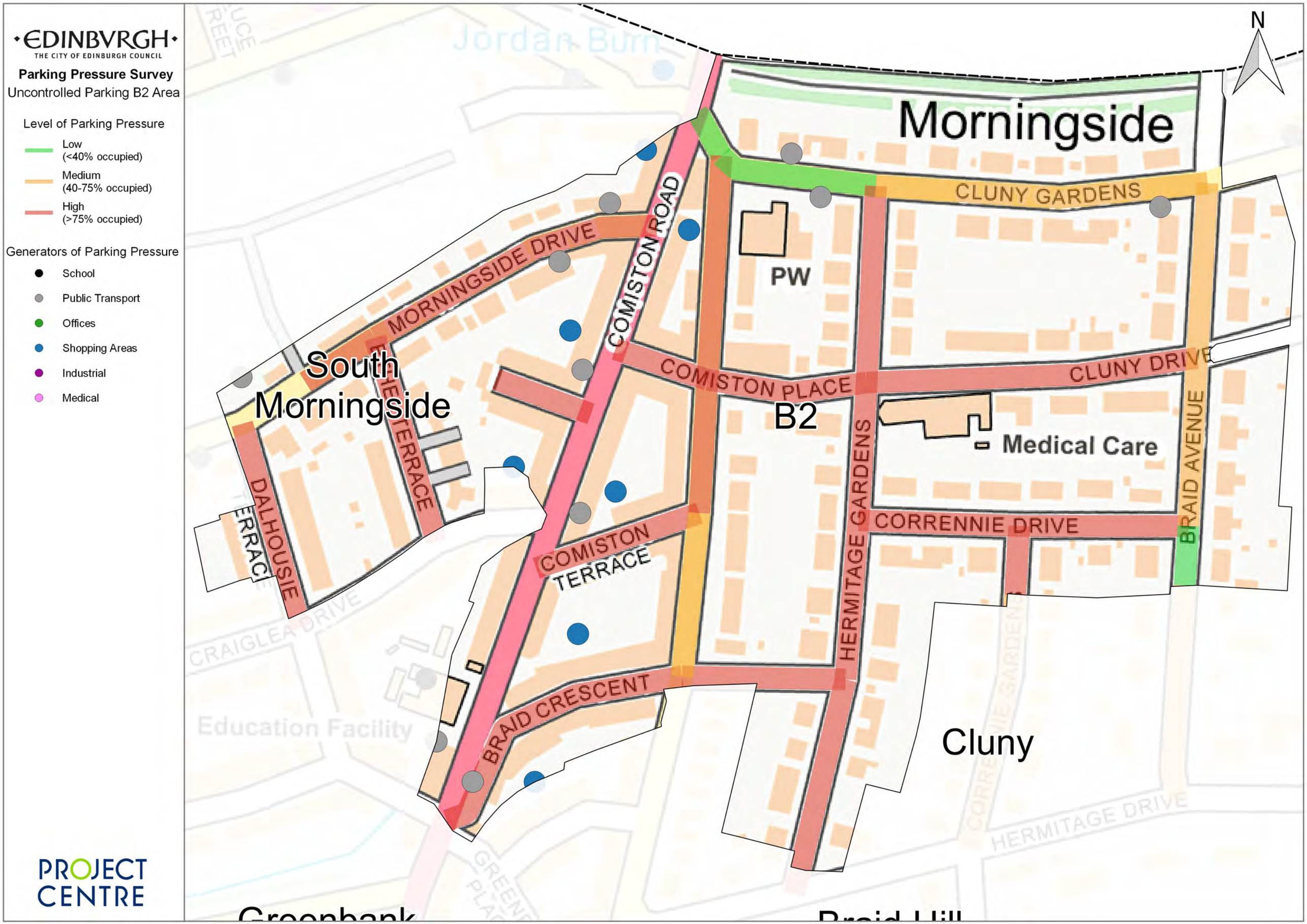
Education Facility

CORRENNIE GARDENS

HERMITAGE DRIVE

Greenbank

Braid Hill


EDINBVRGH
THE CITY OF EDINBURGH COUNCIL
Parking Pressure Survey
Uncontrolled Parking B2 Area
Level of Parking Pressure
Low (<40% occupied)
Medium (40-75% occupied)
High (>75% occupied)
Generators of Parking Pressure
School
Public Transport
Offices
Shopping Areas
Industrial
Medical
N
Morningside
CLUNY GARDENS
PW
MORNINGSIDE DRIVE
COMISTON ROAD
South Morningside
COMISTON PLACE
CLUNY DRIVE
B2
Medical Care
DALHOUSIE TERRACE
COMISTON TERRACE
HERMITAGE GARDENS
CORRENNIE DRIVE
BRAID AVENUE
CRAIGLEA DRIVE
BRAID CRESCENT
Education Facility
Cluny
HERMITAGE DRIVE
Greenbank
Braid Hill
PROJECT CENTRE

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey
B8 Area

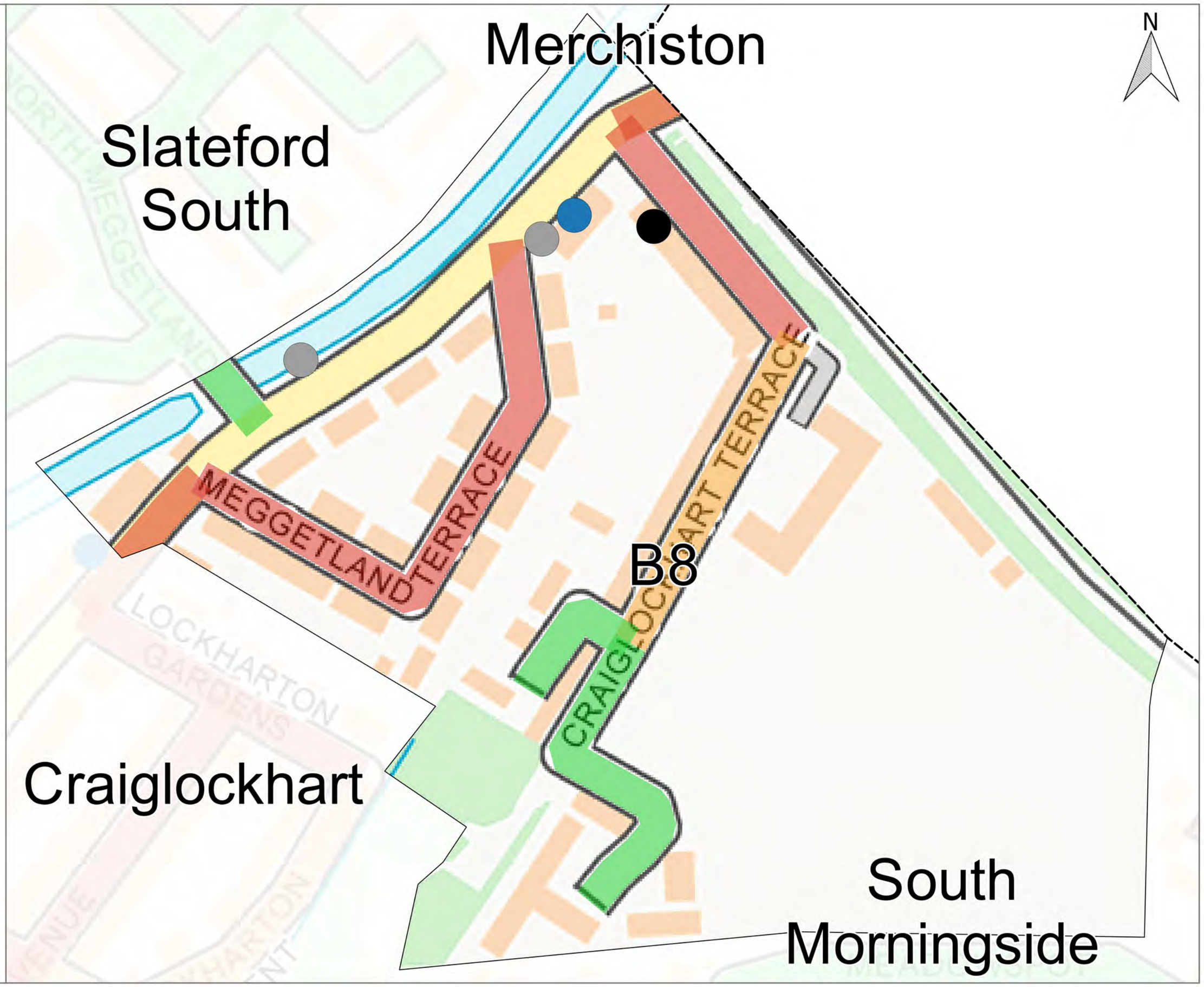
Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE



EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey
Controlled Parking B8 Area

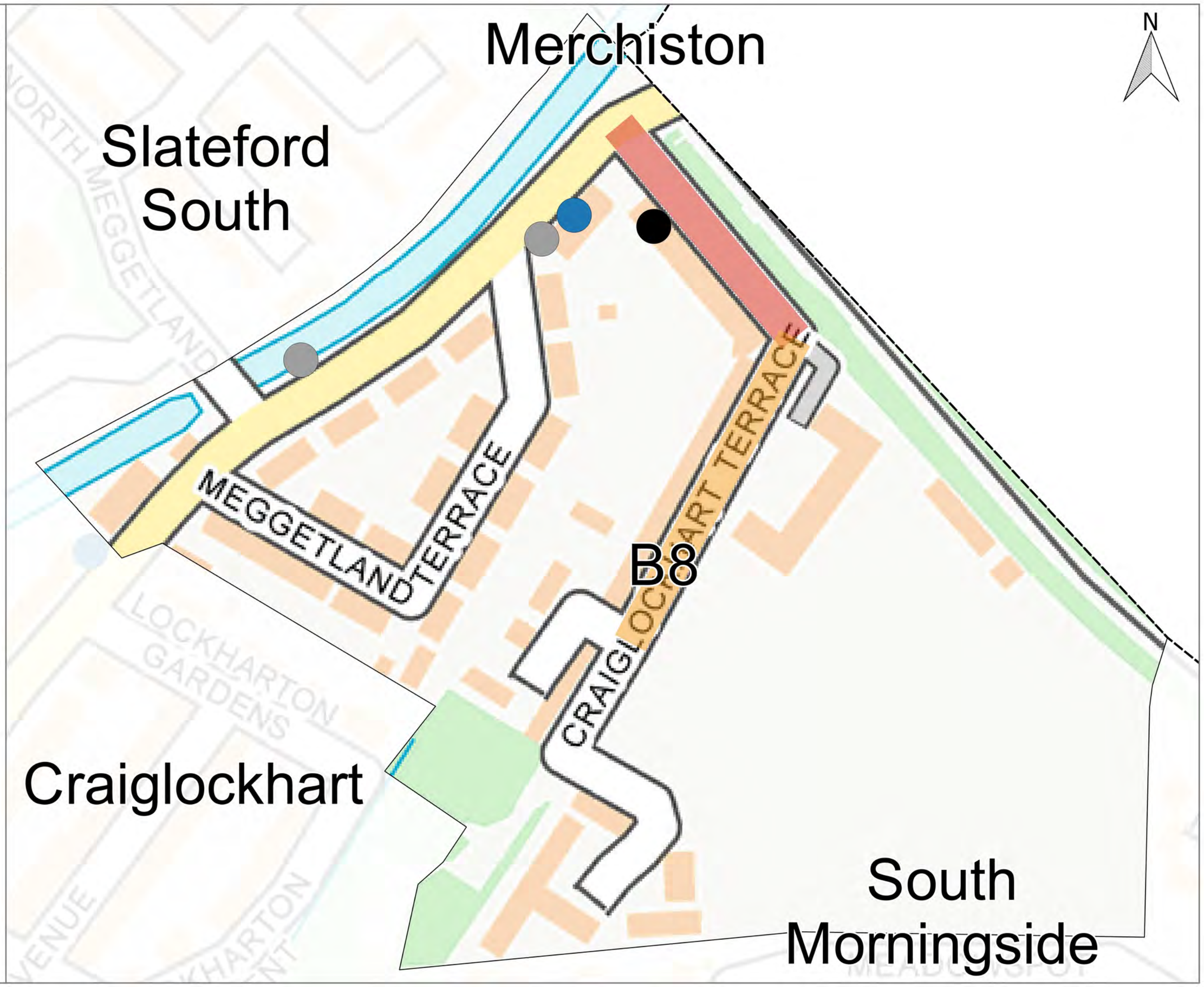
Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE



EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey
Uncontrolled Parking B8 Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE

N

Merchiston

Slateford South

MEGGETLAND TERRACE

CRAIGLOCKHART TERRACE

B8

Craiglockhart

South Morningside

Appendix D – CEC LDP Proposal Plans

South East

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

EDINBURGH LOCAL DEVELOPMENT PLAN

PROPOSALS MAP

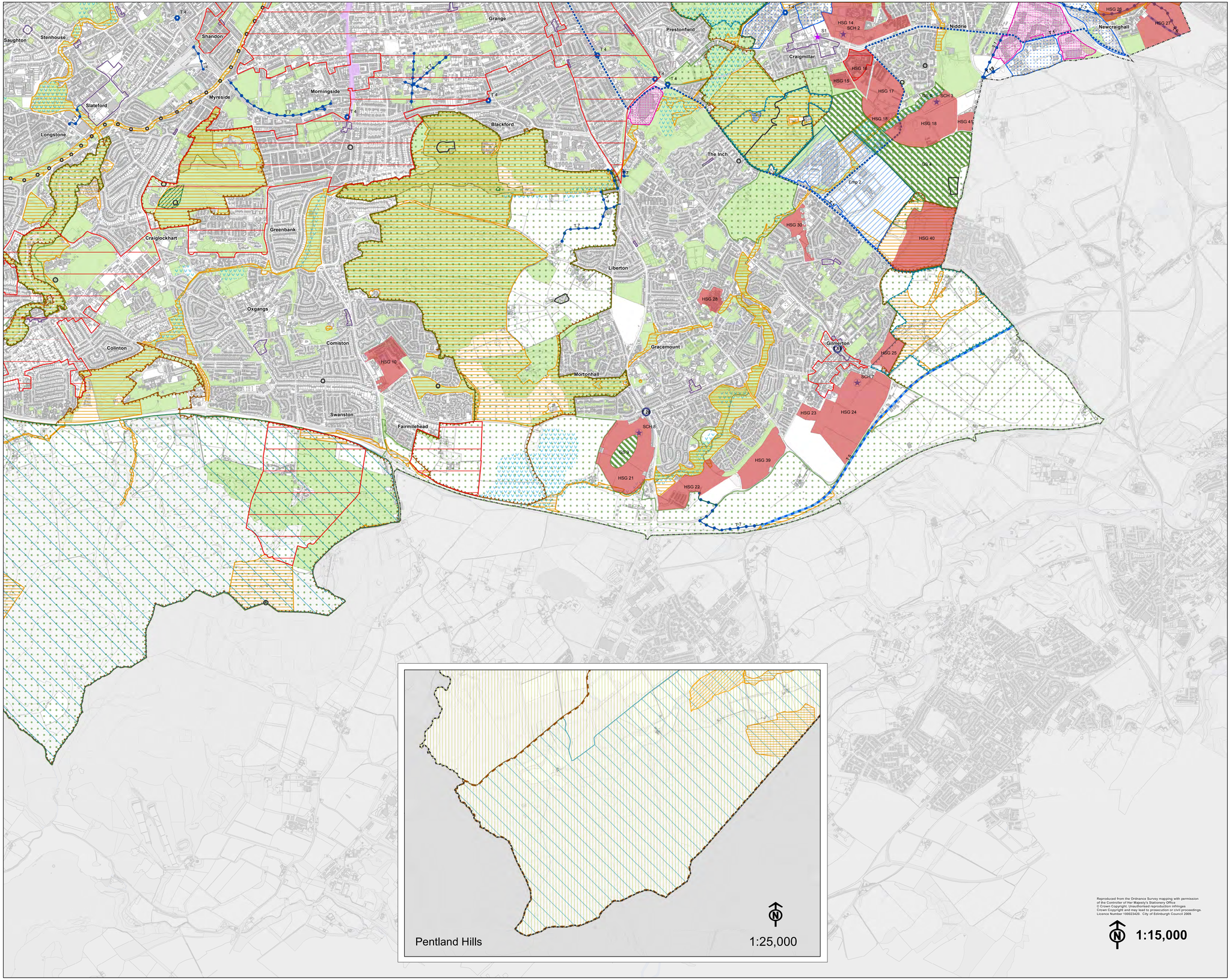
ADOPTED NOVEMBER 2016

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, Ret10 -11; Tra 1-4, Tra 6, Tra 8-9, Tra 11; RS 1, RS 4, RS 6 - RS 7

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

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



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South West

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

EDINBURGH LOCAL DEVELOPMENT PLAN

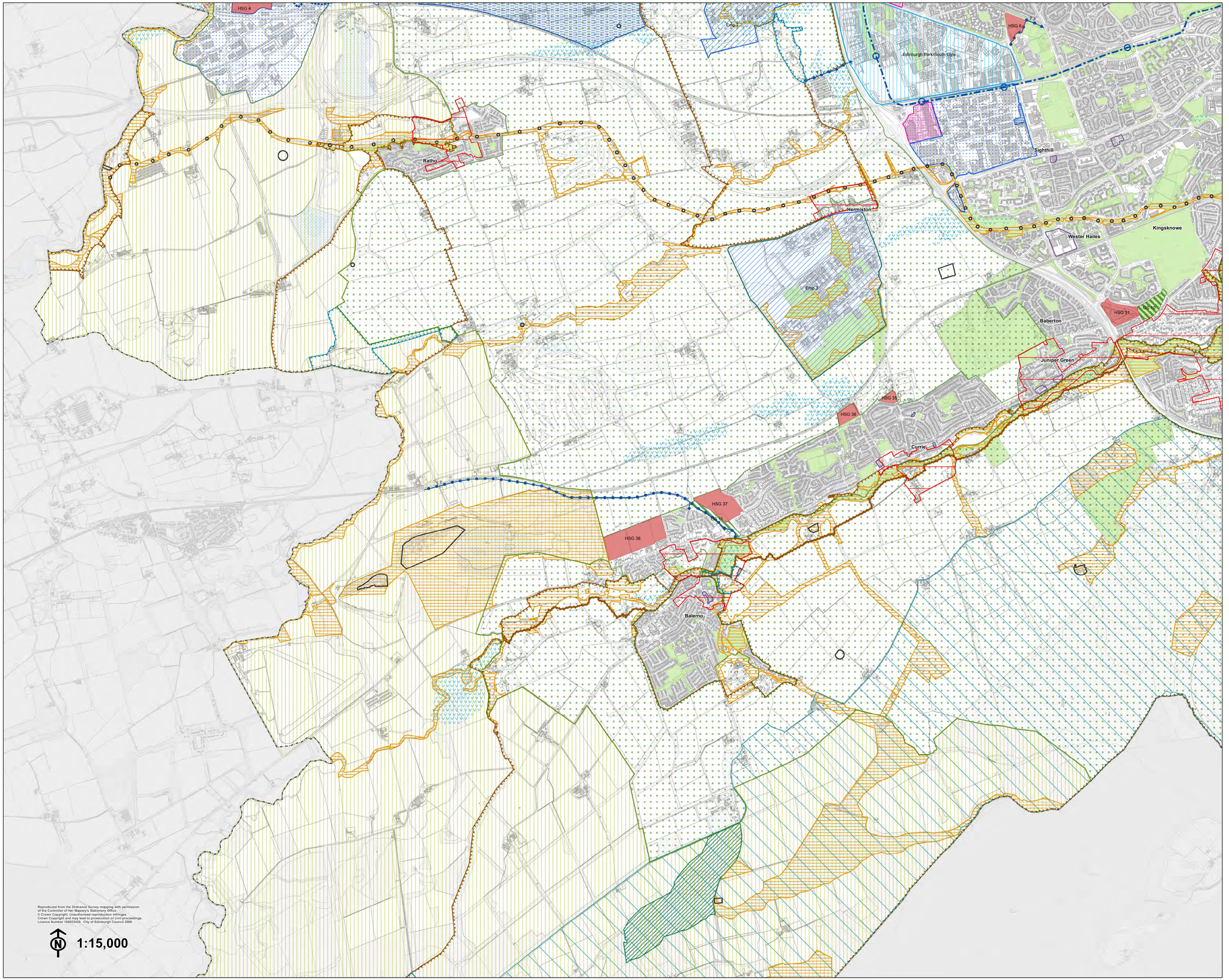
PROPOSALS MAP

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, Ret10 -11; Tra 1-4, Tra 6, Tra 8-9, Tra 11; RS 1, RS 4, RS 6 - RS 7

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

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



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Appendix E – Area 2 Recommendations Map

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Parking Pressure Survey
Area 2, B2 & B8

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

N

Gorgie North
Stenhouse
Gorgie
Shandon
Broomhouse
Sighthill Indsutrial Estate
Chesser
Craiglockhart North
B8
South Morningside
B2
Cluny
Greenbank
Braid Hill

PROJECT CENTRE

Appendix 5: Options Assessment - Area 2

This Appendix considers the options available to the Council for the following situations:

1) South Morningside; and
2) Sighthill Industrial Estate.

Part 1 - South Morningside

This section will explain the different approaches possible in addressing parking concerns in the south Morningside area, taking into account the results of recent consultations, commitments that have already been made and the recommendations arising from the results of the Strategic Review in this area.

Background
In May 2017, Committee approved an eastwards and southwards expansion of the B2 Priority Parking Area (PPA). This expansion reflected the wishes of residents in these areas to be included within B2 and recognised the impact that commuter parking was having on the availability of parking space.

In December 2017, the Council carried out a consultation exercise in the area to the west of B2, in response to concerns from residents about the impact of non-residential parking in that area. The results of that consultation, which can be found in Appendix 3 to this report, were due to be separately reported to this Committee, with a primary recommendation to expand B2 westwards.

The consultation report also recognises that there is the potential for the redevelopment and expansion of the Royal Edinburgh Hospital (REH)to have a further detrimental impact on parking in this area. Observations on-site already suggest that there has been an increase in operational, as well as construction, related parking in the vicinity of Myreside Road that is now necessitating further parking restrictions. The report therefore recommended that the impact of Hospital parking be monitored to determine whether completion of the proposed expansion resulted in increased parking pressure.

The immediate expectation was that the Council would take the necessary steps to introduce an eastern/southern and western expansion of B2, reflecting the wishes of residents.

Strategic Review Results
The Strategic Review was intended to look beyond any existing concerns that had been raised by residents, reviewing all parking across the city in the same way so as to provide an overall picture of parking pressure. At the same time there was a desire to identify potential for new parking pressures and to highlight those as part of the process.

In the case of south Morningside, the review has split this area into three distinct sub-areas. Those areas, with their individual parking pressure figures, are as shown in the following table:

Area	Average parking pressure	Percentage of roads by parking pressure level		
		High	Medium	Low
South Morningside (West of B2)	80%	64%	32%	4%
B2	74%	64%	32%	4%
Cluny (East of B2)	57%	27%	64%	9%

As can be seen from the results, the B2 area, which is subject to both main traffic route controls on the A702 and adjacent side-streets and to Priority Parking controls, has a lower average parking pressure than the uncontrolled area to the west (named South Morningside in the Review).

On the basis of these results, taken in conjunction with the potential for additional parking pressures linked to the expansion and redevelopment of the REH and the potential for existing parking pressures to migrate should only parts of these areas be subject to increased parking control, the Strategic Review of Parking has now made the recommendation that all three of these area should become CPZ.

Potential conflicts

With these separate workstreams having resulted in differing recommendations, it is now necessary to determine which approach the Council should take. There are four main options:

Option 1 – Proceed with the expansion of the B2 PPA
Option 2 – Expand B2 as an interim measure in advance of the introduction of CPZ
Option 3 – Proceed with the introduction of CPZ in the existing B2 area, and expand the PPA outwards
Option 4 – Proceed with the wider implementation of CPZ across south Morningside

These options are discussed in further detail on the following pages.

Option 1

Overview	Proceed with the expansion of the B2 PPA
Detail	This option would see the Council follow outstanding commitments made to extend B2 eastwards and southwards, reflecting the wishes of residents. It would also see a westwards expansion of B2 that reflected the outcome of the consultation with residents in this area.
Arguments For	This option would: • Reflect the wishes of residents who want to be included in B2. • Reflect the wishes of residents who do not currently want their streets to have parking controls. • Provide protection for residents in the B2 PPA from commuter parking • Improve accessibility in the affected areas.
Arguments Against	This option would not: • Address the wider concerns in respect of the impact of commuter parking. • Prevent the migration of parking pressures from the affected areas into uncontrolled neighbouring areas. • Prevent any increase in staff or visitor parking related to the Royal Edinburgh Hospital.
Conclusion	While this option reflects the results of recent consultations, residents have not had the opportunity to comment on whether they would be supportive of CPZ. This option would provide some protection from the negative impacts of commuter parking but would not address the key problem in that this area is extremely convenient both for commuters working in Morningside, but also that there is access to public transport serving Bruntsfield, Tollcross and the city centre.
Ranking	This option is the least favoured solution, ranked 4 out of 4 of the options being considered.

Option 2

Overview	Expand B2 as an interim measure in advance of the introduction of CPZ
Detail	This option is similar to Option 1 in that it sees measures introduced in line with outstanding commitments and the wishes of residents. However, this would be an interim measure, designed to be introduced within 18 months whilst at the same time the Council would proceed with the wider introduction of CPZ.
Arguments For	This option would: • Deliver on outstanding commitments. • Provide the requested level of control within a quicker timescale than it is anticipated that it would be possible to deliver CPZ. • Provide more immediate protection for residents in the B2 PPA from commuter parking. • Improve accessibility in the affected areas. • Provide for a longer-term solution to the wider parking pressures in the three areas affected. • Address longer-term concerns about migration and the potential impacts of increased commuter or visitor parking.
Arguments Against	This option would also involve: • A repetition of consultations and legal processes. • Incurring additional/duplicate costs linked to undertaking two separate processes to introduce the two phases of work. • A potential delay in delivering not only other parking projects, but any delays to the introduction of PPA could result in the introduction of CPZ also being delayed. • A repetition of work on-street, with any signing and/or road markings potentially subject to change due to the different operational hours of control and the different approaches taken to space allocation between PPA and CPZ. • An additional impact on residents in terms of having one form of control replaced by a different form of control within a relatively short period of time.
Conclusion	This option both recognises commitments made and the need to take further action to tackle commuter parking and prevent any further deterioration in the parking situation. However, it also means that there would be a duplication of work, where the affected resources might be better deployed delivering the longer-term option. There is also a risk that this two-phase approach could not only mean that the overall process would take longer, but that there could also be resulting delays to other schemes, or to other parts of the work related to the Strategic Review. Delivering a temporary solution would also result in abortive work on-street, where measures introduced under PPA might require to be altered to suit CPZ. This not only means a waste of resources, but also that the Council would incur additional and unnecessary costs. It would also mean twice the necessary disruption to residents.
Ranking	This option is considered to be the second-best solution, ranked 2 out of the 4 options being considered.

Option 3

Overview	Proceed with the introduction of CPZ in the existing B2 area, and expand the PPA outwards.
Detail	This option would see B2 become CPZ, whilst the previously approved extension to the east and south would become PPA and the recommended extension westwards would also become PPA.
Arguments For	This option would: • Deliver on outstanding commitments. • Provide the requested level of control in the extended areas of PPA within a quicker timescale than it is anticipated that it would be possible to deliver CPZ. • Provide additional protection for residents in the B2 PPA from commuter parking. • Improve accessibility in the affected areas. • Partially address longer-term concerns about migration and the potential impacts of increased commuter or visitor parking.
Arguments Against	This option would not: • Provide for a longer-term solution to the wider parking pressures in the three areas affected. • Address longer-term concerns about migration and the potential impacts of increased commuter or visitor parking. • Provide the anticipated benefits of an extension of the CPZ, in terms of fully addressing commuter parking pressures.
Conclusion	This option both recognises commitments made and the need to take further action to tackle commuter parking and prevent any further deterioration in the parking situation. However, it also means that there would be no protection for residents outside of the proposed CPZ or the widened PPA. Commuter parking would remain possible, with any additional pressures caused by staff or visitor parking further exacerbating the parking pressures. The controls in place in the existing B2 already mean that most of the available kerbside space is taken up by some form of parking place or restriction. There would be little benefit to the residents of the existing B2, with any displaced pressures simply moving into neighbouring parts of the expanded B2 or nearby uncontrolled streets. This option does, on the surface, provide a reasonable solution, but does not fit with the wider aims of the Strategic Review in tackling the effects of commuter parking. With local generators of commuter parking, this option cannot be considered to be the preferred approach.
Ranking	This option is ranked 3 out of the 4 options being considered.

Option 4

Overview	Proceed with the wider implementation of CPZ across south Morningside.
Detail	This option reflects the recommendation from the Strategic Review of Parking, where the South Morningside, B2 and Cluny areas all move directly to being CPZ.
Arguments For	This option would: • Deliver beyond outstanding commitments. • Provide protection for residents across South Morningside from commuter parking. • Improve accessibility in the affected areas. • Address longer-term concerns about migration and the potential impacts of increased commuter or visitor parking.
Arguments Against	This option: • Would take longer to implement. • Might not be supported in some parts of the area where parking pressures are less acute.
Conclusion	This option fully supports the aims of the Strategic Review, delivering a scheme that will address both existing and future parking pressures across the area. All lengths of road would be controlled and any vehicle parking would have to abide by the restrictions in place. While some residents will undoubtedly be opposed to such an approach, the introduction of CPZ is the only option that would provide full protection from any increase in parking pressure. Whilst there are streets within this area that do not experience significant outside pressure, controlling nearby streets would undoubtedly result in some impact and, if parking pressures generally increase as a result of nearby development, then residents in any uncontrolled streets would see an increase in demand in their street. CPZ across the area would eliminate that potential.
Rank	This option is ranked 1 out of the 4 options being considered.

Overall Conclusion

Until August 2018, the preferred approach for considering new parking controls was on a case by case basis, assessed in accordance with the Council's Controlled Parking Zone and Priority Parking Area Protocol. That protocol set down a list of requirements that had to be met before consideration would be given to investigating parking controls. Even so, the most likely outcome from any resulting investigation was likely to be Priority Parking, with new CPZ being an option that was considered too expensive and too divisive in terms of public opinion to warrant serious consideration.

The proposal to undertake the Strategic Review recognised that there was a new strength of feeling from a number of key areas of the city, where residents were, quite frankly, fed up with their streets being used as urban Park and Ride. It further recognised that this strength of feeling meant that there was now a need to reconsider CPZ in order to tackle commuter parking and support the aims of the Council's Local Transport Strategy.

As a result of the work completed thus far on the Strategic Review we have identified the need to consider parking controls along the A8 corridor. In this report the review has identified the need to consider controls along the existing and proposed route of the Edinburgh Tram and in a number of other areas subject to parking pressures.

It is important that the outcome of the review is consistent across the city and that commuter parking pressures are dealt with in the same way wherever they occur. If the review is to reduce the incidence of commuter parking and encourage more commuters onto public transport or to use more sustainable means of travelling to work, then CPZ must be the preferred option for South Morningside.

Both Options 2 and 4 would see CPZ introduced, with the only difference being that Option 2 would see PPA introduced as an interim measure.

It is recommended that the preferred option be Option 4 and that the Council propose CPZ in this area in line with the interim prioritisation detailed in Appendix 8 to this report, subject to the final prioritisation that will be confirmed once the results from Areas 4 and 5 have been reported to Committee.

Recommendation
To proceed with the proposal to introduce CPZ in the Strategic Review Areas of South Morningside, B2 and Cluny in line with the proposed prioritisation in Appendix 8 of this report.

Part 2 – Sighthill Industrial Estate

Introduction
Across Edinburgh there are a number of areas that consist primarily of commercial or industrial properties.

The following paragraphs consider the existing parking situation in one such area – Sighthill Industrial Estate.

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

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

The industrial estate also sits between the A71, Calder Road where there is direct access to several bus services serving the west of the city and the city centre and Bankhead Drive, where there is direct access to Edinburgh Tram, Edinburgh Park Station and other local bus services.

On a daily basis Sighthill Industrial Estate is subject to extensive parking, with many parts of the estate filled to capacity. With no residential properties in this area it is apparent that the majority of these vehicles belong to commuters who are either working in this area or park here before continuing their journey by other means.

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

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

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

Conclusions
It is apparent from the results of the Strategic Review that there are significant parking pressures in many residential areas of the city. While the results for Sighthill Industrial Estate show an average pressure of 79%, placing it amongst those areas subject to the highest demand for parking, those pressures do not have any direct impact on residents. Evidence of this is apparent from the results of the neighbouring Calders area, where the average parking pressure is 23%, suggesting that the majority of parking demand in this area is contained within the industrial estate itself.

That said, it must be considered that, as part of a wider strategy of addressing commuting to work by private vehicle, areas like Sighthill Industrial Estate should not be ignored. Further investigation and consideration should be given to solutions that would address commuter parking in such areas, whilst appreciating that the introduction of parking controls would have the potential to simply move those pressures into neighbouring areas.

Recommendations

It is recommended that:

- Priority should be given to addressing commuter parking pressures in residential areas, and in the order recommended in Appendix 8;
- Further consideration should be given to the introduction of measures designed to manage commuter parking in non-residential areas like Sighthill Industrial Estate; and
- A report be submitted to a future meeting of the Transport and Environment Committee with recommendations as to the nature of potential measures for such areas and for any associated measures to prevent the migration of parking demand to neighbouring residential areas.

Edinburgh Citywide Parking – Area 3

Strategic Parking Review

City of Edinburgh Council

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EXECUTIVE SUMMARY

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

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

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

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

A desktop assessment was carried out on all roads in Area 3 – East Edinburgh to identify generators of parking pressure such as local shops, offices or public transport routes and the availability of parking provision. Data was collected on potential generators of parking pressure and then used to determine if a correlation was present between the generators identified and the existence of parking pressure on a road. All the roads in both areas have been assessed on their availability of parking provision which was categorised to indicate whether a road was considered to have; no access, limited access or significant access to off-street parking.

Finally, all roads in Area 3 were visited to survey the level of parking pressure on the road; this was done by determining the free kerb space for parking.

The data obtained through the parking pressure survey has been used to produce heat maps which highlight the extent and relative severity of parking pressure on each road of Area 3.

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

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

Using the results of the data collected and the protocol issued by CEC 2017, the outlined areas listed below in Area 3 – East Edinburgh have been considered and recommended for the introduction of a CPZ or PPA parking controls.

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

- Leith Walk (high)
- Abbeyhill (high)
- Willowbrae North (high)
- Leith (high)
- Bonnington (high)
- West Leith (medium)
- Pilrig (medium)
- Easter Road (medium)
- North Leith (medium
- Portobello (medium)

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

- Newhaven South (medium)

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

- Newhaven North

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 and road safety improvements are made on the following roads:

- Durham Place Lane
- Park Lane
- Craigentinny Road
- Wakefield Avenue
- Brunstane Road South

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 Brunstane, North Leith and Newhaven North.

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1. CLIENT REQUIREMENTS

1.1 Introduction

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

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

1.1.3 The area to be investigated for parking pressure is the city of Edinburgh in its entirety, with some exceptions. The exceptions are areas where existing Controlled Parking Zones (CPZ) are in place e.g. Zones 1 to 8, Zones N1 to N5, S1 to S4 and Zone K.

1.1.4 The investigation area has been divided into six separate packages, five of which are geographical splits of the city; West, South-west, East, South-east and North Edinburgh. The remaining package is to include specific locations identified by CEC.

1.1.5 This report will focus on Area 3 – East Edinburgh and through the assessment of parking pressure, Project Centre will consider recommendations for areas that would benefit from the introduction of parking controls in the form of a CPZ or PPA.

1.1.6 These recommendations will follow the conditions set out by CEC in the Controlled Parking and Priority Parking protocol, particularly those set out in Section 2 Part A of the investigation criteria.

1.2 Background

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

1.2.2 CEC has received several representations from residents, businesses and local elected members seeking the introduction of new parking controls. However, the full extent of parking pressures caused by non-residents or other users is not immediately apparent. The investigation carried out by Project Centre will seek to provide an assessment on the full extent of parking pressures in the city.

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

1.2.4 The introduction of parking controls can help to prioritise parking space for residents - determining who may park in a parking bay and for how long, assist disabled people or those who have mobility problems, improve accessibility to shops and businesses, and in some cases, reduce car ownership.

1.2.5 Existing parking controls currently implemented in Edinburgh are CPZ, PPA, standalone parking places and waiting restrictions (yellow lines). Parking controls have benefits for pedestrians and cyclists through general improvements in road safety as well as promoting the use of other modes of transport, such as public transport which is more sustainable.

1.2.6 A CPZ is a zone where all available kerb space is controlled either by parking bays or yellow lines. CPZs consist of different types of parking bays that allow parking and loading by a range of users.

1.2.7 A PPA allocates some of the available kerb space for parking to permit holders. The PPA usually operates for a short period each day to prevent commuters from parking in the available spaces and therefore allowing residents and their visitors to park near their homes.

2. METHODOLOGY

2.1 Desktop Assessment

2.1.1 A desktop assessment was carried out on all roads in Area 3 – East Edinburgh and to identify generators of parking pressure such as local shops, offices or public transport routes and the availability of parking provision.

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

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

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

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

2.1.4 Finally, all of the roads in Area 3 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 3 to complete a parking pressure survey. The survey was carried out over three separate days; 19th, 20th 21st February and all surveys were undertaken between the hours of 10am and 5pm.

2.2.2 The parking pressure survey was undertaken through observations of usable kerb-side space to determine the severity of the identified parking pressures. The level of severity was measured based on the percentage of usable kerb-side space occupied by parked vehicles on a road by road basis and has been shown either as low, medium or high.

2.2.3 The data collected in the parking pressure survey was inputted into the geographical information system software QGIS, to provide a visual data output that shows the varying levels and extent of parking pressures on each road of Area 3.

2.2.4 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 3.

3. HEAT MAPS

3.1 Area 3

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 3. The methodology follows on from the previous studies y undertaken in Area 1 and 2.

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. Abbeyhill or Newhaven South. However, they do not define exact residential areas and have been used for analysis purposes only.

3.1.5 An overview of the location of the heat map areas in Area 3 can be found in Appendix A. The heat maps for each area are provided in Appendix B.

4. FINDINGS – AREA 3

4.1 Summary

4.1.1 The heat maps for Area 3 have been divided into residential areas, although these areas do not define exact residential boundaries. Where possible, roads have been included or excluded from an area in their entirety to avoid overlaps. Any reference to an area below is made in relation to the corresponding heat map found in Appendix B. Based on the results of the parking pressure survey each area has either been recommended for future parking controls or for no action to be taken at this time.

4.2 Abbeyhill

4.2.1 The area recorded high parking pressure on the majority of its roads. High parking pressure levels were recorded on Rossie Place, Norton Park, Maryfield, Alva Place, Lady Menzies Place, Regent Place, Waverley Place and Carlyle Place. When surveyed, these roads consisted of rows of residential terrace housing lacking access to off-street parking facilities. The high-street on London Road and Easter Road, provides multiple generators of parking pressure within proximity to the aforementioned roads including bus routes and shopping facilities, creating a high level of parking pressure.

4.2.2 Residential properties along Royal Park Place and Royal Park Terrace when surveyed, displayed a lack of access to off-street parking facilities. Combining the lack of parking facilities with the presence of higher car ownership levels, and parking associated with the industrial units on Royal Park Terrace, high parking pressure levels are recorded.

4.2.3 Lower London Road recorded high parking pressure likely due to transport generators being present on London Road and residential properties on the road lacking access to off-street parking facilities. Stanley Place, Taylor Place and Comely Green Place also recorded high parking pressure levels with the majority of residential properties along these having limited access to off-street parking facilities.

4.2.4 Brand Place, Moray Park and Croft-An-Righ are the only areas in Abbeyhill that recorded a low level of parking pressure. When surveyed, Brand Place and Croft-An-Righ, had double yellow lines present on both roads, restricting parking. Moray Park leads into a retail park, with adequate parking facilities, reducing the parking pressure on the road.

4.2.5 Due to the high parking pressures observed on the roads in this area, the generators of parking identified and the proximity to the existing Edinburgh CPZ, it is recommended that a CPZ be introduced.

4.3 Bonnington

4.3.1 Throughout the Bonnington area parking pressures varied between medium to high levels, with only Easter Warriston and Bonnyhaugh Lane recording low parking pressure levels. When surveyed, Bonnyhaugh Lane was marked with double yellow lines, restricting parking. In addition, a small housing property, which had a private car park provided, creates a lower parking pressure. Easter Warriston consisted of residential properties with significant access to off-street parking facilities, reducing the parking pressure for the area.

4.3.2 Areas of Bonnington that recorded medium parking pressure levels include Flaxmill Place, Bonnyhaugh, Gosford Place, Dalmeny Road and Connaught Place. Connaught

Place and Dalmeny Place when surveyed, had varying levels of residential off-street parking facilities. The housing properties had access to off-street parking facilities whilst the flat properties lacked off-street parking facilities, creating the medium level of parking pressure. Gosford Place consists of terrace housing with no access to off-street parking facilities, creating the medium parking pressure levels present. When surveyed, Flaxmill Place and Bonnyhaugh consisted of residential properties with varying access to off-street parking facilities. Flaxmill Place had generators of parking pressure nearby, including offices, shops and bus routes located on Newhaven Road.

4.3.3 High levels of parking pressure are recorded in Redbraes Place, Tinto Place, and Anderson Place. All these roads have limited access to off-street parking facilities, with parking pressure generators of bus routes and local shops within proximity to the roads, potentially causing the high level of parking pressure recorded. High levels of pressure in these roads may displace parking and be a contributing factor to the number of vehicles that were observed parked on B900 Broughton Road.

4.3.4 The generators of parking pressure such as the industrial units and shops on Burlington Street and Bangor Road are likely the cause of the high pressures observed on the roads, combined with the limited access to off-street parking. Similarly, industrial units around South Fort Street, are potentially generating further pressure on South Fort Street, Trafalgar Lane and Pitt Street as off-street parking for residents is limited. These roads, along with Largo Place are within close proximity to A902 Ferry Road.

4.3.5 The high levels of pressure observed on Warriston Road are most probably due to the residential properties on the road having no access to off-street parking. In contrast, Powerhall Rigg and Powerderhall Road had a significant amount of off-street parking although the designated bays were observed to be highly used.

4.3.6 Due to the high levels of parking pressure evident on the majority of the roads in Bonnington and the generators of pressure located on Ferry Road, Burlington Street and the B900, a CPZ is recommended for the area.

4.4 Brunstane

4.4.1 The area mostly recorded low levels of parking pressure. The Brunstane train station, was likely the generator of the high and medium parking pressure recorded on Brunstane Road South, as residential properties located on the road had access to off-street parking facilities.

4.4.2 Residential properties along Daiches Braes, Gilberstoun, Gilberstoun Loan and Gilberstoun Bright all had significant access to off-street parking facilities, with no presence of generators of parking pressure, thus recording low levels of parking pressure.

4.4.3 Brunstane Drive, Brunstane Crescent and Brunstane Bank recorded medium levels of parking pressure. When surveyed, these areas had access to off-street parking facilities and therefore the medium level of parking pressure may be due to high car ownership levels for the area. Brunstane Drive was observed to have existing single yellow lines present, limiting the available kerbside space. In contrast South Morton Street had limited access to off-street parking which is likely a cause of the medium parking pressure recorded.

4.4.4 The Edinburgh College had significant access to off-street parking with the bays present on Tait Wynd full and over spilling onto the grass verge.

4.4.5 No action is recommended at this time.

4.5 Craigentinny

4.5.1 Overall Craigentinny recorded medium levels of parking pressure. Nantwich Drive and Craigentinny Avenue when surveyed, had residential properties with significant off-street parking facilities and a lack of any generators of parking pressure. Despite these factors the roads recorded medium parking pressure levels which is therefore likely a cause of higher car ownership levels in the area. The adjacent streets between Nantwich Drive and Craigentinny Avenue include Stapeley Avenue, Fillyside Avenue and Fillyside Terrace all recorded low levels of parking pressure as residential properties had access to off-street parking facilities.

4.5.2 Other areas, recording medium levels of parking pressure include Christiemiller Avenue, Sydney Terrace and Vandeleur Avenue. Higher levels of car ownership may cause the medium level of parking pressure as again, residential properties have significant access to off-street parking facilities with minimal generators of parking pressure present. Vehicles were observed parked on Craigentinny Road and Wakefield Avenue in the advisory cycle lanes, reducing the width of the lane for cyclists.

4.5.3 Kekewich Avenue, recorded levels of both medium and high parking pressure. Throughout the road, there is sufficient access to off-road parking facilities, so greater car ownership levels may cause the medium level of parking pressure present. The change to a high level of parking pressure may be due to the presence of Wilson Memorial Church located on Portobello Road generating pressure.

4.5.4 High levels of parking pressure were recorded on Seafield Way. When surveyed, the area consisted of industrial warehouses and industrial shops, with varying levels of parking provision. Off-street spaces were observed to be near fully utilised and the kerbside space on the Seafield Way road which had no access also had the majority of available space, restrictions are currently in place, utilised.

4.5.5 There are industrial units located on Telferton and West Telferton with high pressures observed on sections of West Telferton. Some units had access to off-street parking however it was observed to be at a high usage and overspill onto the main West Telferton and the eastern section Fishwives' Causeway carriageways.

4.5.6 Areas within Craigentinny, recording low levels of parking pressure include Fishwives' Causeway, Bryce Avenue and Bryce Grove. Bryce Avenue has residential properties with good access to off-street parking facilities, creating the low parking pressure level. Fishwives' Causeway is a very narrow carriageway that limits vehicles from parking on the carriageway.

4.5.7 No action is recommended at this time.

4.6 Duddingston North

4.6.1 The area mainly recorded low to medium levels of parking pressure. Residential streets of Durham Drive, Southfield Road East and Durham Avenue recorded low levels of parking pressure due to significant access to off-street parking and minimal generators of pressure evident.

4.6.2 During the site visit, the roads of Christian Crescent and Brand Drive were subject to construction work being undertaken on the carriageway. This impacted the level of

kerbside space available and displaced vehicles which has potentially resulted in the medium to high levels of parking pressure recorded on these roads.

4.6.3 Residential streets including Durham Terrace, Durham Road, Durham Square and Southfield Terrace recorded medium levels of parking pressure. Off-street parking facilities throughout these streets vary, with some having good access and some properties lacking access. These changes in off-street parking provision could be associated to the increase in parking pressure on these roads.

4.6.4 When surveying Park Avenue, the northern section area had a medium parking pressure whilst the southern end had a high level of parking pressure. There was construction work on the carriageway of the entrance to Park Avenue from the A1 which may have impacted the pressure observed on the southern end of the road as well as its proximity to Portobello High School which is likely to generate parking pressure. Properties on Park Avenue had limited access to off-street parking although there are garages located towards the back off some properties. The carriageway on Durham Place Lane and Park Lane was witnessed to be in a very poor condition with numerous pot holes evident.

4.6.5 Similarly, Duddingston Road had high levels of parking pressure outside the school entrance which is potentially the cause of the high pressure as properties had significant access to off-street parking.

4.6.6 The small parade of shops which includes a dental practice on Southfield Loan are most likely to be generating the high level of parking pressure observed on the southern section of the road.

4.6.7 No action is recommended at this time in terms of parking controls however, action should be taken to improve the condition of the carriageway on Durham Place Lane and Park Lane.

4.7 Duddingston South

4.7.1 The area of Duddingston South mostly recorded low levels of parking pressure and contained generators of parking pressure such as two schools, medical facilities and transport links.

4.7.2 The Jewel has many bus routes along it, however, this does not affect the parking pressure levels. Corbieshot, Corbiewynd, Vexhim Park, Parrotshot and North Greens, located along The Jewel, all recorded low levels of parking pressure. When surveyed, these residential areas had significant off-street parking facilities for the residents. Hosie Rigg, recorded medium level of parking pressure as it had less access to off-street parking facilities.

4.7.3 Duddingston Row, Duddingston View, Mountcastle Drive South and Bingham Avenue all recorded low levels of parking pressure. These residential areas had significant access to off-street parking facilities, reducing parking pressure. Duddingston Row and Bingham Avenue also have bus routes along their road, yet, these do not add any parking pressure to the area.

4.7.4 Areas recording a high level of parking pressure include Magdalene Drive and Magdalene Gardens. These roads consist of high density of flat residential properties which had limited access to off-street parking facilities. When surveyed, parking cones indicated no waiting restrictions were present on Magdalene Place, Magdalene Avenue, Magdalene Gardens, Magdalene Drive and Magdalene Medway. However, these cones did not stop residents from parking along the roads, with high parking

pressures recorded. The Brunstane Primary School may also be a generator of further parking pressure on nearby roads such as Magdalene Gardens and Magdalene Loan.

4.7.5 No action is recommended at this time.

4.8 East Leith

4.8.1 The majority of the area recorded roads with a medium level of parking pressure.

4.8.2 There are a few roads that were observed to have low levels of parking pressure in East Leith which included Findlay Grove, Findlay Cottages and Findlay Medway. All of these roads consist of residential properties with significant access to off-street parking facilities, creating the low parking pressure recorded.

4.8.3 Restalrig Crescent, Clarebank Crescent and Claremont Road recorded medium levels of parking pressure. When surveyed, these roads had limited off-street parking facilities, creating medium parking pressure levels. Prospect Bank School, located on Claremont Road and bus routes on Restalrig Crescent, will also generate extra parking pressure. In contrast, properties on Pirniefield Bank, Pirniefield Place and Pirniefield Gardens had significant access to off-street parking facilities. However, these roads recorded medium parking pressure levels, which is possibly caused by higher car ownership levels.

4.8.4 Gladstone Place and Claremont Park recorded high levels of parking pressure. When surveyed, these two roads had generators of pressure along them including bus routes and a medical centre. Residential properties on both roads had no access to off-street parking facilities, combined with Leith Links Park, high parking pressure levels are generated.

4.8.5 Findlay Gardens likely recorded high levels of parking pressure due to properties on the road having limited access to off-street parking. Fleming Place, where flat buildings are located, had access to off-street parking and these facilities were observed to be well used, recording a high pressure. Similarly, Latta Place has a number of flat buildings which have been provided with off-street parking facilities and due to the location of a medical centre the carriageway has been marked with double yellow line waiting and loading restrictions.

4.8.6 No action is recommended at this time.

4.9 Easter Road

4.9.1 Hibernian FC Football Stadium is situated in this area with many roads around the stadium recording medium to high level of parking pressure. Only a small section of Lochend Butterfly Way recorded a low level of parking pressure. Properties on the roads surrounding the stadium had limited access to off-street parking. Lawrie Reilly Place had ongoing development work being carried out and therefore has not been surveyed.

4.9.2 Hibernian FC Football Stadium entrance located on Albion Place, along with the parking pressure generator of a local shop generates a high level of parking pressure. Housing properties on Albion Place also lack access to off-street parking facilities, accumulating more parking pressure.

4.9.3 High levels of parking pressure were recorded on Albion Road, Albion Terrace, Albion Place and St Clair Street. Albion Road and Albion Terrace both consisted of residential properties lacking access to off-street parking facilities. A local

convenience store is located on Albion Terrace, with offices located on Albion Road, adding further parking pressures to the roads.

4.9.4 Hawkhill Avenue, Lochend Park View and Albion Gardens recorded medium levels of parking pressure. Albion Gardens and Lochend Park View consist of residential apartment blocks, with parking facilities provided. However, the high car ownership levels may cause the medium parking pressure levels observed in the spaces provided. Hawkhill Avenue has parking pressure generators of transport links present, along with residential housing having inadequate off-street parking facilities to generate the medium level of parking pressure.

4.9.5 Bus routes and industrial businesses on St Clair Street are likely generators of the high parking pressure recorded on the road as well as potential displace parking from the high levels observed on Albion Place and Clair Road.

4.9.6 Due to the majority of the roads having limited access to off-street parking, the high levels of parking pressure observed and a number of generators of parking pressure identified, it is recommended a CPZ is introduced to formalise parking and allocate parking space to residents.

4.10 Joppa

4.10.1 The area has recorded an overall medium level of parking pressure, with roads in the north west of the area recording high levels of parking pressure.

4.10.2 Low levels of parking pressure were recorded on Seaview Crescent, Milton Drive and Milton Terrace. When surveyed, these roads consisted of residential properties which had access to off-street parking facilities and no significant generators of parking pressure identified.

4.10.3 Coillesdene Avenue and Coillesdene Crescent, both recorded changes in parking pressure, with having predominantly low parking pressure and a segment recording medium parking pressure. When surveyed, on Coillesdene Avenue residential properties had access to off-street parking facilities, except for the section of road that recorded a medium parking pressure. Residential properties on Coillesdene Crescent had access to sufficient off-street parking facilities, so the change in parking pressure may be due to the increased car ownership levels causing medium parking pressure.

4.10.4 Medium levels of parking pressure were recorded on Woodside Terrace, Dalkeith Street and Morton Street. These streets consist of residential properties having varying access to off-street parking, with some properties having none, combined with differentiating car ownership levels, creating the medium parking pressure present. The northern end of Morton Street recorded high levels of parking pressure, which could be generated by the presence of local shops on Joppa Road.

4.10.5 Joppa recorded high levels of parking pressure on Abercorn Terrace, Argyle Crescent, Bedford Terrace, Brunstane Road North and Pittville street. When surveyed, Argyle Crescent, Bedford Terrace, Brunstane Road North and Pittville Street lacked access to off-street parking facilities. Abercorn Terrace having generators of parking pressure present including bus routes, local shops and a nursing home. The lack of off-street parking combined generators of parking pressure is potentially causing the high levels of parking pressure observed.

4.10.6 No action is recommended at this time.

4.11 Leith

4.11.1 The area has recorded high levels of parking pressure throughout the majority of its roads.

4.11.2 Maritime Lane recorded low levels of parking pressure however the road has restrictions in place. Medium parking pressure levels recorded on Sheriff Park and Sandport Way as residential parking was observed to be well used.

4.11.3 Roads recording high parking pressure levels include Mill Lane, Cables Wynd and Yardheads. Residential properties along these roads lack access to off-street parking facilities, added with the presence of generators of pressure on Great Jung Street, there is a high pressure for parking.

4.11.4 Residential properties on Giles Street, Henderson Gardens and Henderson Street have limited access to off-street parking facilities for the car ownership levels present. Bus routes are present along Henderson Street, adding to the high parking pressure levels of these roads. High levels of parking pressure are also recorded on Tolbooth Wynd, Water Street and Maritime Street, due to residential properties lacking access to off-street parking facilities.

4.11.5 Leith Primary School is likely generating parking pressure on Duncan Place, as it recorded high parking pressure levels. Likewise, there is access to Leith Links Park from Duncan Place, possibly adding to the parking pressure recorded. On the other side of Leith Links Park, St Mary's R.C. Primary School is generating parking pressure on Links Gardens, along with residential properties having no access to off-street parking facilities, creating high levels of parking pressure.

4.11.6 The proposed tram line extension through Leith is likely to generate further commuter parking in the area from commuters who are using a car and tram for their journeys to and from work. A CPZ would prevent commuters parking in this area, providing more space for residents.

4.11.7 Due to the majority of the roads having limited access to off-street parking, a number of generators of parking pressure on Great Jung Street and Commercial Street along with the extension of the proposed Edinburgh Tram Line, it is recommended a CPZ is introduced to formalise parking and allocate parking space to residents.

4.12 Leith Walk

4.12.1 The majority of Leith Walk recorded high levels of parking pressure with many generators of parking pressure present on A900 Leith Walk and Easter Road, including transport links and local shops. Albert Street, Iona Street and Dalmeny Street recorded high level of parking pressure. On the site visit, these streets consisted of terrace residential properties with no access to off-street parking facilities. Having no access to parking combine with the dense number of housing properties and car ownership levels, in addition, with the high number of generators of parking pressure present on Leith Walk, the area has a very high demand for parking.

4.12.2 Dickson Street, Halmyre Street, Sloan Street and Gordon Street were also observed to have a high parking pressure. Residential properties along the streets lack access to off-street parking facilities, creating high levels of parking pressure.

4.12.3 Lorne Primary School, located on Lorne Street, generates parking pressure on the area. Combined with the residential properties on Lorne Street having no access to off-street parking facilities, a high level of parking pressure is recorded.

4.12.4 The proposed tram line extension through Leith is likely to generate further commuter parking in the area from commuters who are using a car and tram for their journeys to and from work. A CPZ would prevent commuters parking in this area, providing more space for residents.

4.12.5 Due to the majority of the roads having no access to off-street parking and a number of generators of parking pressure identified on Leith Walk and Easter Road as well as the proposed extension of the Edinburgh Tram Line it is recommended a CPZ is introduced to formalise parking and allocate parking space to residents.

4.13 Newhaven North

4.13.1 Newhaven North recorded varied levels of parking pressure. The high levels of parking pressures are on Goosander Place, Goosander Street, Sandpiper Road and Windrush Drive. When on site, the residential properties on these roads lacked access to off-street parking facilities, adding pressure for parking. A potential generator of parking, the fish market and Fishmongers on Newhaven Place could cause extra pressure on the roads in the area. Sandpiper Drive, which leads into the superstore and is restricted with double yellow lines, had no pressure to record.

4.13.2 Roads around the apartment blocks of Newhaven North including Western Harbour Terrace, Western Harbour Breakwater, Western Harbour Midway, Western Harbour View and Western Harbour Place all have varying parking pressure levels recorded. When surveyed, there was limited access to off-street parking facilities for each apartment block which led to vehicles parking on Western Harbour Drive.

4.13.3 The proposed tram line extension through Leith to its end in Newhaven is likely to generate commuter parking in the area from commuters who are using a car and tram for their journeys to work. A CPZ would prevent commuters parking in this area, providing more space for residents.

4.13.4 It is recommended that this area is monitored further in order to determine the impacts of the proposed tram line extension to Newhaven and the ongoing development in the area. Future parking pressures may show a need for formalise parking controls such as a CPZ or PPA.

4.14 Newhaven South

4.14.1 This area recorded varied parking pressure levels.

4.14.2 Low levels of parking pressure were recorded on York Road and Laverockbank Road. When surveyed, York Road had significant access to off-street parking facilities for residential properties and no generators of parking pressure are nearby. Laverockbank Road has an assisted living residence property which was not observed to be impacting the road as it had access to off-street parking facilities and other properties on the road have good access to off-street parking facilities.

4.14.3 Craighall Road and Newhaven Road have generators of parking pressure existing, recording high levels of parking pressure. Holy Cross Catholic Primary School and Trinity Academy, along with local shops including Sainsbury's Local are located on Craighall Road. On Newhaven Road, Bonnington House Nursey and Trinity Primary School are located, along with many bus stops.

4.14.4 Residential properties on Dudley Avenue, Dudley Gardens, Dudley Crescent and Dudley Terrace, when surveyed lacked access to off-street parking facilities. In addition, transport generators of parking pressure and local schools in the area are within proximity, potentially adding to the high levels of parking pressure recorded.

4.14.5 Roads such as Summerside Street, Summerside Place, Dudley Avenue, and Madiera Street all lead onto Ferry Road where number of shops and schools are located. All these roads recorded high levels of parking pressure and had limited access to off-street parking.

4.14.6 It is recommended that a PPA is introduced in this area due to the high levels of parking pressure observed and due to the proximity of the area to recommended CPZs in Bonnington and North Leith. The PPA would help to prevent displaced parking from the recommended CPZs impacting residents in the Newhaven South area.

4.15 North Leith

4.15.1 North Leith located near the Albert Dock Basin has generators of parking pressure such as the industrial units around the dock and the shopping centre located on Ocean Drive. The shopping centre has access to off-street parking and parking on Ocean Drive is restricted using double yellow lines. The industrial units on North Leith Sands are likely the cause of the medium pressure recorded on the road, although there was access to off-street parking for the units.

4.15.2 Low levels of parking pressure were recorded on Nichollfield. When surveyed, the road had significant access to off-street parking facilities for residential properties and no generators of parking pressure are nearby.

4.15.3 A medium pressure was also recorded on a section of Melrose Drive which was used for bus/coach parking associated with the ferry. Similarly, industrial units located on Ocean Way and Tower Street are likely adding to the pressure on parking in the surrounding roads.

4.15.4 Residential properties on Ocean Drive, Constitution Place, Tower Street and Tower Place had minimal access to off-street parking facilities, combined with higher density property type, to create high levels of parking pressure.

4.15.5 Tower Street recorded high level of parking pressure except for a small section, however, there are no generators of parking pressure present. When surveyed, residential properties lacked off-street parking facilities along Tower Street. In addition, the café and Bar/Restaurant increases the parking pressure level for the area. The small section which recorded low parking pressures, had off-street parking facilities provided for residents.

4.15.6 North Fort Street recorded changes in parking pressure from medium level to a high level. When surveyed, the segment recording medium parking pressure levels had varying access to off-street parking facilities and no generators of pressure are present. When North Fort Street starts to record higher levels of parking pressure, generators of parking pressure are existing. Fort Early Years Centre located on North Fort Street and local shops including North Fort Market and Fort House Café add extra parking pressure. The residential properties along the road have limited off-street parking facilities, creating increased levels of parking pressure.

4.15.7 High levels of parking pressure were recorded on Sandport Street, Dock Street, Citadel Place and North Leith Mill which all lead onto Commercial Street where shops,

industrial units and bus routes are located that will likely generate further parking pressure, combined with the properties on these roads having limited access to off-street parking.

4.15.8 The proposed tram line extension into North Leith is likely to generate further commuter parking in the area from commuters who are using a car and tram for their journeys to and from work. A number of trams stops are proposed in the area, for instance on Ocean Drive and Lindsay Road. A CPZ would prevent commuters parking in this area.

4.15.9 It is recommended that a CPZ is introduced in this area at this time due to the proposed extension of the tram line having two stops in the area and because of the areas proximity to other recommended CPZs in Leith and Bonnington as well as a PPA in Newhaven South.

4.16 Northfield

4.16.1 The area has recorded an overall medium parking pressure level. Low levels of parking pressure were recorded on Mountcastle Gardens, Mountcastle Terrace, Hamilton Drive and Hamilton Drive West. When surveyed, these roads had access to off-street parking facilities for residential properties, combined with a lack of generators of parking pressure.

4.16.2 Northfield Farm Avenue and Northfield Farm Road when surveyed, recorded medium parking pressure levels. A local convenience store is located near the end of Northfield Farm Road, and along Northfield Farm Road and Northfield Farm Avenue, residential properties have varying access to off-street parking facilities. The majority of the housing properties have off-street parking, however, the residential flats do not, creating the medium level of parking pressure.

4.16.3 Hamilton Terrace recorded a medium level of parking pressure. Along this road, the residential properties lack off-street parking facilities and there is also St John's RC Primary School and St John's Nursey School present, potentially generating additional parking pressure.

4.16.4 A small section of Northfield Drive recorded high parking pressure while the majority of the road recorded medium levels of parking pressure. The section of high parking pressure on Northfield Drive is situated along residential flats that lack off-street parking facilities. Medium parking pressure levels are recorded on Northfield Drive, due to limited off-street parking facilities for the residential properties. High pressure was also recorded on Northfield Road which reduced the traffic flow down to one lane.

4.16.5 No action is recommended at this time.

4.17 Piershill

4.17.1 The roads in Piershill including Piershill Square West, Piershill Square East and Piersfield Grove recorded high levels of parking pressure and had several transport and shopping generators of pressure on A1140 Portobello Road. When surveyed, these roads comprised of residential properties lacking access to off-street parking facilities increasing the parking pressure.

4.17.2 Baronscourt Road and Piershill Terrace consist of residential housing properties lacking off-street parking facilities, causing these roads to record high levels of

parking pressure. Willowbrae Parish Church and generators of pressure present on Portobello Road are within proximity to these roads adding extra pressure.

4.17.3 Further south in the area, medium levels of parking pressure were recorded in Northfield Avenue, Northfield Crescent and Northfield Gardens. These roads are further away from generators of pressure and are therefore the parking pressure is more likely to be generated by residential parking.

4.17.4 Low level of parking pressure was recorded in Northfield Circus. This road has access to off-street parking and no significant generators of parking pressure are nearby, therefore maintaining low parking pressure levels.

4.17.5 No action is recommended at this time.

4.18 Pilrig

4.18.1 The area overall recorded high levels of parking pressure with all roads adjoining Leith Walk, where numerous shops and bus routes are located, recording high levels of pressure.

4.18.2 Pilrig Heights, Pilrig Gardens and Springfield are the only roads recording low levels of parking pressure in Pilrig. When surveyed, Pilrig Heights had off-street parking for residential properties, along with double yellow lines restricting parking at the beginning of Pilrig Heights. Residential properties on Pilrig Gardens had access to off-street parking facilities, giving the road a low parking pressure. When surveying Springfield, residential properties had varying access to off-street parking facilities, with some properties having no access. However, car ownership levels of Springfield appeared low, causing low parking pressure.

4.18.3 High levels of parking pressure were recorded on Pilrig Street which is likely caused by the lack to off-street parking facilities and reduced carriageway space for parking due to the road being a bus route.

4.18.4 Residential properties lacking off-street parking facilities located on Cambridge Avenue, Cambridge Gardens and Balfour Street, recorded high levels of parking pressure. A local convenience store located on Balfour Street, adds extra pressure to the area, along with Pilrig Park School.

4.18.5 Spey Street, Spey Terrace, Spey Street Lane and Dryden Street recorded high levels of parking pressure. When surveyed, these streets consisted of residential properties, which had no access to off-street parking facilities. A lack of parking facilities combined with varying car ownership levels has created the high level of parking pressure.

4.18.6 It is recommended that a CPZ is introduced in the area due to the high levels of parking pressure observed and the areas proximity to the proposed extension of the Edinburgh Tram Line on Leith Walk.

4.19 Portobello

4.19.1 Portobello is an area with high levels of parking pressure, with many generators of parking pressure present on Portobello High Street including shops and bus routes.

4.19.2 Low levels of parking pressure were recorded on Bridge Street. When surveyed, Bridge Street, had a single yellow line marked on, restricting parking. There are car parking facilities provided for public to have access to the beach promenade. Westbank Street, Westbank Place, Westbank Loan and Hillcoat Place, when

surveyed, properties had access to off-street parking facilities, reducing the parking pressure of the area. The leisure centre on Westbank Street adds no parking pressure as it has significant off-street parking facilities for customers to access.

4.19.3 Portobello High Street recorded high levels of parking pressure. Along Portobello High Street, when surveyed many generators of pressure including local shops and bus stop transportation links were noted. There is limited access to off-street parking facilities along Portobello High Street with only a few parking bays provided, increasing the level of parking pressure in adjoining roads.

4.19.4 Regent Street, Marlborough Street, Rosefield Avenue and Lee Crescent recorded high levels of parking pressure. When surveyed, residential properties on these roads had no access to off-street parking facilities, combined with their proximity to Portobello High-Street, there is a high pressure for parking.

4.19.5 Figgate Street consists of residential properties with no access to off-street parking facilities. Portobello Toddlers Hut and Towerbank Primary School are located at the end of Figgate Street, leading into Beach lane. The lack of off-street parking facilities and the presence of the schools is likely the generator of high pressure on Figgate Street and Beach Lane.

4.19.6 Fishwives' Causeway recorded high levels of parking pressure. When surveyed, residential properties had no access to off-street parking facilities, increasing parking pressure. There were also a shop and industrial unit that could generate further pressure on the road. Baileyfield Crescent is under construction for a new development in the former industrial area and therefore has not been surveyed. This development will likely to increase parking pressure in the area if residents have high car ownership levels.

4.19.7 It is recommended that a CPZ is introduced in the area due to the high levels of parking pressure observed in Portobello and to prevent visitors parking vehicles on or near to the number of generators of parking situated on Portobello High Street, as well as the Promenade. This would allow available parking space to be allocated to residents.

4.20 Restalrig

4.20.1 Restalrig overall recorded low levels of parking pressure.

4.20.2 Low levels of parking pressure were recorded on Loganlea Terrace, Loganlea Avenue and Loganlea Place. When surveyed, these roads had limited access to off-street parking facilities, however, low levels of car ownership may cause for there to be a low level of parking pressure.

4.20.3 Restalrig Avenue, Lochend Drive and Restalrig Road South recorded high levels of parking pressure. When surveyed the roads all had bus routes, with limited access to off-street parking. Lochend Drive, when surveyed, had vehicles parked on the footpaths, as residential properties lacked off-street parking facilities, creating high levels of parking pressure. St Ninian's R.C. Primary School is located on Restalrig Road South which likely generates further parking pressure on the road.

4.20.4 When surveying Loaning Road, the presence of Craigentinny Primary School possibly creates a change in parking pressure. Loaning Road recorded medium levels of parking pressure, except for the section outside of Craigentinny Primary School, which recorded high levels of parking pressure. Residential properties along Loaning

Road have limited off-street parking facilities, however low car ownership levels keep the parking pressure at a medium level.

4.20.5 Medium levels of parking pressure were recorded in areas of Restalrig including Marionville Road and Marionville Drive. When surveyed, Marionville Road had significant access to off-street parking facilities, except for the residential flats which may cause extra parking pressure. Marionville Drive has no generators of parking pressure nearby, and residential properties have good access to off-street parking facilities. The medium level of pressure recorded may possibly be due to higher car ownership levels of Marionville Drive.

4.20.6 Loganlea Place and Loganlea Road recorded medium levels of parking pressure. When surveyed, there was limited off-street parking for the residential properties, creating the parking pressure recorded. Britwell Crescent has access to off-street parking facilities, however recorded medium level of parking pressures. This may be due to car ownership levels being higher.

4.20.7 No action is recommended at this time.

4.21 West Leith

4.21.1 Most of the roads on West Leith consists of high parking pressure levels. There are a limited number of roads that have low levels of parking pressure which include Hermitage Park Grove and Hermitage Park Grove, when surveyed, had limited off-street parking facilities, however this was observed to have no impact on pressures which remained low.

4.21.2 Alemoor Park and Alemoor Crescent, have good access to off-street parking, giving the roads low parking pressure levels. However, the presence of Restalrig Park Medical Centre on Alemoor Crescent, generators a pocket of high parking pressure on Alemoor Park and Alemoor Crescent.

4.21.3 East Hermitage Place recorded high levels of parking pressure. When surveyed, the road had generators of pressure along them including bus routes and a dental practice. Residential properties on both roads had no access to off-street parking facilities, combined with Leith Links Park, high parking pressure levels are generated.

4.21.4 Industrial Road and Rosevale Terrace with their adjoining streets recorded high levels of parking pressure. When surveyed, Industrial Road and Rosevale Terrace and their adjoining streets (Somerset Place, Cochrane Place, Elm Place, Fingzies Place, Rosevale Place and Parkvale Place) consisted of dense residential housing with no access to off-street parking facilities. Restalrig Road was observed to have vehicles parked on the main road which was negatively impacting traffic flow, particularly the buses using the road. The vehicles are parked on the main road due to limited access to off-street parking for the properties on the road.

4.21.5 Academy Park recorded high level of parking pressure which was likely due to its proximity to Leith Academy, along with the residential properties lacking off-street parking facilities.

4.21.6 It is recommended that a CPZ is introduced in this area due to the high levels of parking pressure observed and the proximity of the area to other recommended CPZs in East Road, Leith and Leith Walk.

4.22 Willowbrae North

4.22.1 High levels of parking pressure were recorded in Willowbrae North with only a couple of instances of medium parking pressure observed in the area. No roads in the area recorded low levels of parking pressure.

4.22.2 Queens Park Avenue, Meadowbank Crescent, Abercorn Road, Lilyhill Terrace, and Scone Gardens all consist of terrace housing having no access to off-street parking facilities which combined with their proximity to generators of further pressure such as shops and bus routes on A1 London Road is potentially the reason for the high levels of pressure observed on these roads.

4.22.3 Glenlee Gardens and a section of Willowbrae Avenue were the only roads to recorded medium levels of parking pressure. Similar conditions of limited access to off-street parking exists on these roads with possible explanations for lower levels of pressure being the distance from the A1 London Road and perhaps a lower car ownership level on these roads.

4.22.4 It is recommended that a CPZ is introduced in the area due to the high levels of parking pressure recorded, the generators of parking pressure located on A1 London Road and the proximity of the area to Abbeyhill where a CPZ is recommended.

4.23 Willowbrae South

4.23.1 Much of Willowbrae recorded medium to low levels of parking pressure. Cavalry Park Drive, Woodlands Grove and Ulster Crescent recorded low levels of parking pressure. Cavalry Park Drive recorded a low parking pressure as there are no significant generators of pressure or residential housing to generate any parking pressure. Woodlands Grove and Ulster Crescent when surveyed had residential properties with significant off-street parking and no substantial generators of pressure present, producing low parking pressures.

4.23.2 Roads that recorded medium levels of parking pressure such as Abercorn Crescent, Abercorn Drive, Ulster Drive and Paisley Crescent all have significant access to off-street parking facilities, with no generators of parking pressure nearby. The medium parking pressure level recorded is likely due to high car ownership levels.

4.23.3 Bus routes present on Lady Nairne Loan, Paisley Avenue and Meadowfield Avenue may generate the medium parking pressure levels that have been recorded on these roads. When surveyed, the roads all had good access to off-street parking, higher car ownership levels may also be adding to the pressure levels.

4.23.4 When surveyed, Meadowfield Drive recorded high levels of parking pressure with many vehicles parked outside the primary school which is likely the cause of the high pressure observed. Other roads that recorded high levels of parking pressure in the area were

4.23.5 No action is recommended at this time.

5. FINDINGS – AVERAGE PARKING PRESSURE

5.1 Summary

5.1.1 All of the areas in Area 3 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.

5.1.2 Table 1 shows that the area with the highest average parking pressure across all of its roads is Leith Walk, with the average calculated road in the area recording a 92% parking pressure level. Leith Walk also had the greatest percentage of roads that recorded a parking pressure in the high level. Other areas that recorded a high average parking pressure (>75%) were Abbeyhill, Willowbrae North, Leith and Bonnington. Abbeyhill and Willowbrae North had over 90% of their roads in the high level for parking pressure compared to Leith and Bonnington which had 78% and 60% respectively, of roads in the high level.

5.1.3 West Leith, Pilrig and Portobello, all of which recorded an average parking pressure in the upper limit of the medium category (40-75%), had a greater percentage of roads with a high level of parking pressure compared to Bonnington. Pilrig had the greatest percentage of roads in the high level of parking pressure at 66% for areas in the medium level of average parking pressure.

5.1.4 Duddingston South had the lowest average parking pressure score (31%) and the greatest percentage of roads with a low level of parking pressure (64%). Duddingston North had the second lowest average parking pressure score (32%) and 63% of the areas roads were recorded at a low level of parking pressure.

Table 1: Average Parking Pressure ranking

Area	Average Parking Pressure	Percentage of Roads by Parking Pressure Level			Recommendation
		High	Medium	Low	
Leith Walk	92	91%	9%	0%	CPZ
Abbeyhill	86	91%	5%	5%	CPZ
Willowbrae North	85	94%	6%	0%	CPZ
Leith	79	78%	10%	12%	CPZ
Bonnington	77	60%	35%	5%	CPZ
West Leith	75	65%	28%	7%	CPZ
Pilrig	75	66%	23%	11%	CPZ
Easter Road	74	53%	41%	6%	CPZ
North Leith	71	58%	28%	15%	CPZ
Newhaven South	69	54%	30%	17%	PPA
Portobello	68	63%	12%	24%	CPZ
Piershill	67	56%	28%	17%	
Newhaven North	63	44%	39%	17%	Further monitoring
East Leith	60	30%	52%	18%	
Restalrig	54	20%	50%	30%	
Joppa	48	23%	31%	46%	
Willowbrae South	42	11%	46%	43%	
Craigentinny	42	14%	49%	38%	
Northfield	39	4%	46%	50%	
Brunstane	38	6%	35%	59%	
Duddingston North	32	5%	33%	63%	
Duddingston South	31	3%	33%	64%	

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

6. FUTURE DEVELOPMENT

6.1 Edinburgh Local Development Plan

6.1.1 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.

6.1.2 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 3 – East Edinburgh to prevent oversight of potential increase in parking pressure before making recommendations on parking controls.

6.1.3 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.

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

6.2 New Housing Proposals (Table 3 & 4 LDP)

Brunstane

- HSG 26 – Newcraighall North
- HSG 29 - Brunstane

Easter Road

- HSG 12 – Lochend Butterfly

Pilrig

- HSG 11 – Shrub Place

South Leith

- HSG 13 – Easter General Hospital

Edinburgh Waterfront

- EW 1a – Leith Waterfront (Western Harbour)
- EW 1b – Central Leith Waterfront
- EW 1c – Leith Waterfront (Salamander Place)

6.3 School Proposals (Table 5 LDP)

- SCH 1 – Portobello High School
- SCH 5 – Western Harbour, Leith
- SCH 9 – Brunstane

6.4 Proposed New Local Centres (Table 8 LDP)

- S3 – Western Harbour, part implemented by a superstore at Sandpiper Drive
- S5 – Brunstane, new local centre to meet local convenience needs centrally located within the site

6.5 Commercial Centre Table 7

- Ocean Terminal – an area where significant regeneration is still proposed, although on a smaller scale than envisage previously

6.6 Business and Industry Areas (emp 8, RS 3)

- A1 Industrial Estate
- Fishwivescauseway Estate
- Leith Docks - The National Renewables Infrastructure Plan highlights the potential of Leith Docks as a suitable location for the manufacturing and servicing of wind turbines and other equipment to support the off-shore renewables industry.

6.7 Edinburgh Tram Line

- Proposed extension of the tram line from York Place to Newhaven which will follow Leith Walk north towards North Leith Docks and end on Lindsay Road in Newhaven.

6.8 Summary

6.8.1 Considering the findings of the assessment of the current parking situation in Area 3 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.

6.8.2 The development at Brunstane is ongoing with new housing, a new school and proposed new local centres and will require further investigation in the future to assess any changes in the levels of parking pressure. Similarly, the development of the Edinburgh Waterfront, north of Leith and Newhaven, with proposals for new housing, a school, business areas and the proposed extension of the Edinburgh Tram Line. This is likely to impact the parking pressures in North Leith and Newhaven North areas and therefore these areas would require further investigation in the future to assess any changes in the levels of parking pressure.

7. RECOMMENDATIONS

7.1 Protocol & Criteria

7.1.1 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.

7.1.2 Using the protocol, the outlined areas listed below in Area 3 – East Edinburgh have been considered and recommended for the introduction of a CPZ or PPA. A map of the recommended CPZ and PPA areas can be found in Appendix D.

7.1.3 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.

7.2 CPZ

7.2.1 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:

- Leith Walk (high)
- Abbeyhill (high)
- Willowbrae North (high)
- Leith (high)
- Bonnington (high)
- West Leith (medium)
- Pilrig (medium)
- Easter Road (medium)
- North Leith (medium)
- Portobello (medium)

7.2.2 The parking pressure survey has shown that Leith Walk, Abbeyhill, Willowbrae North, Leith and Bonnington had an average parking pressure level in the high category of >75% of their road's kerb-side space occupied by parked vehicles. All of the recommended areas are near to significant generators of parking pressure such as shops and the frequent bus routes servicing the city centre on Easter Road, A900 Leith Walk and the A1, and are therefore likely to be experiencing commuter and shopper parking pressures. Combined with limited access to off-street parking, roads in these areas are experiencing very high levels of parking pressure. It is also important to note the impact of the proposed Edinburgh Tram Line extension that will

follow Leith Walk to North Leith Docks and Newhaven. This would impact the areas of Leith Walk, Pilrig, Leith, North Leith and likely to have a further impact of Newhaven North.

7.2.3 Further CPZs have been recommended in West Leith, Pilrig and Easter Road due to their proximity to other recommended CPZs (Appendix D) and the high levels of parking pressure that they have recorded. Pilrig and Easter Road would be at risk of displacement parking from the neighbouring Bonnington and Leith Walk. Similarly, West Leith, in which the majority of roads recorded a high level of parking pressure, would have issues with displaced parking from recommended CPZs in neighbouring Leith, Leith Walk and Easter Road.

7.2.4 Portobello has been recommended for a CPZ due to the majority of its roads recording high levels of parking pressure. The Portobello area has two large generators of parking pressure, the Portobello High Street and the Promenade which attract a number of visitors to the area. A CPZ would formalise parking in the area and allow more parking space to be allocated to residents.

7.3 PPA

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

- Newhaven South (medium)

7.3.2 Newhaven South scored average parking pressures of 68% with the majority of their roads recording high levels of parking pressure. In addition to the existing high pressures present, if the recommended CPZs proposed above are to be implemented then Newhaven South would likely experience increased parking pressure because of displaced parking from the formal parking controls in the proposed CPZs (Appendix D). Therefore, it is recommended that consideration be given to the implementation of a PPA in Newhaven South to allow residents and their visitors to park near their homes whilst preventing commuters or shoppers from using parts of the available kerbside space.

7.4 Further Monitoring

7.4.1 It is recommended that the Newhaven North area is monitored further in order to determine the impacts of the proposed tram line extension to Newhaven and the ongoing development and future housing proposals in the area. These developments have the potential to generate future parking pressures which may show a need for formalise parking controls such as a CPZ or PPA.

7.5 Other Parking Controls & Road Safety Concerns

7.5.1 During the investigation and the site visits Durham Place Lane, Park Lane Craigentinny Road, Wakefield Avenue and Brunstane Road South, have been observed as having road safety concerns. Vehicles were observed parked on Craigentinny Road and Wakefield Avenue in the advisory cycle lanes, blocking the cycle lane and requiring cyclists to pass them by moving into the main carriageway, potentially conflicting with traffic. The parked vehicles also present the opportunity of “dooring” happening where a vehicle door is opened into the path of a cyclist in the cycle lane. Further investigation would be needed to assess the usage of the cycle lanes and the potential to redistribute the carriageway space to incorporate room for parked vehicles, cycle lanes and traffic flow lanes or restrict parking on these roads with the introduction of a No Waiting At Any Time Traffic Regulation Order.

7.5.2 Brunstane Road South is situated adjacent to the Brunstane Train Station and therefore attracts a high level of parking pressure. To deter commuter parking on a residential road a scheme that gives priority to the space on the carriageway to residents could be considered. Further consideration would need to be given to the issue of the parking and consultation with the residents on the road.

7.5.3 Action should be taken to improve the carriageway on Durham Place Lane and Park Lane which were observed to be of particularly poor condition.

8. CONCLUSION

8.1.1 The primary aim of the project was to determine the current parking demand and potential future need for parking controls across the Edinburgh area and to deliver a prioritised plan of potential Controlled Parking Zones (CPZ) and Priority Parking Areas (PPA).

8.1.2 Through the data collected from the parking pressure survey, roads with low, medium and high levels of parking pressure have been highlighted in Area 3. The results have shown that the areas of Leith Walk, Abbeyhill, Willowbrae North, Leith and Bonnington 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 as a high priority. Medium priority for the introduction of a CPZ should be given to West Leith, Pilrig and Easter Road due to their proximity to other recommended CPZs. Futhermore, Portobello has been recommended as a medium priority for the introduction of a CPZ due to high pressures observed in the area and significant generators of parking pressure present.

8.1.3 If a CPZ is introduced in the areas highlighted above, it is important to that additional action in the neighbouring areas is taken to prevent the displacement of parking pressure from one area to another. For this reason, a PPA has been recommend in Newhaven South.

8.1.4 Further monitoring of the Newhaven North area has been recommended for the future to assess the impact of proposed developments on parking pressures.

8.1.5 It is recommended that parking controls and road safety improvements are made on the following roads; Durham Place Lane, Park Lane, Craigentinny Road, Wakefield Avenue and Brunstane Road South.

8.1.6 The development at Brunstane and the Edinburgh Waterfront, north of Leith and Newhaven, is likely to impact the parking pressures in Brunstane, North Leith and Newhaven North areas and therefore these areas would require further consideration on the need for parking controls in the future if any changes in the levels of parking pressure are observed.

9. FURTHER INVESTIGATION

9.1.1 Further investigation into the introduction of the CPZs and PPAs in the recommended areas through the commissioning of consultations and detail design phases.

9.1.2 Further review of areas where ongoing or future development could impact current parking pressure results; Brunstane, North Leith and Newhaven North.

Award Winning

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Quality

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

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

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

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

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

Appendix A – Area 3 Overview Map

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Parking Pressure Survey Area 3 Overview

N

Newhaven North
Newhaven South
North Leith
Leith
Bonnington
Pilrig
Leith Walk
West Leith
East Leith
Easter Road
Restalrig
Craigentinny
Abbeyhill
Willowbrae North
Piershill
Portobello
Northfield
Willowbrae South
Duddingston North
Joppa
Brunstane
Duddingston South

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Appendix B – Area 3 Heat Maps

EDINBVRGH
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Parking Pressure Survey

Abbeyhill Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

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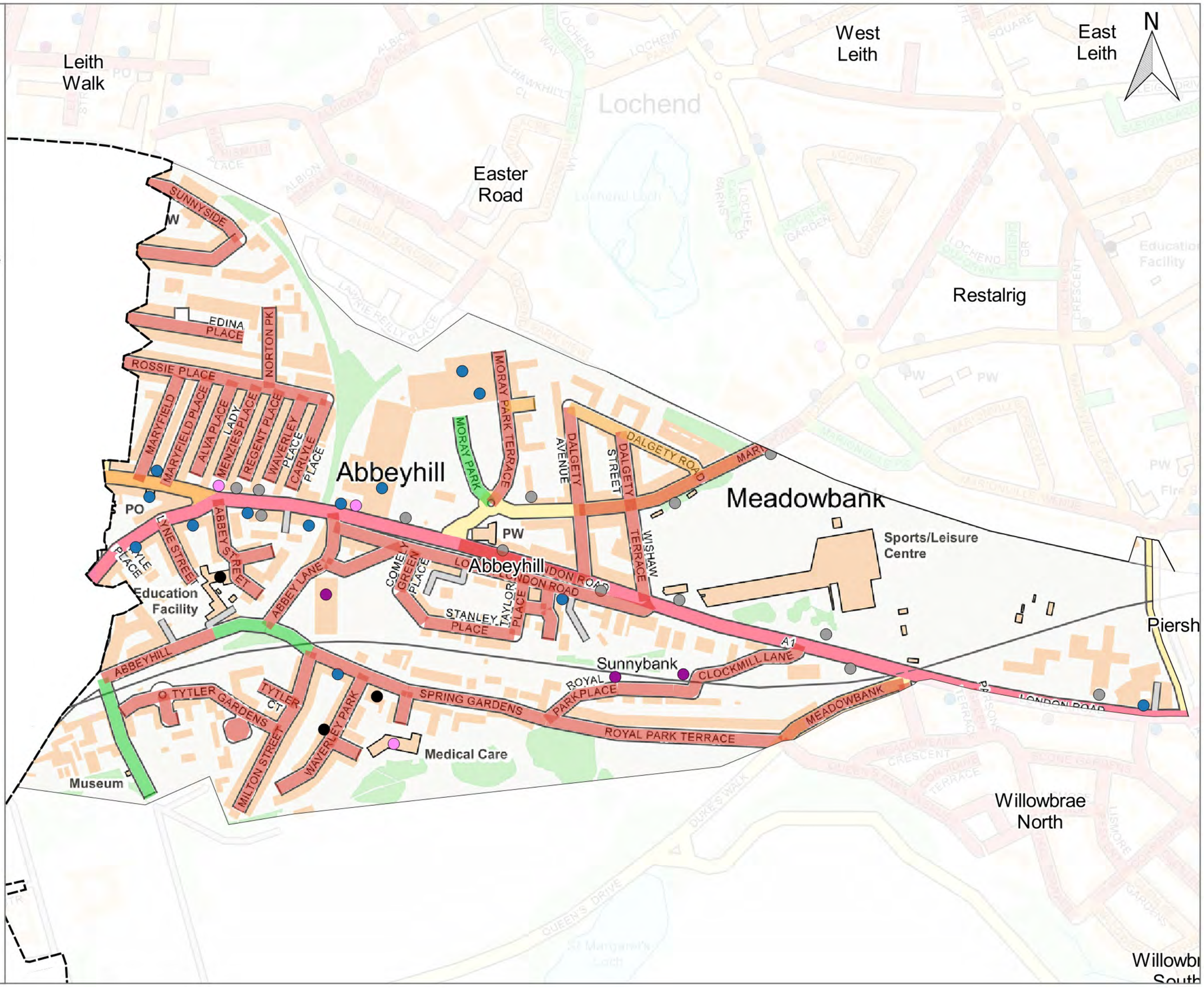

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Parking Pressure Survey

Bonnington Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

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Parking Pressure Survey

Brunstane Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

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Parking Pressure Survey

Craigentinny Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

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N

Craigentinny
East Leith
Restalrig
Piershill
Willowbrae South
Northfield
Portobello
Sports/Leisure Centre
Education Facility
Library
Police Station
Fire Station
Post Office
Public Park
Cemetery
Golf Course
Bowling Green
Tennis Courts
Allotments
Graveyard
Church
Hospital
Pitch
Track
Mountcastle
Figgate Burn
Portobello

SEAFIELD WAY
A199
FILLYSIDE ROAD
CRAIGENTINNY AVENUE
NANTWICH DRIVE
FILLYSIDE TERRACE
FILLYSIDE AVENUE
STAPELEY AVENUE
PW
SEAFIELD ROAD EAST
KEKEWICH AVENUE
VANDELEUR AVENUE
BRYCE AVENUE
WAKEFIELD AVENUE
GOFF AVENUE
SYDNEY PLACE
SYDNEY TERRACE
SYDNEY PK
CRAIGENTINNY CRESCENT
CHRISTIE MILLER AVENUE
PORTOBELLO ROAD
PO
A1140
MOIRA TERR LANE
MOIRA PARK
PARKER TERRACE
PARKER AVENUE
PARKER ROAD
FARRER TERRACE
FARRER GR
FISHWIVES' CAUSEWAY
W TELFERTON
EAST TELFERTON
TELFERTON
CRAIGENTINNY ROAD
PORTOBELLO ROAD

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Parking Pressure Survey

Duddingston North Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

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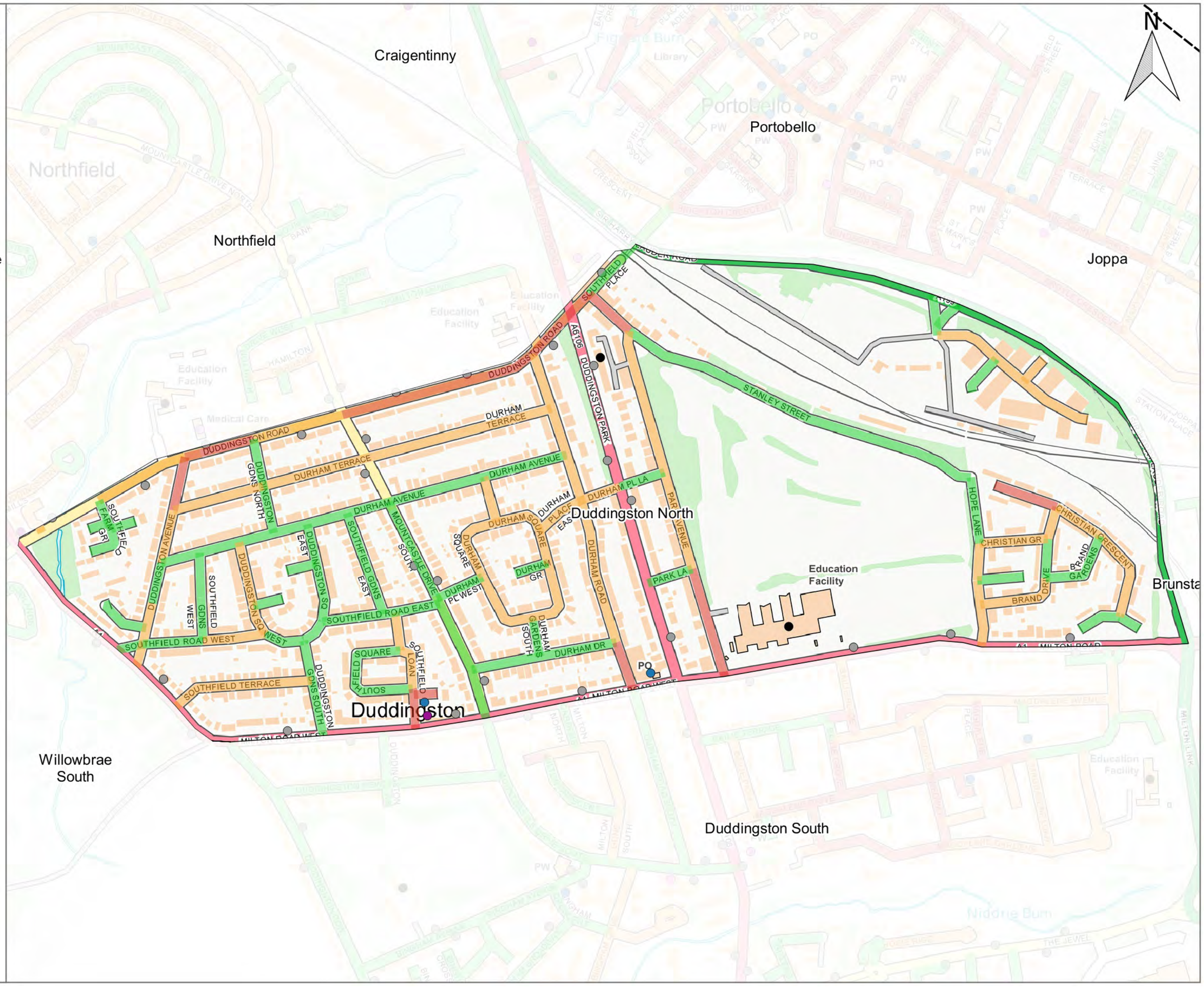

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Parking Pressure Survey

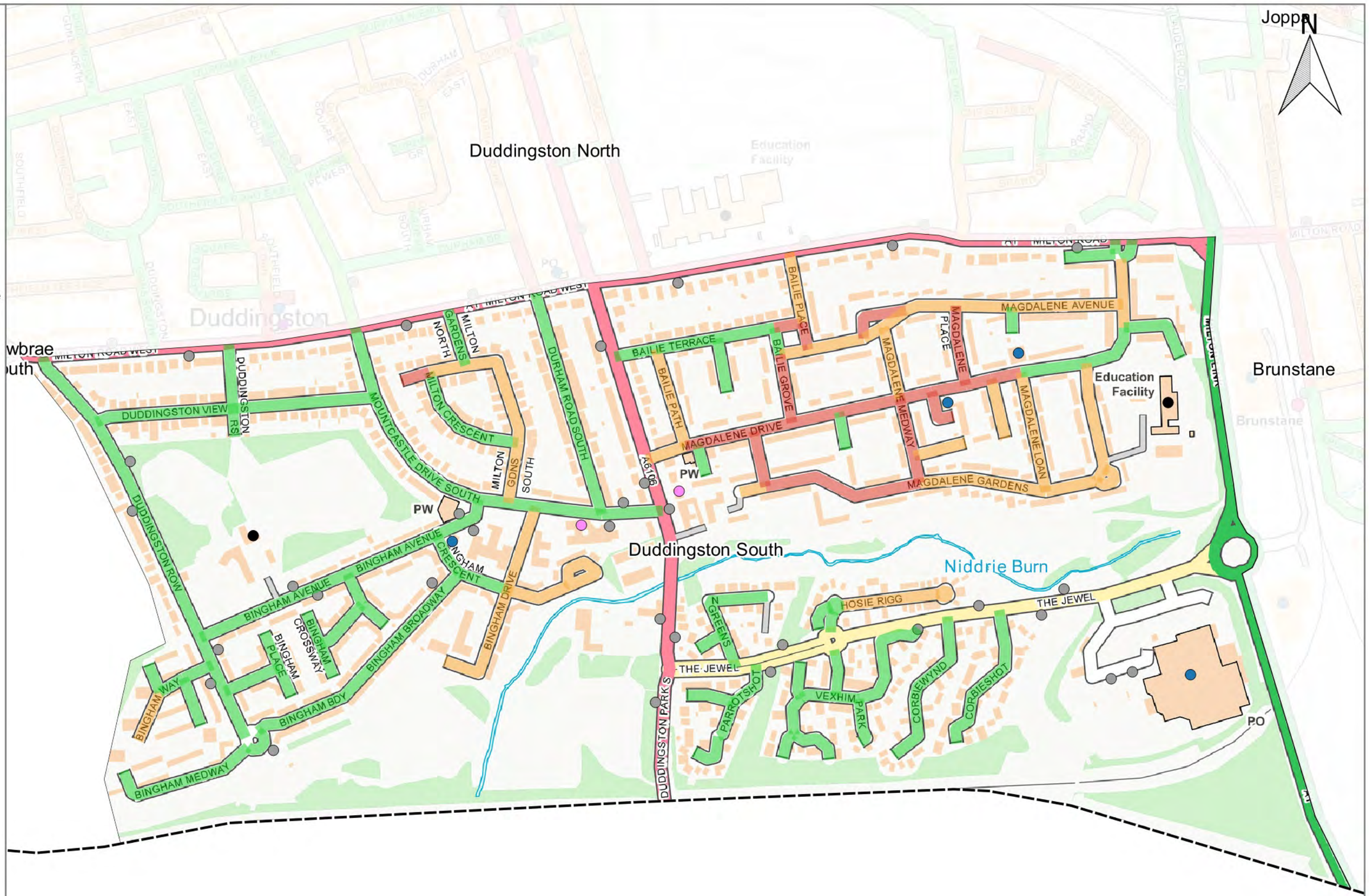
Duddingston South Area

Level of Parking Pressure

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

Generators of Parking Pressure

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



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Parking Pressure Survey

East Leith Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

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Parking Pressure Survey

Easter Road Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

N

East Leith

West Leith

Leith Walk

Easter Road

Lochend

Restalrig

Abbeyhill

Lochend Loch

THORNTREESIDE

EASTER ROAD

ST CLAIR AVENUE

ST CLAIR ROAD

ST CLAIR PLACE

ST CLAIR STREET

ALBION PLACE

HARRISMITH PLACE

ALBION TERRACE

ALBION ROAD

ALBION GARDENS

LAWRIE REILLY PLACE

HAWKHILL AVENUE

HAWKHILL CL

BUTTERFLY WAY

LOCHEND BUTTERFLY WAY

LOCHEND PARK

LOCHEND PARK VIEW

KILNACRE WAY

Woodbine Terrace

Woodville Terrace

Education Facility

Medical Care

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Parking Pressure Survey

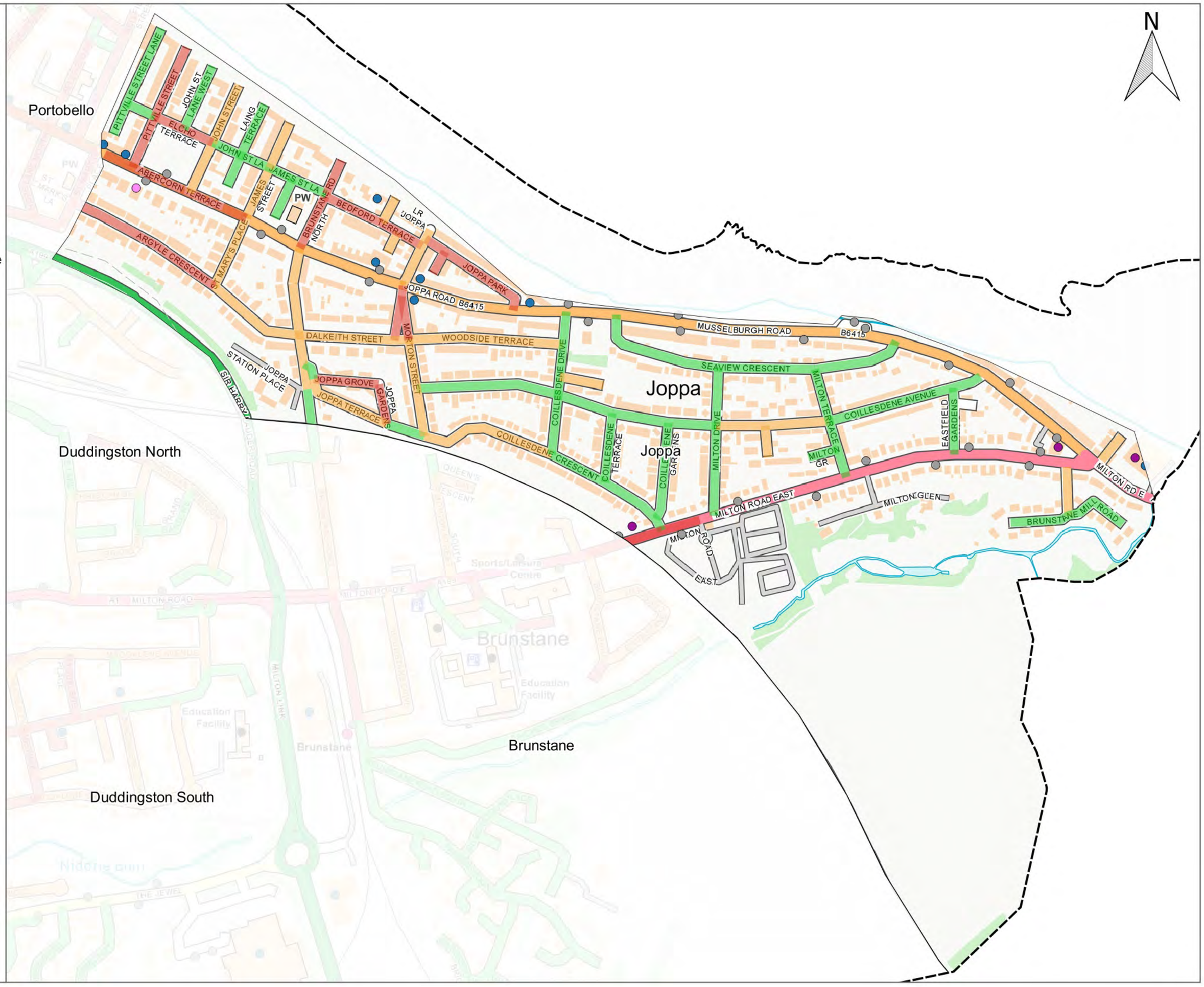
Joppa Area

Level of Parking Pressure

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

Generators of Parking Pressure

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



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Parking Pressure Survey

Leith Walk Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

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Parking Pressure Survey

Leith Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

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Parking Pressure Survey

Newhaven North Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE

EDINBVRGH
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Parking Pressure Survey

Newhaven South Area

Level of Parking Pressure

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

Generators of Parking Pressure

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

PROJECT CENTRE

N

Newhaven North

North Leith

Bonnington

NEWHAVEN MAIN STREET
ANNFIELD
GREAT MICHAEL RISE
ANNFIELD STREET
JESSFIELD TERRACE
HAWTHORNVALE
PARK ROAD
PARK PLACE
DERBY STREET
NEWHAVEN ROAD
STANLEY ROAD
LAVEROCKBANK TERRACE
LAVEROCKBANK ROAD
S LAVEROCKBANK AVENUE
YORK ROAD
EAST TRINITY ROAD
LIXMOUNT GARDENS
LIXMOUNT AVENUE
CRAIGHALL CRESCENT
CRAIGHALL ROAD
CRAIGHALL AVENUE
BERESFORD AVENUE
BERESFORD GARDENS
GRANDVILLE
GRANDFIELD
CRAIGHALL GARDENS
CRAIGHALL TERRACE
NEW CUT RIGG
VICTORIA PARK NEUK
DUDLEY CRESCENT
DUDLEY TERRACE
DUDLEY GR
DUDLEY GARDENS
DUDLEY AVENUE
SUMMERSIDE PLACE
SUMMERSIDE STREET
FERRY ROAD
BANGHOLM LOAN
BANGHOLM VW

Education Facility
Newhaven South
Art Gallery
PO
PW
Medical Care
Education Facility