

# Notice of meeting and agenda

## City of Edinburgh Council

**10.00 am Thursday, 26th August, 2021**

Virtual Meeting - via Microsoft Teams

This is a public meeting and members of the public are welcome to watch the live webcast on the Council's website.

The law allows the Council to consider some issues in private. Any items under "Private Business" will not be published, although the decisions will be recorded in the minute.

### Contacts

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## **1. Order of business**

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- 1.1 Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

## **2. Declaration of interests**

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- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

## **3. Deputations**

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- 3.1 If any

## **4. Minutes**

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- 4.1 The City of Edinburgh Council of 24 June 2021 – submitted for approval as a correct record 17 - 140

## **5. Leader's Report**

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- 5.1 Leader's report 141 - 144

## **6. Appointments**

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- 6.1 Elected Member Champion - Older People – Report by the Executive Director of Corporate Services 145 - 148

## **7. Reports**

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<b>7.5</b>	Report in Relation to a Legal Case (a) Report by the Monitoring Officer (b) Supplementary Confidential Report by the Monitoring Officer	289 - 336
<b>7.6</b>	Treasury Management - Annual Report 2020/21 – referral from the Finance and Resources Committee	337 - 356
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<b>7.9</b>	Reform of Transport Arm's Length External Organisations – referral from the Transport and Environment Committee	731 - 746

## **8. Motions**

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- 8.1** By Councillor Mowat – Drainage  
“Council

Council notes that motions from Councillors in August 2020 and August 2013 have asked officers to engage with Scottish Water and then report back as to how flooding in the event of heavy rainfall can be mitigated. Is concerned that after flooding in similar areas of the city which have, in some cases, affected the same homes and businesses.

Further notes that a 'Vision for Water Management' was reported to the Transport and Environment Committee in November 2020. While accepting this is a useful vision statement, considers that Council needs to be better informed of the issues around flooding events in Edinburgh to enable Members to respond to the concerns of residents and businesses, and better represent those interests in Council decision making and with other organisations.

Therefore, calls for in 1 cycle:

A report of engagement activity with Scottish Water detailing how the following challenges are being addressed:

Separation of foul water from wastewater:

The survey of the drainage/sewerage system to ascertain where there are blockages, slow draining gullies and to detail what works needs to be done to reduce slow running drains and blocked gullies which lead to localised flooding during spells of heavy rain as agreed in the motion of 2013.

Capacity issues with both the sewerage and drainage system and how this is being addressed.

Road surface design appropriate for intense rainfall events, including camber angles and gully placement and the intelligent use of adjacent surfaces to attenuate flooding and mitigate the risk to property.”

## **8.2** By Councillor Osler - Action on Flooding

“Council notes:

- 1) Notes the torrential rainfall witnessed in July 2021 which resulted in serious localised flooding including areas of Blackhall, Comely Bank, Craigleith, Drylaw, Inverleith, Stockbridge and Warriston.
- 2) Thanks the efforts of Council officers, the emergency services and local residents who worked to support local

communities which were affected.

- 3) Notes the Vision for Water Management as approved Transport and Environment Committee in November 2020 which recognised how occurrences of extreme rainfall events will rise as a result of climate change, and that a progress report on the Vision is due later this year.
- 4) Notes the collaborative work with Scottish Water and SEPA to address the complex interaction between surface and wastewater and to develop surface water management plans which identify the most critical areas in this city for flooding.
- 5) Remains concerned that continued pressure on local government funding will mean the Council is unable to make the critical improvements which will be necessary to protect communities from future flooding.
- 6) Therefore agrees that the Convenor of Transport and Environment Committee writes to both Cabinet Secretary for Finance and Economy and the Minister for Net Zero, Energy and Transport in order to seek sufficient increased funding to enable the necessary improvements to be made.”

### **8.3** By Councillor Osler - Creating a Safer First and Last Mile Journey for Women and Girls

“Council:

- acknowledges the importance of ensuring women and girls can travel safely in Edinburgh including through our open spaces,
- recognises ‘Safe Cities and Safe Public Spaces’ is one of the core partnership initiatives in action used by UN Women (of the United Nations) to achieve its 2018 – 2021 strategic plan objective of more cities and other settings having safe and empowering public spaces for women and girls,
- notes Atkins’ ‘Get Home Safe’ which calls on transport planners and urban designers to take action to create safer first and last mile journeys for women, and recommends: improving visibility through low to the ground

planting and vegetation and removal of walls and barriers; active building frontages to provide 'eyes on the street'; and providing emergency contact and digital wayfinding apps, and

- calls for a report to be submitted to Transport and Environment Committee within two cycles on the benefits of adopting such recommendations and on how safety for women should be improved, notably in our parks and open spaces.”

#### **8.4 By Councillor Neil Ross - Enterprise Car Club**

“Council:

- 1) Notes the recognition within the City Mobility Plan on the importance of the city car club scheme towards meeting the Council’s transport goals, and the commitment within the plan to strengthen partnerships with car sharing partners.
- 2) Agrees that the car club scheme has an important role in addressing congestion and on-street parking capacity by encouraging shared car usage and a reduction in private car ownership.
- 3) Notes that while the Council’s website hosts a map of car club locations and a link to the Enterprise Car Club website, it does not provide a clear process for people to suggest or request new car club locations.
- 4) Agrees that officers should follow the example of the Cyclehoop scheme, where residents are able to suggest new locations, and create a system to allow residents to suggest new sites for car club spaces.
- 5) Requests that such a system be put in place and reported to the Transport and Environment Committee within two cycles.”

#### **8.5 By Councillor Mitchell - Goldenacre Steps**

“Council:

- 1) Notes that the Goldenacre Steps form part of the adopted network under 'City Development'.
- 2) Acknowledges that the 'City Development' account is now obsolete, requires to be updated and officially transferred to an existing department and team.
- 3) Therefore agrees that the Executive Director of Place shall prepare a report for the next meeting of the Transport and Environment Committee which will include:
  - a) A list of the existing adopted network remaining under 'City Development'.
  - b) A transfer of the remaining 'City Development' network to appropriate department teams.
  - c) Any referrals of the report to appropriate committees."

**8.6** By Councillor Laidlaw - Platinum Jubilee Holiday - June 2022

"Council:

- 1) Notes that to celebrate HM The Queen's Platinum Jubilee the UK government has announced a special four-day bank holiday weekend to include Thursday 2<sup>nd</sup> June and Friday 3<sup>rd</sup> June 2022.
- 2) Recognises the momentous occasion of Her Majesty celebrating 70 years of serving her country and Commonwealth and that this will be the first time any British monarch has celebrated a platinum jubilee.
- 3) Notes the four days will include special celebrations and festivities including public and community events.
- 4) Recognises that Edinburgh, as Scotland's capital and the site of Her Majesty's official residence in Scotland, will play a key part in these celebrations.
- 5) Notes that currently City of Edinburgh Council offices and libraries are scheduled to be open on existing May public holidays in 2022.
- 6) Notes City of Edinburgh schools are scheduled to be closed on Victoria Day on Monday 23 May 2022.

- 7) Acknowledges that additional public holidays are a fitting reward for the hard-work our employees have undertaken during the pandemic.
- 8) Approves a one-off closure of Council offices and libraries 2<sup>nd</sup> and 3<sup>rd</sup> June 2022 and a two-day holiday for all Council staff; taken in lieu for those who provide essential services over the jubilee holiday weekend.
- 9) Approves closure of schools on 2<sup>nd</sup> and 3<sup>rd</sup> June to allow pupils to join their parents in enjoying the celebrations, in lieu of the Victoria Day holiday.”

**8.7** By Councillor Staniforth - Council Condemns Homophobic Attack

- “1) Council condemns the homophobic attack that occurred on Leith Street on the evening of Friday 27th July.
- 2) Council reaffirms that Edinburgh Council will work to ensure that Edinburgh is an inclusive city in which all people feel safe regardless of their sexuality, gender identity, race or any other protected characteristic.
- 3) Council affirms that as the city opens up and comes out of Covid regulations everyone has a right to enjoy those freedoms without fear of harassment or assault.”

**8.8** By Councillor Burgess - Fossil Fuel Non Proliferation Treaty

“This Council;

- 1) Notes that the recent report from the United Nations Intergovernmental Panel on Climate Change (IPCC), has been described as ‘*a code red for humanity*’ by the Secretary General of the United Nations;
- 2) Notes the latest IPCC report reaffirms the vital need for rapid and significant reduction of climate-changing pollution;
- 3) Notes that the UN Paris Climate Agreement is largely silent with respect to the supply and production of fossil fuels - coal, oil and gas – the largest source of climate-changing pollution;



- 4) Notes that global governments and the fossil fuel industry are currently planning to produce an estimated 120% more emissions by 2030 than what is needed to limit warming to 1.5°C and avert catastrophic climate disruption, and that this risks undermining global efforts to reduce climate-changing pollution;
- 5) Notes that the economic opportunities presented by a clean energy transition far outweigh the opportunities presented by an economy supported by expanding fossil fuel use and extraction;
- 6) Believes that Scotland should be committed, as part of our Climate Emergency response, to a just energy transition and to ambitious investments in green infrastructure and industries that will create jobs and rapidly decarbonize our economy;
- 7) Recognises the global initiative underway calling for a 'Fossil Fuel Non-Proliferation Treaty' aimed at ending new fossil fuel exploration and expansion, phasing out existing production in line with the global commitment to limit warming to 1.5°C, and accelerating equitable transition plans;
- 8) Notes that other leading cities including Barcelona, Toronto, Los Angeles and Sydney have endorsed the call for a Fossil Fuel Non-Proliferation Treaty;
- 9) Therefore endorses the call for a Fossil Fuel Non-Proliferation Treaty and urges the Scottish Government to support this initiative."

## 9. Congratulatory Motions

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### 9.1 By Councillor McNeese-Mechan - The Edinburgh Festival Voluntary Guides Association 75th Anniversary

"Council notes:

The roots of the Edinburgh Festival Voluntary Guides Association go back to 1947. That was when Sir John Falconer, the Lord Provost of Edinburgh and the driving force behind the first Edinburgh Festival, appealed for local people to volunteer to run

walking tours of the Royal Mile for the many visitors that were expected to attend the Festival. Twelve volunteers stepped forward. The tours, which were advertised in the Festival's official Souvenir Programme, attracted large numbers of visitors and received favourable mentions in the press.

Further volunteers were recruited for the 1948 Festival, at which point the group was officially constituted as the Edinburgh Festival Voluntary Guides Association, with John Bowman, a former City Water Engineer, serving as its first president. In 1998, in order to increase their public profile, they became officially part of the Edinburgh Festival Fringe rather than the International Festival. They have been running tours as part of the International Festival and the Festival Fringe ever since.

Since 2003, the Association has been entirely self-supporting. They receive no public funding of any kind but are, instead, financed by donations and by the charges they make for custom tours outside the Festival season.

In 2013, they were obliged to move their base out of Cannonball House - after 67 years. Thanks to the support of the City of Edinburgh Council, they now use the City Chambers as their meeting point.

In 2019, the Association became part of the Edinburgh's Open Streets project, in which most of the Royal Mile and other streets in the Old Town are closed to traffic – and therefore open to visitors on foot - on one Sunday afternoon each month. These afternoons have provided them with an excellent opportunity to run their tours in a traffic-free environment.

In acknowledging the positive work of the Edinburgh Festival Voluntary Guides Association, Council requests that the Lord Provost, who is the patron of the Association, marks their 75th Anniversary in an appropriate way.”

## **9.2** By Councillor Rae - Great British Sewing Bee Winner

“Council is delighted to recognise and congratulate Ms Serena Baker, the Glasgow born Edinburgh medical student, currently in her fourth year of study, who took time out from nurturing patients to nurture our hearts and minds by winning The Great British

Sewing Bee 2021.

Her skill, precision, dexterity and creativity together with her warmth and personality revealed her to be an enormous credit to both cities, and her country, but more importantly, in a time of crisis, to the NHS which we are all incredibly thankful for.

With links to both Glasgow and Edinburgh, Serena became the third winner of iconic programmes this year, following Edinburgh student Peter Sawkins Bake-off win and Glasgow's Laurence Chaney who took the Drag Race crown, ensuring a clean sweep for Scotland.

Council asks that Serena be officially congratulated by the Lord Provost, and that she and her family be invited to celebrate with us at a suitable event in the future when such events resume."

## 10. Questions

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| <b>10.1</b> | By Councillor Munro - Care Plan – for answer by the Chair of the Edinburgh Integration Joint Board                        | 747 - 748 |
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| <b>10.5</b> | By Councillor Munro - Drum Brae Care Home – for answer by the Chair of the Edinburgh Integration Joint Board              | 755 - 756 |

<b>10.6</b>	By Councillor Lang - Bus Network Review – for answer by the Convener of the Transport and Environment Committee	757 - 758
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<b>10.9</b>	By Councillor Osler - Emptying Household Bins – for answer by the Convener of the Transport and Environment Committee	763 - 764
<b>10.10</b>	By Councillor Johnston - The 2021-31 Sustainable Capital Budget Strategy – for answer by the Convener of the Transport and Environment Committee	765 - 766
<b>10.11</b>	By Councillor Whyte - Management Rules for Public Parks and Greenspace – for answer by the Convener of the Transport and Environment Committee	767 - 768
<b>10.12</b>	By Councillor Rust - Furlough Payments – for answer by the Convener of the Finance and Resources Committee	769 - 770
<b>10.13</b>	By Councillor Rust - Spaces for People - Cycle Lanes – for answer by the Convener of the Transport and Environment Committee	771 - 772
<b>10.14</b>	By Councillor Rust - Spaces for People Expenditure – for answer	773 - 776

by the Convener of the Transport and Environment Committee

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| <b>10.15</b> | By Councillor Jim Campbell - Protracted Delay in Amendments and Addendums being published for June Council – for answer by the Lord Provost | 777 - 778 |
| <b>10.16</b> | By Councillor Jim Campbell - Blocked Gullies – for answer by the Convener of the Transport and Environment Committee                        | 779 - 780 |
| <b>10.17</b> | By Councillor McLellan - Council's Unanimous Dismay at SNP MSP James Dornan – for answer by the Leader of the Council                       | 781 - 782 |
| <b>10.18</b> | By Councillor Brown - Garden Bin Tax - Cash Payment Options – for answer by the Convener of the Transport and Environment Committee         | 783 - 784 |
| <b>10.19</b> | By Councillor Mitchell - Waste and Cleansing Staff Injuries – for answer by the Convener of the Transport and Environment Committee         | 785 - 786 |
| <b>10.20</b> | By Councillor Webber - Re-branding of Spaces for People – for answer by the Convener of the Transport and Environment Committee             | 787 - 788 |
| <b>10.21</b> | By Councillor Webber - Garden Waste Collection – for answer by the Convener of the Finance and Resources Committee                          | 789 - 790 |
| <b>10.22</b> | By Councillor Rust - Spaces for People Red Audit Finding – for answer by the Convener of the Transport and Environment                      | 791 - 792 |

## Committee

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| <b>10.23</b> | By Councillor Whyte - Burned Memorial Benches – for answer by the Vice-Convener of the Transport and Environment Committee          | 793 - 794 |
| <b>10.24</b> | By Councillor Booth - Site Options for GME Secondary – for answer by the Convener of the Education, Children and Families Committee | 795 - 796 |
| <b>10.25</b> | By Councillor Booth - Leader's Meeting with Gaelic Parents – for answer by the Leader of the Council                                | 797 - 798 |

## **Andrew Kerr**

Chief Executive

## **Information about the City of Edinburgh Council**

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The City of Edinburgh Council consists of 63 Councillors and is elected under proportional representation. The City of Edinburgh Council usually meets once a month and the Lord Provost is the Convener when it meets.

This meeting of the City of Edinburgh Council is being held virtually by Microsoft Teams.

## **Further information**

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If you have any questions about the agenda or meeting arrangements, please contact Gavin King, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel 0131 529 4239, email [gavin.king@edinburgh.gov.uk](mailto:gavin.king@edinburgh.gov.uk).

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# Minutes

## The City of Edinburgh Council

Edinburgh, Thursday 24 June 2021

Present:-

### LORD PROVOST

The Right Honourable Frank Ross

### COUNCILLORS

Robert C Aldridge  
Scott Arthur  
Gavin Barrie  
Eleanor Bird  
Chas Booth  
Claire Bridgman  
Mark A Brown  
Graeme Bruce  
Steve Burgess  
Lezley Marion Cameron  
Jim Campbell  
Kate Campbell  
Mary Campbell  
Maureen M Child  
Nick Cook  
Gavin Corbett  
Cammy Day  
Alison Dickie  
Denis C Dixon  
Phil Duggart  
Karen Doran  
Scott Douglas  
Catherine Fullerton  
Neil Gardiner  
Gillian Gloyer  
George Gordon  
Joan Griffiths  
Ricky Henderson  
Derek Howie  
Graham J Hutchison

Andrew Johnston  
David Key  
Callum Laidlaw  
Kevin Lang  
Lesley Macinnes  
Melanie Main  
John McLellan  
Amy McNeese-Mechan  
Adam McVey  
Claire Miller  
Max Mitchell  
Joanna Mowat  
Rob Munn  
Gordon J Munro  
Hal Osler  
Ian Perry  
Susan Rae  
Lewis Ritchie  
Cameron Rose  
Neil Ross  
Jason Rust  
Stephanie Smith  
Alex Staniforth  
Mandy Watt  
Susan Webber  
Iain Whyte  
Donald Wilson  
Norman J Work  
Ethan Young  
Louise Young

## **1 Potential Retention of Spaces for People – referral from the Transport and Environment Committee**

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### **a) Deputation – Whitehouse Loan Residents**

The deputation asked the Council to extend the decision to remove the Spaces for People measures over the school holidays specifically in Whitehouse Loan. They felt that the measures were not needed outwith school times as the area had always been a quiet route and that the safety measures which had been put in place were causing more safety issues than before.

### **b) Deputation – Spokes and BEST (Better Edinburgh for Sustainable Travel)**

The deputation felt that the Spaces for People project was a remarkable achievement in a short space of time and that upgrading should be an ongoing process. They indicated that they would like to see more shopping streets schemes and 20 minute neighbourhoods but this would require them to be quiet and accessible and that a network of cycleways on arterial roads was crucial to achieve cycling targets. They urged the Council to retain, improve and extend the Spaces for People schemes and asked them to consider what their removal would achieve.

### **c) Deputation – South West Edinburgh in Motion**

The deputation welcomed the proposal to remove the Spaces for People scheme on Lanark Road, but indicated that nearly all of the same safety and equality issues were duplicated on Longstone and Inglis Green Roads. The deputation indicated that residents who supported active travel, road safety, environment and inclusivity initiatives broadly supported council objectives in these areas, and proportional actions to deliver against them.

Concerns were raised regarding accidents that had been occurring since the installation of the schemes and they felt that serious issues in terms of safety and access remained for cyclists, children, residents and visitors.

### **d) Deputation – New Town and Broughton Community Council**

A written deputation was presented on behalf of the New Town and Broughton Community Council.

The deputation indicated that they did not accept that the market research provided a representative sample for any valid assessment of the individual Spaced for People schemes. They felt that this was particularly true of a

number of schemes in their area that had not even been fully designed, let alone implemented at the time that the market research was conducted and therefore raised important questions about the wider use of the data by the Council in making decisions about which schemes to retain . They stressed that it was critical that any consultation or market research undertaken by the Council was well designed and executed in order that local residents and other stakeholders could retain their faith in this important aspect of local democracy.

The deputation urged the Council to ensure that future public consultations fully met the Council's new Consultation Policy approved at the Policy and Sustainability Committee meeting on 20 April 2021. They welcomed the intent to engage with communities during the Experimental Traffic Regulation Order (ETRO) process and hoped that Community Councils would be part of that engagement.

**e) Deputation – SW20: South West 20 Minute Neighbourhoods**

The deputation asked the Council to reconsider the removal of the Spaces for People scheme on Lanark Road. They warmly welcomed the Council's plan to retain and improve many schemes but failed to understand why Lanark Road could not proceed with an ETRO, in line with the recommendation of the Council's officers.

The deputation felt that there was room for improvement, particularly for pedestrians - enhancing crossing points, better routes to bus stops, larger floating bays, reducing wide junctions, improved accessibility to businesses, surface improvements and improving 30mph compliance.

**f) Deputation – Keep Edinburgh Moving**

The deputation expressed concern that the results of the consultation showed overwhelming rejection of most of the Spaces for People measures and that the Council appeared to dismiss the findings in favour of those in the Market Research survey. They believed that the Council were dismissing the results of the consultation which undermined the trust in local democracy and made residents question whether or not they should be involved in other consultations.

The deputation asked the Council to acknowledge that the Market Research survey was not fit for purpose as a basis for policy making and to give precedence to the consultation results. They felt that the comments made in the consultation should be fully reviewed before any decisions on the Spaces for People measures were taken.

**g) Deputation – Silverknowes Community Group**

The deputation indicated that as a result of the installation of the Temporary emergency Covid 19 measures on the streets in and around Silverknowes, the vulnerable and elderly were not receiving food deliveries as the providers could not deliver supplies, there was restricted access in some of the streets which resulted in large vehicles having to mount the pavement at junctions putting pedestrians of all abilities in danger. They felt that residents, pedestrians and cyclists were being exposed to unnecessary dangers.

The deputation indicated that the recent independent survey carried out by Councillor Kevin Lang attracted almost 700 responses from the residents of Silverknowes and the results had been clear and unambiguous with the vast majority in favour of the removal of the installations and engagement with the Community on a best way forward. They stressed that all observations had shown that these schemes were not being used as intended nor did they show any increase in cycling in the area. They urged the Council to participate in fresh dialogue with all stakeholders so as to define a fit for purpose way forward.

**h) Deputation – Get Edinburgh Moving**

The deputation stressed that there was an overwhelming view from businesses and residents in East Craigs that they did not want a Low Traffic Neighbourhood scheme and would welcome the removal of the proposals for the scheme. They also asked the Council to consider the removal of the segregated cycle lane on Drum Brae North and the traffic calming interventions at Craigs Road.

They Deputation indicated that they would welcome consultation on the proposals for the Corstorphine High Street area and asked that their views be listened to.

**i) Referral from the Transport and Environment Committee**

The Transport and Environment Committee had referred a report that set out the approach taken by the Council to consider the possible retention of Spaces for People (SfP) measures in the longer term to help meet Council priorities as set out in the recently approved Council Business Plan and City Mobility Plan to the City of Edinburgh Council for approval.

## Motion

- 1) To note that the measures introduced under the Spaces for People programme, using Temporary Traffic Regulation Orders (TTROs), remained in place whilst the public health advice required physical distancing measures to manage the spread and impact of COVID19. TTROs were kept under review in accordance with the legislation and there was ongoing liaison with Transport Scotland about the likely duration of the current measures and guidance.
- 2) To note the update in Appendix 1 of the report by the Executive Director of Place on the existing schemes.
- 3) To note the background to retaining some Spaces for People measures, the feedback received through the Market Research, Consultation and Stakeholder surveys carried out and the officer assessment of the existing Schemes.
- 4) To note the recommendations for each scheme, based on the categories set out in paragraphs 4.75 – 4.113 and individual schemes as set out in Appendix 2 of the Executive Director's report.
- 5) To note that work would be undertaken to minimise those negative impacts on people with limited mobility, and to mitigate other impacts of schemes as appropriate.
- 6) To approve the recommendations on both the categories and individual schemes set out in the report by the Executive Director, and commencement of necessary statutory processes for the schemes which were approved for retention.
- 7) To welcome the high level of public engagement through the consultation and to recognise the complexity of competing needs expressed around road space allocation, particularly in ensuring accessibility.
- 8) To note that officer recommendations were based on:
  - Public consultation
  - Market Research
  - Stakeholder surveys
  - Assessment against previously agreed criteria
  - Assessment in light of existing transport policy and direction

9) To better reflect the consultation responses of residents and businesses, in particular where feedback had been fairly definitive in the views of respondents, to agree to:

- Ask officers to engage with Lanark Road local residents and the Community Council to achieve cycle speed mitigation measures as well as to reconsider parking provision where parking spaces sat outside protected cycle lanes, with a view to mitigating potential conflict and safety concerns as soon as practicable on the ground – and that these measures be reported to the Transport and Environment Committee in September.
- Ask in addition that consideration also be given to measures to reduce conflict for all Water of Leith path users and to improve winter travelling conditions in this location. To ask officers to re-examine the Lanark Road scheme and bring a report to the Transport and Environment Committee in September with cross-modal counter data to demonstrate usage for a final decision on removal of the temporary scheme or use of an ETRO, while retaining the 30mph speed limit.
- Ask officers to further engage with the local residents and community representatives ahead of an ETRO to further address resident parking pressure along the Longstone Corridor.
- Bring a report to the September 2021 Transport and Environment Committee on options for modifications to Silverknowes Road South, including possible removal of the scheme.
- Bring a report to the August 2021 Transport and Environment Committee on options for Comiston Road, to improve public transport connectivity and reduce impacts on local residents.
- Bring a report to the August 2021 Transport and Environment Committee on options for modifications to Drum Brae North based on the concerns expressed through the public engagement.
- Bring a report to the September Transport and Environment Committee on options for retaining Forrest Road and George IV Bridge, based on the support identified in the consultation, until the permanent scheme can be implemented- including options to accelerate the delivery of those schemes.
- Bring a report to the August 2021 Transport and Environment Committee on Braid Road, with options for the reopening of the road in both directions, including analysis of impacts on traffic levels, resident connectivity and vulnerable road users walking, wheeling and cycling.

- Improve signage at West Harbour Road/West Shore Road to more clearly inform motorists of the closure and increase disabled parking bays at the closed point to improve disabled access.
- 10) To approve the remaining recommendations for schemes as set out in the report by the Executive Director of Place however to also agree to:
- Continue to work with Living Streets, local businesses and the access panel to explore long term replacements for the Shopping Streets schemes being removed to give adequate safe space for pedestrians.
  - Continue to make any changes required to improve safety and accessibility for residents and disabled people for all other schemes progressing to an ETRO through those statutory processes.
  - Recognise the importance of engagement in communities as schemes go through the ETRO, particularly in protecting vulnerable road users.
- 11) To request that detail of the ongoing liaison with Transport Scotland on the duration of these measures be reported back to Committee each cycle to validate the need for the retention of the Spaces for People measures.
- 12) To note that Edinburgh had an opportunity after the pandemic to lead a green recovery, as was being seen in capitals across Europe. The measures introduced by Spaces for People were one element of our opportunity, giving Edinburgh a chance to re-think the way public spaces were allocated and utilised, experimenting with change, and working collaboratively and inclusively with all members of society to improve our city whilst responding to the climate crisis. Taking Spaces for People measures as a starting point, embracing the feedback and engagement from our residents and stakeholders, and using this moment as a chance to innovate and recover from the pandemic, would make Edinburgh a stronger, more prosperous, and greener capital city.

- moved by Councillor Macinnes, seconded by Councillor Doran

### **Amendment 1**

- 1) To note it was the intention that the measures introduced under the existing Spaces for People Programme, under Temporary Traffic Regulation Orders (TTROs), be retained while public health advice advocated maintaining physical distancing measures but that since the meeting of the Transport and Environment Committee the Scottish Government had announced an intention to move to Level 0 on 19 July 2021 thereby reducing outdoor physical distancing requirements to zero metres with an intention to remove all physical distancing measures by 9 August 2021.

- 2) To therefore agree that officers should take steps to remove measures in line with this timetable (or any subsequent adjustment by the Scottish Government) as their legal justification would fall and they would take time to remove. Officers should report on the progress of this work to the earliest appropriate Council Committee after recess.
- 3) To further note that the enormous 17,600 responses submitted to the Consultation Hub survey (which was the Council's approved method for judging public views on these schemes) showed that residents and businesses were opposed to schemes listed as Protected cycle lanes, Shopping streets, City Centre, Leisure connections and Quiet connections' and accordingly agree to reject proposals to retain them under an ETRO process. Any future suggestions to implement parts of schemes in these categories should be brought forward through a full TRO process with an assessment of impact on the overall transport network.
- 4) To note that, to date, any work to minimise the impact on people with limited mobility, sensory impairments and other disabilities, had fallen short of what was required, and had led to incidences of isolation, loneliness and mental health issues and that all future Active Travel schemes should have a full equalities impact assessment.
- 5) To acknowledge the public support for the principle of Schools measures as a result of the Consultation and agree to take these forward taking account of the comments made on each individual scheme in order that these could be improved.
- 6) To agree that, having resolved this matter, officer time be redirected to implement the many delayed Active Travel Schemes that had already been approved by the Council and/or were in progress and that future work should concentrate on the implementation of well designed, properly consulted and aesthetically appropriate permanent Active Travel schemes.

- moved by Councillor Whyte, seconded by Councillor Smith

## **Amendment 2**

- 1) To note that the measures introduced under the Spaces for People programme, using Temporary Traffic Regulation Orders (TTROs), remained in place whilst the public health advice required physical distancing measures to manage the spread and impact of COVID19. TTROs were kept under review in accordance with the legislation and there was ongoing liaison with Transport Scotland about the likely duration of the current measures and guidance.



- 2) To note the update in Appendix 1 of the report by the Executive Director of Place on the existing schemes.
- 3) To note the background to retaining some Spaces for People measures, the feedback received through the Market Research, Consultation and Stakeholder surveys carried out and the officer assessment of the existing Schemes.
- 4) In response to officer recommendations on schemes by category (as detailed in paragraphs 4.75-4.113 of the report by the Executive Director):
  - a) Retains **schools** measures during the summer in locations where schools will be the venue for activities for children and young people; identifies solutions in collaboration with Sciennes Primary School to use Sciennes Road as per the specific issues raised by the deputation;
  - b) Regarding **city centre**, in dialogue with relevant authorities, identifies ways to bridge between the SFP measures and the final Meadows-George Street scheme to avoid removal of measures on George IV Bridge and Forrest Road;
  - c) Retains **shopping streets** and **protected cycle lanes** and commits to co-production of improvements and changes that mitigate the issues raised, prioritising accessibility and improvements benefiting disabled people;
  - d) Retains **leisure and quiet connections** including Links Gardens and two-way closure of Braid Road by taking additional measures and actions to mitigate displacement;
  - e) Retains measures that are recently implemented and scheduled for assessment, to enable complete consideration of the benefits or disbenefits
- 5) To note that work would be undertaken to minimise those negative impacts on people with limited mobility, and to mitigate other impacts of schemes as appropriate.
- 6) To approve of the recommendations on both the categories and individual schemes set out in the report by the Executive Director, and commencement of necessary statutory processes for the schemes which were approved for retention.
- 7) To welcome the high level of public engagement through the consultation and to recognise the complexity of competing needs expressed around road space allocation, particularly in ensuring accessibility.

- 8) To note that officer recommendations were based on:
- Public consultation
  - Market Research • Stakeholder surveys
  - Assessment against previously agreed criteria
  - Assessment in light of existing transport policy and direction
- 9) To better reflect the consultation responses of residents and businesses, in particular where feedback had been fairly definitive in the views of respondents, Committee agreed to:
- Bring a report to the September 2021 Transport and Environment Committee on options to improve the scheme at Lanark Road, retaining the 30mph speed limit, considering safety of residents and especially vulnerable road users, taking into account the limitations of the Water of Leith path as a travel corridor, and to improve winter travelling conditions for vulnerable road users in this location.
  - Ask officers to further engage with the local residents and community representatives ahead of an ETRO to further address resident parking pressure along the Longstone Corridor.
  - Bring a report to the August 2021 Transport and Environment Committee on options for Comiston Road, to improve public transport connectivity and reduce impacts on local residents while upholding and strengthening the implementation of the sustainable transport hierarchy.
  - Bring a report to the September Transport and Environment Committee on options for retaining Forrest Road and George IV Bridge, based on the support identified in the consultation, until the permanent scheme can be implemented- including options to accelerate the delivery of those schemes.
  - Improve signage at West Harbour Road/West Shore Road to more clearly inform motorists of the closure and increase disabled parking bays at the closed point to improve disabled access.
- 10) To approve the remaining recommendations for schemes as set out in the report however to also agree to:
- Continue to work with Living Streets, local businesses and the access panel to explore long term replacements for the Shopping Streets schemes being removed to give adequate safe space for pedestrians.

- Continue to make any changes required to improve safety and accessibility for residents and disabled people for all other schemes progressing to an ETRO through those statutory processes.
  - Recognise the importance of engagement in communities as schemes go through the ETRO, particularly in protecting vulnerable road users.
- 11) To request that detail of the ongoing liaison with Transport Scotland on the duration of these measures be reported back to Committee each cycle to validate the need for the retention of the Spaces for People measures.
  - 12) To note that Edinburgh had an opportunity after the pandemic to lead a green recovery, as was being seen in capitals across Europe. The measures introduced by Spaces for People were one element of our opportunity, giving Edinburgh a chance to re-think the way public spaces were allocated and utilised, experimenting with change, and working collaboratively and inclusively with all members of society to improve our city whilst responding to the climate crisis. Taking Spaces for People measures as a starting point, embracing the feedback and engagement from our residents and stakeholders, and using this moment as a chance to innovate and recover from the pandemic, would make Edinburgh a stronger, more prosperous, and greener capital city.
  - 13) To thank organisations representing disabled people for engaging with the council, note the issues raised, calls for officers to implement the feedback, including but not limited to Guide Dogs Scotland *Covid-19 street design guidance* and RNIB *Coronavirus Courtesy Code* with a special emphasis on the routine use of tactile paving and fully accessible consultations.
  - 14) To note the previous decision to provide more pedestrian priority at signalled crossings and removal of pavement clutter, and undertake to implement both at pace.
  - 15) To agree that dedicated spaces for walking, wheeling and cycling were a priority for surface improvements; agree regular clearing to keep free of leaves, grit and snow/ice; and for sustained enforcement to ensure vehicles were not encroaching on dedicated space.
  - 16) To thank the deputations for their time and work to represent groups and communities, note in particular the theme of consulting children and young people which emerged at the Transport and Environment Committee meeting on 17 June 2021, and ask officers to ensure inclusivity of children and young peoples' feedback in future *Spaces for People* reports.

- moved by Councillor Miller, seconded by Councillor Corbett

### **Amendment 3**

- 1) To reaffirms the Council's commitment to improving active travel in order to make it easier and safer to walk, cycle and wheel across the City.
- 2) To believe the right approach was to work with communities and interested organisations to develop high-quality active travel schemes which made a meaningful and long-term difference and recognise the particular importance of doing this in areas where Spaces for People schemes were being removed.
- 3) To note that, with over 17,000 responses, the consultation on spaces for people represented one of the biggest engagement exercises in the Council's history and believe it essential for the Council to respond properly to the issues raised if public confidence was to be maintained.
- 4) To regret the highly polarised debate which had emerged around spaces for people, caused by an overly centralised approach; a flawed notification and implementation process; and a failure to respond properly to legitimate concerns and safety issues when they had been raised.
- 5) To regret that the needs of vulnerable pedestrians and public transport users had not been given sufficient consideration in this debate, note the compelling deputations from the Edinburgh Access Panel; RNIB; Guide Dogs Scotland; and the Edinburgh Bus Users Group and the call for a properly independent national review of Spaces for People.
- 6) To agree to engage directly with the groups listed in paragraph 5 above, along with Living Streets, local business champion networks and community councils, to develop proposals for subsequent public consultation to improve the pedestrian experience in local town centres, including work to:
  - a) ensure all footways met Edinburgh Street Design Guidance;
  - b) reduce waiting times and maximise crossing times for light controlled pedestrian crossings;
  - c) enhance pedestrian priority for crossing side street junctions; and
  - d) remove unnecessary pavement clutter.
- 7) To recognise the particular support within the consultation responses for Spaces for People schemes around schools; believe this further demonstrated the strong support for making it safer for pupils and parents to travel to and from school by sustainable means; and agree any work must be properly linked to the city-wide 'safer routes to schools' project while considering relevant concerns from residents.

- 8) To agree that, given the nature of the consultation responses, it would be inappropriate to use ETROs in the way presented in the report by the Executive Director of Place and therefore agree that any work to continue with spaces for people schemes should be through and full and transparent TRO process.
- 9) To believe substantially more detail was required on whether design solutions were either feasible or sufficient to respond to the concerns raised through the consultation, and that such detail should be provided in order for the Transport and Environment Committee to make informed decisions on individual schemes.
- 10) To note paragraphs 1.1.1-1.1.4 of the original Transport and Environment Committee report by the Executive Director.
- 11) To agree the recommendations set out in Appendix 2 of the report by the Executive Director with the exception of the following;
  - a) remove the Greenbank to Meadows quiet cycle route and consult with local residents on alternative measures to reduce through traffic in the area.
  - b) fully reopen Braid Road along and implement the planned improvements near the Hermitage.
  - c) remove the Comiston Road cycleway and extend southwards the northbound bus lane in order to resolve access and safety issues for residents, and to ensure clear access for emergency vehicles.
  - d) remove the segregated cycleways on Drum Brae North and Ladywell Road.
  - e) end the current restrictions on vehicle access at Silverknowes Road North and remove the Silverknowes 'quiet cycle route'.
  - f) immediately review those measures on Queensferry Road which had led to most resident concerns, including the arrangements at the junction with Craigleith Crescent, and remove the current restriction at Clarendon Crescent.
  - g) immediately review the Spaces for People measures at Canonmills and Rodney Street with a report to the Transport and Environment Committee in one cycle.
  - h) ensure officers engaged with the Cramond and Barnton Community Council on the ongoing closure of Cammo Walk as part of the formal

Community Participation Request, and for the results of these discussions to be reported back to the Transport and Environment Committee in one cycle.

- i) immediately review the Lanark Road cycle lanes, including engagement with ward councillors, local community councils, public transport providers and active travel groups, with an options report presented to the Transport and Environment Committee in one cycle.

- moved by Councillor Lang, seconded by Councillor Neil Ross

## **Voting**

### **First Vote**

The voting was as follows:

For the Motion	-	26 votes
For Amendment 1	-	17 votes
For Amendment 2	-	9 votes
For Amendment 3	-	9 votes

(For the Motion: The Lord Provost, Councillors Arthur, Bird, Cameron, Kate Campbell, Child, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gordon, Griffiths, Henderson, Key, Macinnes, McNeese-Mechan, McVey, Munn, Munro, Perry, Watt, Wilson, Work and Ethan Young.

For Amendment 1: Councillors Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Hutchison, Johnston, Laidlaw, McLellan, Mitchell, Mowat, Rose, Rust, Smith, Webber and Whyte.

For Amendment 2: Councillors Booth, Burgess, Mary Campbell, Corbett, Howie, Main, Miller, Rae and Staniforth.

For Amendment 3: Councillors Aldridge, Barrie, Bridgman, Gloyer, Lang, Osler, Ritchie, Neil Ross and Louise Young.

There being no overall majority, and 9 members having voted for Amendment 2 and 9 members for Amendment 3, the Lord Provost gave his casting vote to keep Amendment 2. Amendment 3 therefore fell and a second vote was taken between the Motion and Amendments 1 and 2.

## **Voting**

### **Second Vote**

The voting was as follows:

For the Motion	-	26 votes
For Amendment 1	-	20 votes
For Amendment 2	-	9 votes
Abstentions	-	6

(For the Motion: The Lord Provost, Councillors Arthur, Bird, Cameron, Kate Campbell, Child, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gordon, Griffiths, Henderson, Key, Macinnes, McNeese-Mechan, McVey, Munn, Munro, Perry, Watt, Wilson, Work and Ethan Young.

For Amendment 1: Councillors Barrie, Bridgman, Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Hutchison, Johnston, Laidlaw, McLellan, Mitchell, Mowat, Ritchie, Rose, Rust, Smith, Webber and Whyte.

For Amendment 2: Councillors Booth, Burgess, Mary Campbell, Corbett, Howie, Main, Miller, Rae and Staniforth

Abstentions: Councillors Aldridge, Gloyer, Lang, Osler, Neil Ross, and Louise Young.)

There being no overall majority, Amendment 2 fell and a third vote was taken between the Motion and Amendment 1.

## **Voting**

### **Third Vote**

The voting was as follows:

For the Motion	-	26 votes
For Amendment 1	-	20 votes
Abstentions	-	15

(For the Motion: The Lord Provost, Councillors Arthur, Bird, Cameron, Kate Campbell, Child, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gordon, Griffiths, Henderson, Key, Macinnes, McNeese-Mechan, McVey, Munn, Munro, Perry, Watt, Wilson, Work and Ethan Young.

For Amendment 1: Councillors Barrie, Bridgman, Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Hutchison, Johnston, Laidlaw, McLellan, Mitchell, Mowat, Ritchie, Rose, Rust, Smith, Webber and Whyte.

Abstentions: Councillors Aldridge, Booth, Burgess, Mary Campbell, Corbett, Gloyer, Howie, Lang, Main, Miller, Osler, Rae, Neil Ross, Staniforth and Louise Young.

## **Decision**

To approve the motion by Councillor Munn.

(References: Transport and Environment Committee of 17 June 2021 (item 3); referral from the Transport and Environment Committee, submitted.)

## **Declaration of Interests**

Councillor Arthur declared a non-financial interest in the above item as a member of Spokes and as a work colleague was part of a deputation on this item

Councillor Corbett declared a non-financial interest in the above item as a member of Spokes.

## **2 Engagement and Consultation with Regard to the Retention of Spaces for People Survey and Market Research – Motion by Councillor Jim Campbell**

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### **a) Deputation – Keep Edinburgh Moving**

The deputation expressed concern that commercial organisations and charities which would benefit directly or indirectly if a project progressed were also leading the consultation or research process to establish public appetite for the project. They felt that there was a failure of the consultation to meet the Council's own Quality Standards and that the framing of project proposals had been done in a leading or inaccurate way in materials promoting and supporting a consultation, which they felt was an attempt to elicit a positive response.

The deputation the Council to carry out a full investigation into the Spaces for People projects consultation and market research and their outcomes.

### **b) Motion by Councillor Jim Campbell**

The following motion by Councillor Jim Campbell was submitted in terms of Standing Order 17:

“Council: Reaffirms its commitment to undertaking high quality opinion surveys and marked research to best understand the views and attitudes of City of Edinburgh residents.

Notes that the Policy and Sustainability Committee agreed in April to a new Engagement and Consultation approach, in response to the Best Value Audit



of Council, and that this attempt to inject greater rigour was warmly welcomed by all Members.

Observes that doubt has been cast on the rigour with which market research on the retention of Spaces for People has been conducted and notes the reported differences between the headline results of this market research when compared with the survey views of almost 18,000 responses.

Instructs the Monitoring Officer to report to Council if, in whole or in part, the consultation exercise was covered by the new Engagement and Consultation approach and, if so, whether it conformed to these requirements.

Further instructs the Chief Executive to write to the authors of the Market Research, relaying any documented concerns raised by elected members and members of the public and shared with the Transport and Environment Committee when it meets on 17 June, asking for a response at their earliest convenience. This response should be shared on receipt with all Councillors.”

### **Motion**

To approve the motion by Councillor Jim Campbell.

- moved by Councillor Jim Campbell, seconded by Councillor McLellan

### **Amendment 1**

To accept paragraphs 1-2 of the motion by Councillor Jim Campbell, and replace remaining paragraphs of the motion as follows:

“Recognises the valuable role of market research as part of a range of information when seeking to understand the views of residents and making decisions;

Invites any members with concerns to raise these with officers to enable continuous improvement in the design and use of market research in future.”

- moved by Councillor Miller, seconded by Councillor Corbett

### **Amendment 2**

To take no action on the motion.

- moved by Councillor McVey, seconded by Councillor Day

### **Voting**

In terms of Standing Order 24(4), the Lord Provost ruled that a first vote be taken for or against the motion for no action.

## First Vote

The voting was as follows:

For the motion for no action	-	35 votes
Against the motion for no action	-	26 votes

(For the motion for no action: The Lord Provost, Councillors Arthur, Bird, Booth, Burgess, Cameron, Kate Campbell, Mary Campbell, Child, Corbett, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gordon, Griffiths, Henderson, Howie, Key, Macinnes, Main, McNeese-Mechan, McVey, Miller, Munn, Munro, Perry, Rae, Staniforth, Watt, Wilson, Work and Ethan Young

Against the motion for no action: Councillors Aldridge, Barrie, Bridgman, Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Gloyer, Hutchison, Johnston, Laidlaw, Lang, McLellan, Mitchell, Mowat, Osler, Ritchie, Rose, Neil Ross, Rust, Smith, Webber, Whyte and Louise Young.)

## Decision

To take no action on the motion by Councillor Jim Campbell.

## 3 Minutes

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### Decision

To approve the minute of the Council of 27 May 2021 as a correct record.

## 4 Leader's Report

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The Leader presented his report to the Council. He commented on:

- Covid – numbers that the city is dealing with – vaccination programme update
- Councillor Rankin – position as Finance and Resources Convener

The following questions/comments were made:

Councillor Whyte	-	Closure of 4 Council run care homes
Councillor Main	-	Failure to meet climate emission reduction target

- |                          |  |
|--------------------------|--|
| Councillor Aldridge      | <ul style="list-style-type: none"> <li>- Covid vaccinations</li> <li>- Councillor Rankin - position as Finance and Resources Convener</li> <li>- Culture and Communities Committee - vital need for investment in parks and greenspace</li> </ul>  |
| Councillor Day           | <ul style="list-style-type: none"> <li>- Councillor Rankin – position as Finance and Resources Convener</li> <li>- Andy Gray, Chief Education Officer – recognition of work</li> <li>- Condemnation of actions of minority towards Scottish Ambulance Service’s mobile test unit at West Pilton</li> </ul> |
| Councillor Dickie        | <ul style="list-style-type: none"> <li>- Laughter in Learning – pupils in the Pentland Hills – outdoor learning</li> </ul>   |
| Councillor Johnston      | <ul style="list-style-type: none"> <li>- Business case for Tram extension – Lothian Bus funding gap</li> </ul>   |
| Councillor Staniforth    | <ul style="list-style-type: none"> <li>- Council owned tower blocks – system for repairs</li> </ul>  |
| Councillor Neil Ross     | <ul style="list-style-type: none"> <li>- Councillor Rankin – position as Finance and Resources Convener</li> <li>- Lothian Pension Fund – Engine Number One nominees</li> </ul>  |
| Councillor Cameron       | <ul style="list-style-type: none"> <li>- Opening of St James Quarter</li> <li>- Old town businesses – invitation to Leader to visit</li> </ul>   |
| Councillor Kate Campbell | <ul style="list-style-type: none"> <li>- Councillor Rankin – position as Finance and Resources Convener</li> <li>- Retail and hospitality businesses – Welcoming the opening of the St James Quarter</li> </ul>  |
| Councillor Doggart       | <ul style="list-style-type: none"> <li>- Decision to close care homes</li> </ul>   |
| Councillor Howie         | <ul style="list-style-type: none"> <li>- Scottish Government fireworks consultation – response by Council Leader</li> </ul>  |

- |                           |   |  |
|---------------------------|---|--|
| Councillor Cook           | - | New Liberton High School – site for new GME Secondary school   |
| Councillor Gordon         | - | Thanks to Esther Robertson – Interim Chair of NHS Lothian  |
| Councillor Lang           | - | Coalition commitments – recycling rates  |
| Councillor Mary Campbell  | - | Final week of school year – thanks to staff and pupils – welcome reform of exams and assessments   |
| Councillor Gardiner       | - | Councillor Rankin – position as Finance and Resources Convener   |
|                           | - | Welcome resilience of Princes Street – investor commitment   |
| Councillor Munro          | - | Councillor Rankin – position as Finance and Resources Convener   |
|                           | - | £1billion unspent Covid funding – bid for a share for Edinburgh  |
| Councillor Burgess        | - | Lothian Pensions Fund - cote at Pensions Committee – blocking a proposal for a report into divestment from companies contributing to climate change  |
| Councillor McNeese-Mechan | - | Professor Heidi Larson – Recipient of the Edinburgh Medal<br>Kirsty Matheson – Centre for Moving Image – Appointment as Creative Director<br>Edinburgh Science Festival - Focus on Women in STEM Street Art Trail<br><br>Celebration of wealth of festivals and academic institutions in Edinburgh |

## 5 Appointments to Outside Organisations etc

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On 29 June 2017 the Council had appointed members to outside bodies for 2017-22. Councillor Kate Campbell had tendered her resignation as a member of Cre8te and Council was asked to appoint a member in her place. Council was also asked to appoint a member to Scotland Excel's Joint Committee's Executive Sub-Committee.

## **Motion**

To appoint:

- a) Councillor Munn as substantive Convener of Finance and Resources Committee at an SRA of 62.5% of Leader's. Also agrees to replace Councillor Rankin as substantive member on all respective working groups, bodies and committees other than Councillor Rankin as Chair of the Pensions Committee.
- b) Councillor Child in place of Councillor Arthur on the Transport and Environment Committee.
- c) Councillor Lezley Marion Cameron in place of Councillor Child on the Governance, Risk and Best Value Committee.
- d) Councillor Lezley Marion Cameron in place of Councillor Griffiths on the Planning Committee.

- moved by Councillor Fullerton, seconded by Councillor Doran

## **Amendment 1**

To appoint:

- a) Councillor Callum Laidlaw in place of Councillor Kate Campbell as the Council representative on Craigmillar Opportunities Trust (Cre8te).
- b) Councillor Andrew Johnston in place of Councillor Graham Hutchison as the Council representative to serve on the Scotland Excel Joint Committee Executive Sub- Committee until June 2022.

- moved by Councillor Mowat, seconded by Councillor Whyte

## **Amendment 2**

To agree to make the following changes to council committees and SRAs:

- a) Noting that Councillor Steve Burgess and Councillor Claire Miller are to replace Councillor Alex Staniforth and Councillor Melanie Main as co-convenors of the Green Group, for the Green Group Leadership SRA to pass to Councillor Steve Burgess with immediate effect.
- b) Councillor Susan Rae and Councillor Alex Staniforth to replace Councillor Chas Booth and Councillor Claire Miller on the Housing, Homelessness and Fair Work Committee.

- c) Councillor Chas Booth to replace Councillor Susan Rae on the Culture and Communities Committee.
- d) Councillor Alex Staniforth to replace Councillor Mary Campbell on the Planning (and Development Management Sub-Committee and Local Review Board panel 1).
- e) Councillor Claire Miller and Councillor Steve Burgess to replace Councillor Alex Staniforth and Councillor Melanie Main on the Policy and Sustainability Committee.
- f) Councillor Melanie Main and Councillor Mary Campbell to replace Councillor Susan Rae and Councillor Alex Staniforth on the Governance, Risk and Best Value Committee.
- g) Councillor Melanie Main to replace Councillor Claire Miller as Green Group Leader at COSLA.

In accordance with Standing Order 22(12) Amendments 1 and 2 were accepted as addendums to the Motion.

### **Decision**

To approve the following adjusted Motion by Councillor McVey

- 1) To appoint Councillor Munn as substantive Convener of Finance and Resources Committee at an SRA of 62.5% of Leader's. Also agrees to replace Councillor Rankin as substantive member on all respective working groups, bodies and committees other than Councillor Rankin as Chair of the Pensions Committee.
- 2) To appoint Councillor Child in place of Councillor Arthur on the Transport and Environment Committee.
- 3) To appoint Councillor Lezley Marion Cameron in place of Councillor Child on the Governance, Risk and Best Value Committee.
- 4) To appoint Councillor Lezley Marion Cameron in place of Councillor Griffiths on the Planning Committee.
- 5) To appoint Councillor Callum Laidlaw in place of Councillor Kate Campbell as the Council representative on Craigmillar Opportunities Trust (Cre8te).
- 6) To appoint Councillor Andrew Johnston in place of Councillor Graham Hutchison as the Council representative to serve on the Scotland Excel Joint Committee Executive Sub- Committee until June 2022.

- 7) Noting that Councillor Steve Burgess and Councillor Claire Miller were to replace Councillor Alex Staniforth and Councillor Melanie Main as co-convenors of the Green Group, for the Green Group Leadership SRA to pass to Councillor Steve Burgess with immediate effect.
- 8) To appoint Councillor Susan Rae and Councillor Alex Staniforth to replace Councillor Chas Booth and Councillor Claire Miller on the Housing, Homelessness and Fair Work Committee.
- 9) To appoint Councillor Chas Booth to replace Councillor Susan Rae on the Culture and Communities Committee.
- 10) To appoint Councillor Alex Staniforth to replace Councillor Mary Campbell on the Planning (and Development Management Sub-Committee and Local Review Board panel 1).
- 11) To appoint Councillor Claire Miller and Councillor Steve Burgess to replace Councillor Alex Staniforth and Councillor Melanie Main on the Policy and Sustainability Committee.
- 12) To appoint Councillor Melanie Main and Councillor Mary Campbell to replace Councillor Susan Rae and Councillor Alex Staniforth on the Governance, Risk and Best Value Committee.
- 13) To appoint Councillor Melanie Main to replace Councillor Claire Miller as Green Group Leader at COSLA.

(References – Act of Council No 8 of 29 June 2017; report by the Chief Executive, submitted.)

## **6 Review of Political Management Arrangements**

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Details were provided on proposed meeting arrangements to carry out Council business going forward.

### **Motion**

- 1) To agree all formal meetings of the Council would remain virtual until Edinburgh was moved to protection level zero.
- 2) To agree, following a move to protection level zero, a phased approach was progressed starting with the resumption of executive committees and the Governance, Risk and Best Value Committee.
- 3) To note current regulations which required that the two-metre distancing rule must be in place. This threshold meant that the only option available for

Council at this stage was a blended model whereby a minority of elected members would attend in the City Chambers and the remainder access remotely.

- 4) To agree that Council meetings remain virtual and when physical distancing restrictions changed, to report to Council to consider the reimplementation of physical Council meetings.
- 5) To agree that all other committees working groups remain virtual.
- 6) To agree to progress with electronic voting, as set out in paragraphs 4.21 and 4.22 of the report by the Chief Executive.
- 7) To suspend procedural Standing Orders until 31 December 2021 and agree the Interim Standing Orders set out in appendix one to the report to take effect from 1 August 2021.

- moved by Councillor McVey, seconded by Councillor Day

### **Amendment**

To note the First Minister's statement of 22<sup>nd</sup> June 2021 which proposed to move mainland Scotland into Level 0 on 19<sup>th</sup> July which would reduce the requirement for physical distancing from 2m to 1m and that the First Minister hoped to move beyond level 0 on 9<sup>th</sup> August with the removal of major legal restrictions at this point and therefore:

To delete all of the motion by Councillor McVey and replace with:

To agree that should Edinburgh, along with the rest of Scotland move into Level 0 on 19<sup>th</sup> July, the phased return to holding meetings in person would commence from the start of the new session on 2<sup>nd</sup> August starting with executive committees and the Governance, Risk and Best Value Committee;

To agree that officers should report to Political Group Leaders and Independent Councillors on the practicalities of holding Full Council in person with 1m social distancing and no social distancing with the option for any councillors who might need to self-isolate to dial in to the meeting;

To report to Full Council on 26<sup>th</sup> August the arrangements for forthcoming meetings;

To agree that Committees' working groups could remain virtual;

To agree to progress with electronic voting as set out in paragraphs 4.21 and 4.22 of the report by the Chief Executive;



To suspend procedural Standing Orders until 31 December 2021 and agree the Interim Standing Orders set out in appendix one to the report to take effect from 1 August 2021.

- moved by Councillor Mowat, seconded by Councillor Webber

### **Voting**

The voting was as follows:

For the motion	-	36 votes
For the amendment	-	25 votes

(For the motion: The Lord Provost, Councillors Arthur, Bird, Booth, Burgess, Cameron, Kate Campbell, Mary Campbell, Child, Corbett, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gordon, Griffiths, Henderson, Howie, Key, Macinnes, Main, McNeese-Mechan, McVey, Miller, Munn, Munro, Perry, Rae, Ritchie, Staniforth, Watt, Wilson, Work and Ethan Young

For the amendment: Councillors Aldridge, Barrie, Bridgman, Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Gloyer, Hutchison, Johnston, Laidlaw, Lang, McLellan, Mitchell, Mowat, Osler, Rose, Neil Ross, Rust, Smith, Webber, Whyte and Louise Young.)

### **Decision**

To approve the motion by Councillor McVey.

(Reference – report by the Chief Executive, submitted.)

## **7 Council Outline Diary 2022/23**

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The Council had previously agreed the Council Diary 2021/22. Details were provided on proposed meeting dates for The City of Edinburgh Council and recess dates from August 2022 to August 2023. School term dates for this period had already been considered and agreed to at the Education, Children and Families Committee and the current position in relation to progress made to agree the Spring Bank Holiday 2022 was outlined.

### **Decision**

- 1) To agree the recess and Council meeting dates for August 2022 to August 2023 as set out in appendix 1 to the report by the Chief Executive.
- 2) To note the current position in relation to the Spring Bank Holiday 2022.

(References: Act of Council No 5 of 4 February 2021; report by the Chief Executive, submitted.)

## **8 Unaudited Annual Accounts 2020/21**

---

The unaudited annual accounts for 2020/21 were submitted for the Council's consideration.

### **Decision**

- 1) To note that the unaudited annual accounts for 2020/21 would be submitted to the external auditor by the statutory date.
- 2) To note that, following the receipt of significant additional grant funding late in the year, the provisional outturn position showed an overall underspend of £8.080m and that this sum had been set aside in reserves, with £7m used to fund the service investment approved by Council on 27 May 2021.
- 3) To note that a more detailed revenue and capital outturn analysis would be reported to the Finance and Resources Committee on 12 August 2021.
- 4) To note the intention to submit the audited annual accounts and annual auditor's report to the Governance, Risk and Best Value Committee and thereafter to the Finance and Resources Committee in November 2021, for approval.

(Reference: report by the Executive Director of Resources, submitted.)

## **9 Edinburgh Slavery and Colonialism Legacy Review**

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Details were provided on the progress of the independent Edinburgh Slavery and Colonialism Legacy Review Group since it was convened in November 2020 which set out anticipated milestones for the next six months of the Review, including plans for a public consultation to inform recommendations about redressing this legacy.

### **Motion**

To note the work of the Independent Review as it reached its midway point, and to support the objectives planned over the remainder of its term.

- moved by Councillor Day, seconded by Councillor McNeese-Mechan

### **Amendment**

- 1) To note the report by the Chief Executive.

- 2) To note concern that a review Group whose members were unknown and whose remit/work plan was unpublished could raise questions of public legitimacy from opponents of any recommendations it made regardless of whether these were considered to be too limited or too radical.
- 3) To therefore agrees to seek methods of providing public information on the scope of the Group and its work and, as a first step, agrees that each political group receives a briefing in private to discuss the work of the Group and a further briefing on the findings ahead of submission to the Policy and Sustainability Committee

- moved by Councillor Whyte, seconded by Councillor Cook

### **Voting**

The voting was as follows:

For the motion	-	44 votes
For the amendment	-	17 votes

(For the motion: Lord Provost, Councillors Aldridge, Arthur, Barrie, Bird, Booth, Bridgman, Burgess, Cameron, Kate Campbell, Mary Campbell, Child, Corbett, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gloyer, Gordon, Griffiths, Henderson, Howie, Key, Lang, Macinnes, Main, McNeese-Mechan, McVey, Miller, Munn, Munro, Osler, Perry, Rae, Ritchie, Neil Ross, Staniforth, Watt, Wilson, Work, Ethan Young and Louise Young.

For the amendment: Councillors Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Hutchison, Johnston, Laidlaw, McLellan, Mitchell, Mowat, Rose, Rust, Smith, Webber and Whyte.)

### **Decision**

To approve the motion by Councillor Day.

(Reference: report by the Chief Executive, submitted.)

### **Declaration of Interests**

Councillor Arthur declared a non-financial interest in the above item as a work colleague was part of the Independent Review Group.

## **10 Office of Lord Provost: Year 4 Report 2020/21**

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Details were provided on the activity and outcomes of the Lord Provost in 2020/21 having adopted new working methods and technologies to enable the continued support of civic life in the city whilst COVID -19 Regulations applied.

The annual report profiled the work and commitments of the Civic Leadership from June 2020 to May 2021, a period of significant restriction in the daily life of the city and the range of activity undertaken was described in the context of new measures to support civic life in the city and a clearer definition of the role of the Depute Lord Provost and Bailies of the Council. It was proposed that these changes be captured in a set of protocols to be presented to Council in the shape of a final report prior to the end of this Administration.

### **Decision**

- 1) To note the impact of COVID restrictions and the closure of the City Chambers on the operation of the civic diary.
- 2) To commend the Civic Leadership for the adoption of alternative means of engagement and range of undertaken activity, described in paragraphs 4.7 to 4.16 of the report by the Chief Executive.
- 3) To welcome the early planning that was underway for future civic events, including a Lord Provost Community Garden Party, as set out in paragraphs 4.17 to 4.23 of the report.
- 4) To agree that all Council initiated proposals to the Royal Household should be routed through the Lord Provost's Office, as specified in paragraph 4.20 of the report.
- 5) To agree to receive a final report on the findings and recommendations of the Lord Provost's Commission 'The Strategy for Our Ex Forces Personnel'.
- 6) To agree to receive a final report before the end of the current administration, setting out clear protocols for the future operation of the Civic Office as set out in paragraphs 4.3 to 4.6 of the report.

(Reference: report by the Chief Executive, submitted.)

## **11 Children's Rights, Participation and Delivery**

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In response to a motion by Councillor Dickie, details were provided on a range of activities in place to ensure that Children's Rights were respected, known of and understood, together with the identification of where children and young people's participation in decision making affecting their and other children's lives, and the delivery of services influenced and shaped by that participation continued to cement and build on recent work undertaken in Edinburgh by the Council and Children's Partnership.

## **Decision**

- 1) To note the report by the Chief Executive.
- 2) To note that there would be a progress report provided to Council in February 2022.

(Reference: Act of Council No 11 of 4 February 2021; report by the Chief Executive, submitted.)

## **12 Youth Work in Community Centres and Other Locations**

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Details were provided on Council sponsored outdoor youth work, including detached work with young people in the city, which had been taking place in line with national guidance together with work with community centre management committees to identify opportunities to resume activity which included youth work. A community centre reopening plan had been developed, including location specific assessments to ensure services resumption was managed as safely as possible and Council officers were prioritising the organisation and delivery of the Get into Summer programme for children, young people and families across the city which would result in a wide range of additional opportunities for young people to participate in throughout the Summer.

## **Motion**

- 1) To note the progress made to resume youth work in community centres and other locations.
- 2) To agree that a further update be provided for the Culture and Communities Committee on 14 September 2021, on progress of community centre services resumption - including youth work.
- 3) To agree to ask Edinburgh Voluntary Organisations Council (EVOC) and Lothian Association of Youth Clubs (LAYC) to work with Council officers to produce a Youth Work Recovery Plan for the city that would highlight the excellent practice that already existed but also set out the challenges and actions required going forward.
- 4) To agree to note that the scale of the contribution of the voluntary sector was significant and it would require a co-ordinated effort, over some weeks, to produce a recovery plan for Youth Work.
- 5) To note the commitment and work being undertaken to coordinate and deliver the Get into Summer programme, which would result in more opportunities for greater numbers of young people across the city.

- 6) To note the recent Youthlink Scotland survey which demonstrated the significant impact that lack of access to community facilities had had on the mental and emotional health of the young people.
- 7) To further note the impact upon elderly, disabled, and other vulnerable residents of the city, for whom our city's libraries and community centres often provided a vital lifeline in helping to address social isolation.
- 8) To note that the Policy and Sustainability Committee on 10 June 2021 agreed 'to accelerate the process underway to ensure all assessment work, as far as possible, is complete in those community centres wishing to resume youth work in advance of the School holidays to ensure youth groups can plan for their summer activities and young people get the support they need.'
- 9) To further note that the Policy and Sustainability Committee on 10 June 2021 agreed 'that Full Council on the 24th June will receive an update report that will cover the progress made to resume youth work in community centres and in other locations. It should include how many community centres will be resourced by the council to open, what date they will be open from, what access will be allowed by other groups, what changes would be involved if Edinburgh were to move to Level 1 or 0, and how children's rights have been taken into consideration when making these plans.'
- 10) To consider that these points were not fully covered by the report, and request this information comes to all councillors in the form of a written briefing before 2 July 2021.
- 11) To also request an update report to the Policy and Sustainability Committee in August with updated information as requested and updated information of the programme of reopening youth services over summer that took place, as well as further actions planned upon school return.
- 12) To agree that the Council Leader or a majority of Group Leaders could call a meeting of the Leadership Advisory Panel if any action was required as a decision of council to make further progress on the opening of Community Centres during the summer.

- moved by Councillor Wilson, seconded by Councillor McNeese-Mechan

### **Amendment**

- 1) To note the progress made to resume youth work in community centres and other locations.

- 2) To agree that a further update be provided for the Culture and Communities Committee on 14 September 2021, on progress of community centre services resumption - including youth work.
- 3) To agree to ask Edinburgh Voluntary Organisations Council (EVOC) and Lothian Association of Youth Clubs (LAYC) to work with Council officers to produce a Youth Work Recovery Plan for the city that would highlight the excellent practice that already existed but also set out the challenges and actions required going forward.
- 4) To agree to note that the scale of the contribution of the voluntary sector was significant and it would require a co-ordinated effort, over some weeks, to produce a recovery plan for Youth Work.
- 5) To note the commitment and work being undertaken to coordinate and deliver the Get into Summer programme, which would result in more opportunities for greater numbers of young people across the city.
- 6) To note that the Policy and Sustainability Committee on 10 June 2021 agreed 'to accelerate the process underway to ensure all assessment work, as far as possible, is complete in those community centres wishing to resume youth work in advance of the School holidays to ensure youth groups can plan for their summer activities and young people can get the support they need.' To note from the information in Appendix 1 to the report by the Interim Executive Director of Communities and Families that this had not happened.
- 7) An additional agreement from Policy and Sustainability Committee on 10 June 2021 was 'that Full Council on the 24th June will receive an update report that will cover the progress made to resume youth work in community centres and in other locations. It should include how many community centres will be resourced by the council to open, what date they will be open from, what access will be allowed by other groups, what changes would be involved if Edinburgh were to move to Level 1 or 0, and how children's rights have been taken into consideration when making these plans.' Council considers that those points are not covered by this report.
- 8) To note the ongoing resulting impact of the closure of Community Centres on communities and young people across the city.
- 9) To therefore resolve:
  - a) That the information previously requested would be provided to all councillors by Monday 28 June 2021 and agree a meeting with the Chief Executive and the Leadership Advisory Panel before 3 July 2021 to agree the way forward for each Community Centre that required summer opening and oversee the process over recess.

- b) To require the Chief Executive to conduct a review of the failure to deliver the requests of Policy and Sustainability Committee and report the findings to the next Culture and Communities Committee and thereafter the Governance, Risk and Best Value Committee.
- c) To request a full report in two cycles to the Culture and Communities Committee with an update on the previously agreed work on Community Centre management, and to bring forward options for effective partnership working with Community Centre Management Committees that would get the best outcomes for the communities they served.

- moved by Councillor Mary Campbell, seconded by Councillor Main

In accordance with Standing Order 22(12), paragraph 9(c) of the amendment was accepted as an addendum to the motion.

### **Decision**

To approve the following adjusted motion by Councillor Wilson:

- 1) To note the progress made to resume youth work in community centres and other locations.
- 2) To agree that a further update be provided for the Culture and Communities Committee on 14 September 2021, on progress of community centre services resumption - including youth work.
- 3) To agree to ask Edinburgh Voluntary Organisations Council (EVOC) and Lothian Association of Youth Clubs (LAYC) to work with Council officers to produce a Youth Work Recovery Plan for the city that would highlight the excellent practice that already existed but also set out the challenges and actions required going forward.
- 4) To agree to note that the scale of the contribution of the voluntary sector was significant and it would require a co-ordinated effort, over some weeks, to produce a recovery plan for Youth Work.
- 5) To note the commitment and work being undertaken to coordinate and deliver the Get into Summer programme, which would result in more opportunities for greater numbers of young people across the city.
- 6) To note the recent Youthlink Scotland survey which demonstrated the significant impact that lack of access to community facilities had had on the mental and emotional health of the young people.



- 7) To further note the impact upon elderly, disabled, and other vulnerable residents of the city, for whom our city's libraries and community centres often provided a vital lifeline in helping to address social isolation.
- 8) To note that the Policy and Sustainability Committee on 10 June 2021 agreed 'to accelerate the process underway to ensure all assessment work, as far as possible, is complete in those community centres wishing to resume youth work in advance of the School holidays to ensure youth groups can plan for their summer activities and young people get the support they need.'
- 9) To further note that the Policy and Sustainability Committee on 10 June 2021 agreed 'that Full Council on the 24th June will receive an update report that will cover the progress made to resume youth work in community centres and in other locations. It should include how many community centres will be resourced by the council to open, what date they will be open from, what access will be allowed by other groups, what changes would be involved if Edinburgh were to move to Level 1 or 0, and how children's rights have been taken into consideration when making these plans.'
- 10) To consider that these points were not fully covered by the report, and request this information comes to all councillors in the form of a written briefing before 2 July 2021.
- 11) To also request an update report to the Policy and Sustainability Committee in August with updated information as requested and updated information of the programme of reopening youth services over summer that took place, as well as further actions planned upon school return.
- 12) To agree that the Council Leader or a majority of Group Leaders could call a meeting of the Leadership Advisory Panel if any action was required as a decision of council to make further progress on the opening of Community Centres during the summer.
- 13) To request a full report in two cycles to the Culture and Communities Committee with an update on the previously agreed work on Community Centre management, and to bring forward options for effective partnership working with Community Centre Management Committees that would get the best outcomes for the communities they served.

(References – Policy and Sustainability Committee of 10 June 2021 (item 8); report by the Interim Director of Communities and Families, submitted.)

## 13 Chair

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At this point in the proceedings, the Lord Provost left the meeting and Councillor Griffiths, Depute Convener took the Chair.

## 14 Monitoring Officer Report

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Details were provided on a Decision Notice which had been issued by the Scottish Public Services Ombudsman (the “SPSO”) in relation to a matter involving Social Services and Legal Services. The Decision Notice stated that in the opinion of the SPSO there had been undue delay on the part of the Council and given the finding of undue delay, the Monitoring Officer considered that he was required to report this as maladministration to Council in terms of section 5 of the Local Government and Housing Act 1989.

### **Motion**

- 1) To note that a report by the SPSO into the Council’s handling of a specific matter had resulted in a finding of maladministration due to undue delay on the part of the Council.
- 2) To note that the Council’s Monitoring Officer was required, under s.5 of the Local Government and Housing Act 1989, to report to Council if they considered that in the course of the discharge of the Council’s functions any proposal, decision or omission had resulted in maladministration.
- 3) To note that the Council had already taken action to resolve this matter and the SPSO had asked the Council to provide evidence of agreed actions by 6 September 2021 (as noted in the SPSO’s final Decision Notice).

- moved by Councillor McVey, seconded by Councillor Day

### **Amendment**

- 1) To note that a report by the SPSO into the Council’s handling of a specific matter had resulted in a finding of maladministration due to undue delay on the part of the Council.
- 2) To note that the Council’s Monitoring Officer was required, under s.5 of the Local Government and Housing Act 1989, to report to Council if they considered that in the course of the discharge of the Council’s functions any proposal, decision or omission had resulted in maladministration.

- 3) To note that the Council had already taken action to resolve this matter and the SPSO had asked the Council to provide evidence of agreed actions by 6 September 2021 (as noted in the SPSO's final Decision Notice).
- 4) To request the Monitoring Officer to report to the Policy and Sustainability Committee within two cycles that all evidence of agreed actions had been submitted to the SPSO.

- moved by Councillor Doggart, seconded by Councillor Cook

In accordance with Standing Order 22(12) the amendment was accepted as an addendum to the motion.

### **Decision**

To approve the following adjusted motion by Councillor McVey:

- 1) To note that a report by the SPSO into the Council's handling of a specific matter had resulted in a finding of maladministration due to undue delay on the part of the Council.
- 2) To note that the Council's Monitoring Officer was required, under s.5 of the Local Government and Housing Act 1989, to report to Council if they considered that in the course of the discharge of the Council's functions any proposal, decision or omission had resulted in maladministration.
- 3) To note that the Council had already taken action to resolve this matter and the SPSO had asked the Council to provide evidence of agreed actions by 6 September 2021 (as noted in the SPSO's final Decision Notice).
- 4) To request the Monitoring Officer to report to the Policy and Sustainability Committee within two cycles that all evidence of agreed actions had been submitted to the SPSO.

(Reference: report by the Monitoring Officer, submitted.)

## **15 Lothian Pension Fund - Unaudited Annual Report (and Financial Statements) 2021 - referral from the Pensions Committee**

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### **Decision**

To note that the report had been withdrawn.

## 16 Annual Performance Report 2020/21- referral from the Policy and Sustainability Committee

---

The Policy and Sustainability Committee had referred a report on the Annual Performance Report, 2020/21 to the City of Edinburgh Council for decision.

### **Motion**

- 1) To note the annual performance report for the 2020/21 financial year.
- 2) To note that a revised performance framework would be implemented from April 2021 which aligned to the new Council Business Plan.
- 3) To commend Council officers across service areas for their efforts to continue to deliver lifeline services to the highest possible standards during the challenges of a global pandemic. To further commend the positive progress made in Council performance in that context.

- moved by Councillor McVey, seconded by Councillor Day

### **Amendment 1**

- 1) To note the annual performance report for the 2020/21 financial year but that it had more limited value than normal given that 43% of indicators had been considered incomparable with previous years due to the impact of COVID-19.
- 2) To note with regret that it had taken the current Council Administration four years to agree to remodel the performance framework and that this had only happened following a highly critical Best Value Audit that echoed the Conservative Group's repeated calls for improved performance reporting with SMART indicators and also strongly criticised performance reporting to the public.
- 3) To consider that a change to the performance framework so late in this Council Administration's term meant no backward comparisons could be made and, when set against the politically driven reporting on the Coalition Commitments, highlighted the approach of this Administration that had hidden from performance reporting throughout its term, had failed to focus on service improvement or delivery of its political promises and illustrated its failure to act on the core priorities of the Council elected to serve the people of Edinburgh.

- moved by Councillor Whyte, seconded by Councillor Doggart

## **Amendment 2**

- 1) To note the Annual Performance Report and recognise the extraordinary circumstances of the last year but that to assign 37 out of 87 indicators as not comparable reduced the value of the report; and.
  - Notes the significant rise in school pupils with low attendance and the impact that would have on learning and school engagement;
  - Notes the significant increase in homeless B&B use and off-contract B&B spend, partly in response to rising pandemic-related demand but also as part of a longer- term failure to manage homelessness services;
  - Notes with disappointment the downward trend in recycling rates and street cleanliness;
  - Notes with alarm the length of time taken to process major planning applications;
  - Notes with disappointment lower than planned affordable home approvals;
  - Notes the need to accelerate city emissions reduction and to step up radical transformation in city transport to support walking, wheeling, cycling and mass transit and to significantly reduce private vehicle use; and to support higher mandatory standards of energy efficiency in all homes.
- 2) To note that a revised performance framework would be implemented from April 2021 which aligned to the new Council Business Plan.

- moved by Councillor Staniforth, seconded by Councillor Main

## **Amendment 3**

- 1) To note the annual performance report for the 2020/ 2021 financial year.
- 2) To further notes that a revised performance framework would be implemented from April 2021 which aligned to the Council Business Plan.
- 3) To commend officers of the council for their dedication and commitment to maintaining public service during the period of the pandemic and recognise the additional difficulties they had faced in performing their duties.
- 4) To note with concern a number of areas of performance which remained unacceptable.

- 5) To believe the continuing failure to increase recycling rates by any significant amount since SNP and Labour took over the administration of the city in 2012 was unacceptable.
- 6) To further believe the condition of the paths, pavements and roads remained a major concern and regret the failure of the administration to take meaningful action to improve the situation.
- 7) To further express concern at the failure of the administration to complete the number of affordable homes it had promised.

- moved by Councillor Aldridge, seconded by Councillor Lang

## **Voting**

### **First Vote**

The voting was as follows:

For the Motion	-	25 votes
For Amendment 1	-	17 votes
For Amendment 2	-	9 votes
For Amendment 3	-	8 votes

(For the Motion: Councillors Arthur, Bird, Cameron, Kate Campbell, Child, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gordon, Griffiths, Henderson, Key, Macinnes, McNeese-Mechan, McVey, Munn, Munro, Perry, Watt, Wilson, Work and Ethan Young.

For Amendment 1: Councillors Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Hutchison, Johnston, Laidlaw, McLellan, Mitchell, Mowat, Rose, Rust, Smith, Webber and Whyte.

For Amendment 2: Councillors Booth, Burgess, Mary Campbell, Corbett, Howie, Main, Miller, Rae and Staniforth.

For Amendment 3: Councillors Aldridge, Barrie, Bridgman, Gloyer, Lang, Osler, Neil Ross and Louise Young.)

There being no overall majority, Amendment 3 fell and a second vote was taken between the Motion and Amendments 1 and 2.

### **Second Vote**

The voting was as follows:

For the Motion	-	25 votes
For Amendment 1	-	17 votes
For Amendment 2	-	9 votes
Abstentions	-	8

(For the Motion: Councillors Arthur, Bird, Cameron, Kate Campbell, Child, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gordon, Griffiths, Henderson, Key, Macinnes, McNeese-Mechan, McVey, Munn, Munro, Perry, Watt, Wilson, Work and Ethan Young.

For Amendment 1: Councillors Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Hutchison, Johnston, Laidlaw, McLellan, Mitchell, Mowat, Rose, Rust, Smith, Webber and Whyte.

For Amendment 2: Councillors Booth, Burgess, Mary Campbell, Corbett, Howie, Main, Miller, Rae and Staniforth.

Abstentions: Councillors Aldridge, Barrie, Bridgman, Gloyer, Lang, Osler, Neil Ross and Louise Young.)

There being no overall majority, Amendment 2 fell and a third vote was taken between the Motion and Amendment 1.

### **Third Vote**

The voting was as follows:

For the Motion	-	25 votes
For Amendment 1	-	17 votes
Abstentions	-	17

(For the Motion: Councillors Arthur, Bird, Cameron, Kate Campbell, Child, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gordon, Griffiths, Henderson, Key, Macinnes, McNeese-Mechan, McVey, Munn, Munro, Perry, Watt, Wilson, Work and Ethan Young.

For Amendment 1: Councillors Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Hutchison, Johnston, Laidlaw, McLellan, Mitchell, Mowat, Rose, Rust, Smith, Webber and Whyte.

Abstentions: Councillors Aldridge, Barrie, Booth, Bridgman, Burgess, Mary Campbell, Corbett, Gloyer, Howie, Lang, Main, Miller, Osler, Rae, Neil Ross, Staniforth and Louise Young.)

## Decision

To approve the motion by Councillor McVey.

(References: Policy and Sustainability Committee of 10 June 2021 (item 10); referral from the Policy and Sustainability Committee, submitted.)

## 17 Coalition Commitments Progress Update – June 2021 - referral from the Policy and Sustainability Committee

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The Policy and Sustainability Committee had referred a report on the Coalition Commitments Progress Update – June 2021 to the City of Edinburgh Council for decision.

### Motion

- 1) To note the progress made against the Coalition's commitments and the increased number of fully delivered achievements in the last year.
- 2) To further note the impact of COVID on the delivery of a number of elements of delivery and the need to prioritise the protection of public health against delivery of the Administration's programme for the Capital. Commends officers for their efforts in delivering these commitments, such as the expansion of nursery provision, in the face of a global public health pandemic

- moved by Councillor McVey, seconded by Councillor Day

### Amendment 1

- 1) To note the report and that previous Conservative amendments in 2017, 2018 and 2019 sought to improve both the pledges and the reporting process but were rejected by the SNP/Labour Administration which had sought to continue the approach of its predecessor in taking up officer time attempting to measure and justify unmeasurable political ambitions.
- 2) To recognise the considerable time and effort officers had spent in producing the report and acknowledge that they accepted the commitments were not accompanied by trackable SMART outcomes. Therefore, to agree that the current politically based pledge and reporting process was flawed and note that this had been superseded by the revised performance framework and Council Business Plan.
- 3) To agree that in future officer resources should not be used to produce, monitor or validate overtly party-political agreements without proper SMART measurements, and that a protocol to this end should be agreed before the



May 2022 council elections to be included in induction packs for the new Council.

- moved by Councillor McLellan, seconded by Councillor Whyte

## **Amendment 2**

To note the Coalition Commitments Progress Update and:

- 1) In relation to commitment 1, notes the under-performance against the 10,000 affordable homes target and calls for the Administration to press the new Cabinet Secretary for housing so that Edinburgh receives a larger portion of the national budget in line with the pressures faced;
- 2) In relation to commitment 4, notes continued pressure on the green belt and poorly-designed peripheral development in the regional housing market which undermines transport and sustainability objectives;
- 3) In relation to commitment 6, notes that is premature to conclude that the City Region Deal is fully achieved and that benefits are realised;
- 4) In relation to commitment 8, notes that there no “fair rent zone” has been introduced;
- 5) In relation to commitment 9, notes that B&B use and costs have risen substantially;
- 6) In relation to commitment 13, notes longstanding weaknesses in the tracking and allocation of developer contributions;
- 7) In relation to commitment 18, notes delay in the introduction of the LEZ and the need for it to be strengthened in the future;
- 8) In relation to commitment 19, notes that congestion resulting directly from increases in private vehicle volumes remains a significant challenge for the city;
- 9) In relation to commitment 25, notes significant shortfall in the recycling target of 60%;
- 10) In relation to commitment 27 expresses disappointment in the length of time being taken by the Scottish Government to introduce a pavement parking ban;
- 11) In relation to commitment 36, considers it premature to conclude that it is fully achieved when so much uncertainty about the delivery of a GME secondary school remains;

- 12) In relation to commitment 45, notes the actions but recognises the continuing scale of child poverty in Edinburgh;
- 13) In relation to commitment 47, notes very little progress on participatory budgeting;
- 15) In relation to commitment 48, recommits to introducing a transient visitor levy and workplace parking levy as part of post-pandemic Green Recovery;
- 15) In relation to commitment 52, notes the Coalition voted to scrap Locality Committees.

- moved by Councillor Staniforth, seconded by Councillor Main

### **Amendment 3**

- 1) To note the difficulty faced by officers in seeking to measure and assess progress on the 52 commitments in an objective fashion.
- 2) To note the impact of Covid on progress on some of the commitments.
- 3) To note that a significant number of the commitments would not be fully met in the promised timescale, which had not been directly influenced by Covid.
- 4) In particular to regret the administration's failure:
  - a) To complete the promised and much needed 10,000 affordable rented homes.
  - b) To make any progress in improving Park and Ride facilities (agreed by the Lib Dem led administration in 2009) to reduce congestion in the city.
  - c) To make any progress in increasing recycling rates to the promised 60%.
  - d) To make any progress at all in tackling fly tipping and failing to reintroduce a free bulky item uplift service.
  - e) To make any significant progress in improving training opportunities and access to employment for people with disabilities.
  - f) To make any significant progress on improving our paths, pavements and roads.
  - g) To make any progress in reducing the growing waiting list for allotments.

- h) To have any effective devolved decision making.
- 5) To note the difficult position of officers in assessing the commitments instruct that the final report on progress on the commitments be authored by the Leader and Deputy Leader of the Council.

- moved by Councillor Aldridge, seconded by Councillor Lang

## **Voting**

### **First Vote**

The voting was as follows:

For the Motion	-	25 votes
For Amendment 1	-	17 votes
For Amendment 2	-	9 votes
For Amendment 3	-	8 votes

(For the Motion: Councillors Arthur, Bird, Cameron, Kate Campbell, Child, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gordon, Griffiths, Henderson, Key, Macinnes, McNeese-Mechan, McVey, Munn, Munro, Perry, Watt, Wilson, Work and Ethan Young.

For Amendment 1: Councillors Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Hutchison, Johnston, Laidlaw, McLellan, Mitchell, Mowat, Rose, Rust, Smith, Webber and Whyte.

For Amendment 2: Councillors Booth, Burgess, Mary Campbell, Corbett, Howie, Main, Miller, Rae and Staniforth.

For Amendment 3: Councillors Aldridge, Barrie, Bridgman, Gloyer, Lang, Osler, Neil Ross and Louise Young.)

There being no overall majority, Amendment 3 fell and a second vote was taken between the Motion and Amendments 1 and 2.

### **Second Vote**

The voting was as follows:

For the Motion	-	25 votes
For Amendment 1	-	17 votes
For Amendment 2	-	8 votes
Abstentions	-	9

(For the Motion: Councillors Arthur, Bird, Cameron, Kate Campbell, Child, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gordon, Griffiths, Henderson, Key,

Macinnes, McNeese-Mechan, McVey, Munn, Munro, Perry, Watt, Wilson, Work and Ethan Young.

For Amendment 1: Councillors Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Hutchison, Johnston, Laidlaw, McLellan, Mitchell, Mowat, Rose, Rust, Smith, Webber and Whyte.

For Amendment 2: Councillors Booth, Burgess, Mary Campbell, Corbett, Main, Miller, Rae and Staniforth.

Abstentions: Councillors Aldridge, Barrie, Bridgman, Gloyer, Howie, Lang, Osler, Neil Ross and Louise Young.)

There being no overall majority, Amendment 2 fell and a third vote was taken between the Motion and Amendment 1.

### **Third Vote**

The voting was as follows:

For the Motion	-	25 votes
For Amendment 1	-	17 votes
Abstentions	-	17

(For the Motion: Councillors Arthur, Bird, Cameron, Kate Campbell, Child, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gordon, Griffiths, Henderson, Key, Macinnes, McNeese-Mechan, McVey, Munn, Munro, Perry, Watt, Wilson, Work and Ethan Young.

For Amendment 1: Councillors Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Hutchison, Johnston, Laidlaw, McLellan, Mitchell, Mowat, Rose, Rust, Smith, Webber and Whyte.

Abstentions: Councillors Aldridge, Barrie, Booth, Bridgman, Burgess, Mary Campbell, Corbett, Gloyer, Howie, Lang, Main, Miller, Osler, Rae, Neil Ross, Staniforth and Louise Young.)

### **Decision**

To approve the motion by Councillor McVey.

(References: Policy and Sustainability Committee of 10 June 2021 (item 11); referral from the Policy and Sustainability Committee, submitted.)

## **17 Local Government Benchmarking Framework 2019.20 – Edinburgh Overview - referral from the Policy and Sustainability Committee**

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The Policy and Sustainability Committee had referred a report on the Local Government Benchmarking Framework 2019/20 – Edinburgh Overview to the City of Edinburgh Council for decision.

### **Motion**

- 1) To note the report by the Chief Executive setting out the detailed analysis of the LGBF benchmarking framework dataset for the 19/20 financial year.
- 2) To note the period of analysis covered was largely pre-COVID and note the improved performance in a majority of indicators and a strong overall position when benchmarked against Scotland's three other largest Cities.

- moved by Councillor McVey, seconded by Councillor Day

### **Amendment 1**

- 1) To note the report by the Chief Executive.
- 2) To request a further report setting out a wider review of the data available to implement best practice examples from colleague Councils (not limited to Scotland) and foster a new continuous improvement culture within the Council that sought to place Edinburgh as a top performing Council in Scotland and then the UK.

- moved by Councillor Whyte, seconded by Councillor Duggart

### **Amendment 2**

- 1) To note the report by the Chief Executive.
- 2) To recognise that the information in the report was now quite dated but note with concern the relatively poor performance described in the report of the attainment of pupils from deprived areas in the city compared to the comparator cities.
- 3) To call for a report to the Education, Children and Families Committee updating the position and any action the council was taking to improve the outcomes for pupils from these communities in the city.

- moved by Councillor Aldridge, seconded by Councillor Louise Young

In accordance with Standing Order 22(12) Amendment 2 was accepted as an addendum to Amendment 1.

## **Voting**

The voting was as follows

For the Motion - 34 votes  
For Amendment 1 (as adjusted) - 25 votes

(For the Motion: Councillors Arthur, Bird, Booth, Burgess, Cameron, Kate Campbell, Mary Campbell, Child, Corbett, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gordon, Griffiths, Henderson, Howie, Key, Macinnes, Main, McNeese-Mechan, McVey, Miller, Munn, Munro, Perry, Rae, Staniforth, Watt, Wilson, Work and Ethan Young.

For Amendment 1 (as adjusted): Councillors Aldridge, Barrie, Bridgman, Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Gloyer, Hutchison, Johnston, Laidlaw, Lang, McLellan, Mitchell, Mowat, Osler, Rose, Neil Ross, Rust, Smith, Webber, Whyte and Louise Young.)

## **Decision**

To approve the motion by Councillor McVey.

(References: Policy and Sustainability Committee of 10 June 2021 (item 12); referral from the Policy and Sustainability Committee, submitted.)

## **18 Edinburgh Integration Joint Board/Unlawful Discharges to Care Homes – Motions by Councillors Doggart and Howie**

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The Depute Convener ruled that the following motions, which had been submitted in terms of Standing Order 17, be considered together:

### **Motion 1 - By Councillor Doggart:**

“Council:

- 1) Notes the publication of the Mental Welfare Commission for Scotland (MWCS) report entitled “Authority to Discharge”;
- 2) Welcomes the publication of recommendations as areas of improvement;
- 3) Is concerned that the report notes that within the sample of cases provided, the Edinburgh Health and Social Care Partnership (EHSCP) is described as having acted without legal authority;

- 4) Notes the initial briefing provided by officers to elected members setting out the initial work to be undertaken by the EHSCP;
- 5) Recognises that more work is required to have a full understanding of any problems in respect of discharges at the start of the pandemic, but also recognises that the recommendations of the MWCS are valid in respect of all discharges at any time;
- 6) Requests a report in two cycles to the Policy and Sustainability Committee that includes a summary of the authority to discharge for all patients since the start of the pandemic, confirmation that all relevant EHSCP staff have received training in respect of current policies and procedures, including specific detail surrounding the legality of Power of Attorney and its role in decision making, and a timeframe for implementation of the MWCS recommendations.”

### **Motion**

To withdraw paragraphs 1-4 and 6 of the motion and submit paragraph 5 as an addendum to Councillor Howie’s motion as follows:

To recognise that more work was required to have a full understanding of any problems in respect of discharges at the start of the pandemic, but also recognise that the recommendations of the MWCS were valid in respect of all discharges at any time.

- moved by Councillor Doggart, seconded by Councillor Webber

### **Motion 2 – By Councillor Howie**

“Council:

- 1) Acknowledges the recent report from the Mental Welfare Commission (MWC) for Scotland on Authority to Discharge, detailing their findings on investigating a sample of around 10% of cases across Scotland where a patient was discharged from a hospital to a care home between March and May 2020.
- 2) Notes the Council Leaders response to Cllr Howie’s question on unlawful discharges in December 2020.
- 3) Notes with concern that the report specifies that there was one case identified in Edinburgh where a person was unlawfully discharged from a hospital to a care home between March and May 2020.
- 4) Understands that the Edinburgh Health and Social Care Partnership are working with the Mental Welfare Commission to investigate this case and to produce an action plan based on the 11 recommendations of the MWC report.

- 5) Notes however that this was from a sample of around 10% of all such moves reported at the time by Public Health Scotland, indicating there is are likely to be more cases like it.
- 6) Requests a summary report in one cycle to the Policy and Sustainability Committee that includes:
  - a) The number, under each category included in the MWCS report, of a summary of the authorities to discharge for all patients since the start of the pandemic;
  - b) Confirmation that all relevant EHSCP staff have received training in respect of current policies and procedures, including specific detail surrounding the legality of Power of Attorney and its role in decision making;
  - c) A timeframe for completion of all investigations into every patient's discharge with a full report in four cycles to be returned to Policy and Sustainability; and
  - d) A timeframe for implementation of the MWCS recommendations."

- moved by Councillor Howie, seconded by Councillor Main

### **Amendment**

- 1) To add to point 3 of Councillor Howie's motion:
 

"Also notes issue of discharge from hospital complex involving multiple practitioners across acute and community setting and officers are actively engaging with the MWC to understand their position and interpretation of circumstances to learn any lessons from this case."
- 2) To add to point 4 of Councillor Howie's motion:
 

"Notes the action plan on the 11 recommendations is expected to be reported to a future Policy and Sustainability Committee once fully produced between the HSCP, the CSWO's office and NHS Lothian."
- 3) In point 5 of Councillor Howie's motion:
 

Replace "is are likely to" with "may well be":
- 4) To delete point 6 c) and 6 d) and replace with:
  - 6 c) Realistic and achievable timescales to carry out a proportionate and robust review of all cases over the past 16 months to assure ourselves



of processes over the extraordinary period of time of the pandemic, setting out current resource requirements in continuing to deal with the pandemic to inform that timeline.

-moved by Councillor Henderson, seconded by Councillor Gordon

In accordance with Standing Order 22(12), Paragraph 5 of Councillor Doggart's motion, and the amendment by Councillor Henderson, were accepted as amendments to Councillor Howie's motion.

## **Decision**

To approve the following adjusted motion by Councillor Howie:

- 1) To acknowledge the recent report from the Mental Welfare Commission (MWC) for Scotland on Authority to Discharge, detailing their findings on investigating a sample of around 10% of cases across Scotland where a patient was discharged from a hospital to a care home between March and May 2020.
- 2) To note the Council Leader's response to Councillor Howie's question on unlawful discharges in December 2020.
- 3) To note with concern that the report specified that there was one case identified in Edinburgh where a person was unlawfully discharged from a hospital to a care home between March and May 2020. To also note issue of discharge from hospital complex involving multiple practitioners across acute and community setting and officers are actively engaging with the MWC to understand their position and interpretation of circumstances to learn any lessons from this case
- 4) To understand that the Edinburgh Health and Social Care Partnership were working with the Mental Welfare Commission to investigate this case and to produce an action plan based on the 11 recommendations of the MWC report. To note the action plan on the 11 recommendations is expected to be reported to a future Policy and Sustainability Committee once fully produced between the HSCP, the CSWO's office and NHS Lothian
- 5) To note however that this was from a sample of around 10% of all such moves reported at the time by Public Health Scotland, indicating there may well be more cases like it.
- 6) To request a summary report in one cycle to the Policy and Sustainability Committee that included:

- a) The number, under each category included in the MWCS report, of a summary of the authorities to discharge for all patients since the start of the pandemic;
  - b) Confirmation that all relevant EHSCP staff had received training in respect of current policies and procedures, including specific detail surrounding the legality of Power of Attorney and its role in decision making;
  - c) Realistic and achievable timescales to carry out a proportionate and robust review of all cases over the past 16 months to assure ourselves of processes over the extraordinary period of time of the pandemic, setting out current resource requirements in continuing to deal with the pandemic to inform that timeline.
- 7) To recognise that more work was required to have a full understanding of any problems in respect of discharges at the start of the pandemic, but also recognise that the recommendations of the MWCS were valid in respect of all discharges at any time.

## **19 Health Impacts of Air Pollution – Motion by Councillor Macinnes**

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The following motion by Councillor Macinnes was submitted in terms of Standing Order 17:

“Council notes that:

- 1) Dirty air is already known to increase hospital treatment for severe asthma attacks and other respiratory illnesses.
- 2) That recent research by King’s College London using clinical data has now identified significant additional increased impact on GP visits and inhaler prescriptions following periods of poor air quality.
- 3) That a wide range of individuals are affected but that there is a ‘huge’ increase in children seeking medical help after a week of raised air pollution.
- 4) That those suffering respiratory illnesses, including the impact of recent Covid cases, deserve to live in communities where air pollution is actively reduced through individual and organisational actions.
- 5) Recognises and welcomes the work being undertaken by the Council around the Low Emission Zone and other policy matters, the work being undertaken by the Council and other Edinburgh businesses and organisations to reduce

the impact of their fleets and that many individuals are now taking positive action to reduce their own contributions to air pollution.

Requests that officers prepare a report to the Transport and Environment Committee within three cycles which, in partnership with NHS Lothian and appropriate partners such as the British Lung Foundation, seeks to describe the health impact on Edinburgh of air pollution. Recognises that this is a highly complex area and that the report should also contain recommendations for further work to better understand the economic and educational impact, for example, of lost time due to air pollution health issues.

For info: linked to this article [Air pollution linked to 'huge' rise in child asthma GP visits | Air pollution | The Guardian.](#)"

### **Motion**

To approve the motion by Councillor Macinnes.

- moved by Councillor Macinnes, seconded by Councillor Doran

### **Amendment 1**

- 1) To insert a new enumerated points after point 4) of the motion by Councillor Macinnes:

“Recognises most people spend more time indoors than outdoors and acknowledges the emerging literature on the significantly elevated risks of airborne transmission of COVID 19 within poorly ventilated indoor spaces.

Observes that poor indoor ventilation can also concentrate other airborne pollution, magnifying any health impacts to a far greater extent than outdoor pollution.

Notes that governments around the world are urgently investigating indoor air quality within buildings to better understand any emerging risks. That poorly ventilated School Buildings are a particular cause of concern, and evidence suggests they can negatively impact the development of children.

Further notes that inexpensive monitoring of Carbon Dioxide levels within a building are a very good proxy of overall indoor air quality and could be rapidly deployed in the City of Edinburgh estate.

- 2) In point 5) of the motion, rewords the first clause of the sentence to:

“Recognises and welcomes” removing the comma and renumbers to point 9).

- 3) In the final paragraph of the motion, replaces “Transport and Environment Committee with “Policy and Sustainability Committee”, recognising the cross-cutting nature of this issue, and inserts “indoor and outdoor” before “air pollution” in the last clause of the first sentence.

- moved by Councillor Jim Campbell, seconded by Councillor Mowat

### **Amendment 2**

To amend the final paragraph of the motion by Councillor Macinnes, replacing “Requests that officers prepare a report to the Transport and Environment Committee within three cycles” with “Requests that officers include in the air quality management report update and final report to the Transport and Environment Committee.

- moved by Councillor Miller, seconded by Councillor Corbett

### **Amendment 3**

- 1) To delete paragraph 5) of the motion by Councillor Macinnes and insert,

“5) the decision of the Transport and Environment Committee on 17 June 2021 to proceed with a consultation on a city-centre only Low Emission Zone, recognises the concern around the limited scope of the revised plan and the potential for some communities to witness increased air pollution levels due to the proposed LEZ boundary.”

- 2) To add to the motion:

“6) the work being undertaken by the Council and other Edinburgh businesses and organisations to reduce the impact of their fleets and that many individuals are now taking positive action to reduce their own contributions to air pollution.”

- moved by Councillor Lang, seconded by Councillor Osler

### **Voting**

#### **First Vote**

The voting was as follows:

For the Motion	-	28 votes
For Amendment 1	-	17 votes
For Amendment 2	-	9 votes
For Amendment 3	-	6 votes

(For the Motion: The Lord Provost, Councillors Arthur, Barrie, Bird, Bridgman, Cameron, Kate Campbell, Child, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gordon, Griffiths, Henderson, Key, Macinnes, McNeese-Mechan, McVey, Munn, Munro, Perry, Watt, Wilson, Work and Ethan Young.

For Amendment 1: Councillors Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Hutchison, Johnston, Laidlaw, McLellan, Mitchell, Mowat, Rose, Rust, Smith, Webber and Whyte.

For Amendment 2: Councillors Booth, Burgess, Mary Campbell, Corbett, Howie, Main, Miller, Rae and Staniforth.

For Amendment 3: Councillors Aldridge, Gloyer, Lang, Osler, Neil Ross and Louise Young.)

There being no overall majority, Amendment 3 fell and a second vote was taken between the Motion and Amendments 1 and 2.

### **Second Vote**

The voting was as follows:

For the Motion	-	34 votes
For Amendment 1	-	17 votes
For Amendment 2	-	8 votes

(For the Motion: Lord Provost, Councillors Aldridge, Arthur, Barrie, Bird, Bridgman, Cameron, Kate Campbell, Child, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gloyer, Gordon, Griffiths, Henderson, Key, Lang, Macinnes, McNeese-Mechan, McVey, Munn, Munro, Osler, Perry, Neil Ross, Watt, Wilson, Work, Ethan Young and Louise Young.

For Amendment 1: Councillors Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Hutchison, Johnston, Laidlaw, McLellan, Mitchell, Mowat, Rose, Rust, Smith, Webber and Whyte.

For Amendment 2: Councillors Booth, Burgess, Mary Campbell, Corbett, Main, Miller, Rae and Staniforth.

### **Decision**

To approve the motion by Councillor Macinnes.

## **20 Chair**

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At this point in the meeting the Lord Provost resumed the chair.

## 21 In-house Service Provision - Motion by Councillor Day

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The following motion by Councillor Day was submitted in terms of Standing Order 17:

“Council notes the commitment to in-house delivery wherever possible to ensure the best service provision alongside our commitment to best value, fair work and as a living wage employer.

Council also notes the use of external service providers through contracts and as part of frameworks in many areas to maximise service delivery and deliver specialist services where it would not be possible or efficient to build an in-house model to deliver those services.

Lastly notes previous and recent decisions on service frameworks and contracts where options remain to be fully explored on inhouse components of service delivery within the service areas.

Requests a report to Policy and Sustainability in 2 cycles setting out a process and timeline to examine where in-house provision can be expanded in Council service delivery (including setting out engagement processes for staff, local trade unions, key service users and other stakeholders), and include an update on the use of community benefit clauses in external contracts such as increased local apprenticeships and other clauses in use.”

### **Motion**

To approve the motion by Councillor Day.

- moved by Councillor Day, seconded by Councillor McVey

### **Amendment 1**

To add to the motion by Councillor Day:

Council:

Further notes that the Finance and Resources Committee of the 20th May 2021 unanimously approved 2 external contracts valued at £18m for the delivery of Hard Facilities Management services, with each contract comprising an initial 7 years in length, with the potential to extend to 10 years.

Council therefore agrees to continue to choose the appropriate delivery model for each service in order to achieve its statutory requirement to achieve Best Value.

- moved by Councillor Johnston, seconded by Councillor Bruce

## **Amendment 2**

To add in the final paragraph of the motion by Councillor Day, following the words 'and other stakeholders' within the brackets, 'and recognising the financial and other inputs required to allow best value assessments to be made'.

- moved by Councillor Neil Ross, seconded by Councillor Aldridge

In accordance with Standing Order 22(12), Amendment 2 was accepted as an amendment to the motion.

## **Voting**

The voting was as follows:

For the motion (as adjusted)	-	41 votes
For the amendment	-	17 votes

(For the motion (as adjusted): Lord Provost, Councillors Aldridge, Arthur, Barrie, Bird, Booth, Bridgman, Burgess, Cameron, Kate Campbell, Mary Campbell, Child, Corbett, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gloyer, Gordon, Griffiths, Henderson, Howie, Lang, Macinnes, Main, McNeese-Mechan, McVey, Munn, Munro, Osler, Perry, Rae, Neil Ross, Staniforth, Watt, Wilson, Work, Ethan Young and Louise Young.

For the amendment: Councillors Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Hutchison, Johnston, Laidlaw, McLellan, Mitchell, Mowat, Rose, Rust, Smith, Webber and Whyte.)

## **Decision**

To approve the following adjusted motion by Councillor Day:

- 1) To note the commitment to in-house delivery wherever possible to ensure the best service provision alongside our commitment to best value, fair work and as a living wage employer.
- 2) To also note the use of external service providers through contracts and as part of frameworks in many areas to maximise service delivery and deliver specialist services where it would not be possible or efficient to build an in-house model to deliver those services.
- 3) To lastly note previous and recent decisions on service frameworks and contracts where options remained to be fully explored on inhouse components of service delivery within the service areas.

- 4) To request a report to the Policy and Sustainability Committee in 2 cycles setting out a process and timeline to examine where in-house provision could be expanded in Council service delivery (including setting out engagement processes for staff, local trade unions, key service users and other stakeholders and recognising the financial and other inputs required to allow best value assessments to be made), and include an update on the use of community benefit clauses in external contracts such as increased local apprenticeships and other clauses in use.

## **22 Suspension of Eviction Action Against Council Tenants for Rent Arrears - Motion by Councillor Booth**

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The following motion by Councillor Booth was submitted in terms of Standing Order 17:

“Council:

- 1) Notes that since Feb/March 2021, the council has served 20 eviction notices on tenants for rent arrears and that since the Sheriff Court re-opened in October 2020, decree has been granted to the council in 8 cases;
- 2) Acknowledges that substantial advice and assistance is offered to tenants before an eviction notice is pursued, and that court action remains a last resort for tenants who do not engage or make reasonable payments;
- 3) Nonetheless notes that the covid pandemic has not yet ended, that Edinburgh remains under covid restrictions, that many businesses are currently unable to operate and therefore many citizens currently have severely restricted income;
- 4) Agrees that the council should not be threatening any tenants with eviction for rent arrears in the current circumstances;
- 5) Therefore agrees that:
  - a) no new court orders for eviction due to rent arrears shall be initiated by the council; and
  - b) all current decrees granted to the council by the Sheriff Court for non-payment of rent shall be suspended; until such time as the Scottish Government declares an end to covid restrictions;
- 6) Further agrees that a report on this issue will be provided to the Housing, Homelessness and Fair Work Committee within two cycles, and that this report should also set out options for a review of pre-court engagement with tenants with a view to adopting best practice in encouraging tenants to



engage early and constructively with the council when arrears problems first emerge.”

### **Motion**

To approve the motion by Councillor Booth.

- moved by Councillor Booth, seconded by Councillor Rae

### **Amendment**

To delete the motion by Councillor Booth and replace with:

- 1) To note that since Feb/March 2021, the council had served around 20 notices of proceeding for court action on tenants for rent arrears and that since the Sheriff Court re-opened in October 2020, decree had been granted to the council in 8 cases. The decrees were valid for a period of up to 6 months.
- 2) To further note that none of these had been progressed to eviction.
- 3) To acknowledge that substantial advice and assistance was offered to tenants before an eviction notice was pursued, and that court action remained a last resort for tenants who did not engage or make reasonable payments.
- 4) To nonetheless note that the Covid pandemic had not yet ended, that Edinburgh remained under Covid restrictions, that many businesses were currently unable to operate and therefore many citizens currently had severely restricted income.
- 5) To therefore agree that until such time as the Scottish Government moved Edinburgh into level 0 lockdown restrictions; or until September 2021 at which point a detailed report would be brought to the Housing, Homelessness and Fairwork Committee for a decision:
  - a) the council would suspend evictions of any tenant in relation to rent arrears
  - b) the council would not use decrees granted by the Sheriff court to evict tenants for rent arrears
  - c) all current decrees granted to the council by the Sheriff Court for non-payment of rent would be suspended
  - d) new notice of proceedings to initiate court action due to rent arrears would be suspended.

- 6) To further agrees that a report will be provided to the Housing, Homelessness and Fair Work Committee within one cycle and that this report should:
- a) set out options for a review of pre-court engagement with tenants with a view to adopting best practice in encouraging tenants to engage early and constructively with the council when arrears problems first emerge.
  - b) Recognising that the council was the custodian of the HRA for tenants, the report should reflect the views of tenants and tenants' representative organisations and therefore ask officers to consult with tenants representatives about any additional measures that could be put in place to avoid court proceedings
  - c) Recognising further that the biggest risk of homelessness was to tenants in the private rented sector, as the pre-legal requirements in place for social landlords requiring every action be taken to assist with rent arrears were not in place in the private rented sector. Therefore request the report includes the most up to date data on evictions across all tenures, and steps the council was taking to support tenants in the Private Rented Sector to prevent homelessness.

- moved by Councillor Kate Campbell, seconded by Councillor Watt

In accordance with Standing Order 22(12), the amendment was accepted in place of the motion.

### **Decision**

To approve the following adjusted motion by Councillor Booth:

- 1) To note that since Feb/March 2021, the council had served around 20 notices of proceeding for court action on tenants for rent arrears and that since the Sheriff Court re-opened in October 2020, decree had been granted to the council in 8 cases. The decrees were valid for a period of up to 6 months.
- 2) To further note that none of these had been progressed to eviction.
- 3) To acknowledge that substantial advice and assistance was offered to tenants before an eviction notice was pursued, and that court action remained a last resort for tenants who did not engage or make reasonable payments.
- 4) To nonetheless note that the Covid pandemic had not yet ended, that Edinburgh remained under Covid restrictions, that many businesses were currently unable to operate and therefore many citizens currently had severely restricted income.

- 5) To therefore agree that until such time as the Scottish Government moved Edinburgh into level 0 lockdown restrictions; or until September 2021 at which point a detailed report would be brought to the Housing, Homelessness and Fairwork Committee for a decision:
  - a) the council would suspend evictions of any tenant in relation to rent arrears
  - b) the council would not use decrees granted by the Sheriff court to evict tenants for rent arrears
  - c) all current decrees granted to the council by the Sheriff Court for non-payment of rent would be suspended
  - d) new notice of proceedings to initiate court action due to rent arrears would be suspended.
  
- 6) To further agrees that a report will be provided to the Housing, Homelessness and Fair Work Committee within one cycle and that this report should:
  - a) set out options for a review of pre-court engagement with tenants with a view to adopting best practice in encouraging tenants to engage early and constructively with the council when arrears problems first emerge.
  - b) Recognising that the council was the custodian of the HRA for tenants, the report should reflect the views of tenants and tenants' representative organisations and therefore ask officers to consult with tenants representatives about any additional measures that could be put in place to avoid court proceedings
  - c) Recognising further that the biggest risk of homelessness was to tenants in the private rented sector, as the pre-legal requirements in place for social landlords requiring every action be taken to assist with rent arrears were not in place in the private rented sector. Therefore request the report includes the most up to date data on evictions across all tenures, and steps the council was taking to support tenants in the Private Rented Sector to prevent homelessness.

## 23 Accessible Play Parks - Motion by Councillor Howie

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The following motion by Councillor Howie was submitted in terms of Standing Order 17:

“Council:

- 1) Recognises the need for disabled children to be able to play alongside their more able friends.
- 2) Welcomes the written answer to Full Council on 27.5.21 which indicated that the council has already invested in accessible play equipment.
- 3) Welcomes new facilities at revamped parks like Saughton Park which are accessible to children of a range of abilities.
- 4) Appreciates that different children have different needs and that what is suitable for one child’s disability may not be suitable for others.
- 5) Calls on officers to compile a detailed list of what accessible play equipment is available across Edinburgh’s play parks to be published online to allow the parents of disabled children to use the play park most suitable for their children.

Further, Council:

- 6) Notes the fully accessible play park at Pittencrieff Park in Fife is the closest all-inclusive play park for Edinburgh residents.
- 7) Understands that the play park, which was opened in 2018 by the First Minister, was created in a partnership with Fife Council and Play As One Scotland and was the first of its kind in Scotland.
- 8) Believes that Edinburgh, as the capital city, should have a fully accessible park that at least matches Pittencrieff Park.
- 9) Therefore, requests a report to be returned within 4 cycles to the Culture and Communities Committee which:
  - Outlines the range of disabilities, including learning difficulties, that require specialist equipment or facilities.
  - Details the full range of accessible play park equipment available and their cost.

- Recommends a series of options for the construction of a fully accessible play park in Edinburgh for a range of budgets.
- Outlines any options for outside funding, including sponsorship and partnerships to help secure the necessary funding.”

### **Motion**

To approve the motion by Councillor Howie

- moved by Councillor Howie, seconded by Councillor Staniforth

### **Amendment**

To add a point 10) to the motion by Councillor Howie:

“10) Notes the additional resources allocated through the Council’s budget in February for Parks and that some of this will help deliver new equipment in play parks and asks that this ensures adequate provision for disabled children.

Further notes the Scottish Government commitment on additional playpark resources which should also take account of accessibility in refurbishing, replacing and expanding Edinburgh’s playparks and that information on both of these are included in the report to Culture and Communities and in the city’s Cultural Map.”

- moved by Councillor Wilson, seconded by Councillor McNeese-Mechan

In accordance with Standing Order 22(12), the amendment was accepted as an addendum to the motion.

### **Decision**

To approve the following adjusted motion by Councillor Howie:

- 1) To recognise the need for disabled children to be able to play alongside their more able friends.
- 2) To welcome the written answer to Full Council on 27 May 2021 which indicated that the council had already invested in accessible play equipment.
- 3) To welcome new facilities at revamped parks like Saughton Park which were accessible to children of a range of abilities.
- 4) To appreciate that different children had different needs and that what was suitable for one child’s disability may not be suitable for others.

- 5) To call on officers to compile a detailed list of what accessible play equipment was available across Edinburgh's play parks to be published online to allow the parents of disabled children to use the play park most suitable for their children.

Further:

- 6) To note the fully accessible play park at Pittencrieff Park in Fife was the closest all-inclusive play park for Edinburgh residents.
- 7) To understand that the play park, which was opened in 2018 by the First Minister, was created in a partnership with Fife Council and Play As One Scotland and was the first of its kind in Scotland.
- 8) To believe that Edinburgh, as the capital city, should have a fully accessible park that at least matches Pittencrieff Park.
- 9) To therefore, request a report to be returned within 4 cycles to the Culture and Communities Committee which:
  - Outlined the range of disabilities, including learning difficulties, that required specialist equipment or facilities.
  - Detailed the full range of accessible play park equipment available and their cost.
  - Recommended a series of options for the construction of a fully accessible play park in Edinburgh for a range of budgets.
  - Outlined any options for outside funding, including sponsorship and partnerships to help secure the necessary funding.
- 10) To note the additional resources allocated through the Council's budget in February for Parks and that some of this would help deliver new equipment in play parks and ask that this ensured adequate provision for disabled children.

To further note the Scottish Government commitment on additional playpark resources which should also take account of accessibility in refurbishing, replacing and expanding Edinburgh's playparks and that information on both of these be included in the report to Culture and Communities and in the city's Cultural Map.

## 24 Footpath Completion, Curriehill Road - Motion by Councillor Webber

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The following motion by Councillor Webber was submitted in terms of Standing Order 17:

“Council:

- 1) Notes that in 2018 Miller Homes completed the new housing development off Curriehill Road: Brock View, Currie, Edinburgh, EH14 5TW;
- 2) Notes that Miller Homes contributed to extend the existing footway on the west side of Curriehill Road footway northwards to link to the existing footway;
- 3) Notes that without this extension pedestrians have to walk on a main road to access all their local services including primary schools, libraries, GP surgery and local public transport links;
- 4) Therefore requests that this footway is completed as a City of Edinburgh Council - 24 June 2021 Page 10 of 17 matter of urgency, reaffirming the transport hierarchy, and putting the needs of pedestrians first.”

### Decision

To note that Councillor Webber had withdrawn her motion.

## 25 West End Traffic Impacts - Motion by Councillor Mowat

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The following motion by Councillor Mowat was submitted in terms of Standing Order 17:

“The resident community in area of the West End bounded by Haymarket Terrace, Magdala and Douglas Crescents, and Palmerston Place is concerned that the changes proposed to improve active travel and air quality in the city may negatively impact on them as traffic avoids the Low Emission Zone and the roads are altered with the City Centre West to East Cycle route.

The work completed so far has noted that there will be changes in traffic patterns (CCWEL) and possible displacement (LEZ) there is no commitment to work with the local community to consider whether there are measures that can be taken to avoid the schemes above negatively impacting on this area.

Council therefore instructs Transport officers to meet with residents to discuss and review programmed measures to improve road safety and maintain their

environmental quality including any measures could be taken and how these could be resourced.”

### **Motion**

To approve the motion by Councillor Mowat

- moved by Councillor Mowat, seconded by Councillor Douglas

### **Amendment**

To add additional paragraph at the end of the motion by Councillor Mowat:

“Instructs officers to identify and bring an update to the Transport and Environment Committee on specific measures to create modal shift towards more sustainable transport in this specific area.”

- moved by Councillor Corbett, seconded by Councillor Staniforth

### **Voting**

The voting was as follows:

For the motion	-	25 votes
For the amendment	-	33 votes

(For the motion: Councillors Aldridge, Barrie, Bridgman, Brown, Bruce, Jim Campbell, Cook, Doggart, Douglas, Gloyer, Hutchison, Johnston, Laidlaw, Lang, McLellan, Mitchell, Mowat, Osler, Rose, Neil Ross, Rust, Smith, Webber, Whyte and Louise Young.

For the amendment: Lord Provost, Councillors Arthur, Bird, Booth, Burgess, Cameron, Kate Campbell, Mary Campbell, Child, Corbett, Day, Dickie, Dixon, Doran, Fullerton, Gardiner, Gordon, Griffiths, Henderson, Howie, Macinnes, McNeese-Mechan, McVey, Munn, Munro, Perry, Rae, Staniforth, Watt, Wilson, Work and Ethan Young

### **Decision**

To approve the following amendment by Councillor Corbett:

- 1) The resident community in area of the West End bounded by Haymarket Terrace, Magdala and Douglas Crescents, and Palmerston Place was concerned that the changes proposed to improve active travel and air quality in the city may negatively impact on them as traffic avoided the Low Emission Zone and the roads were altered with the City Centre West to East Cycle route.



- 2) The work completed so far had noted that there would be changes in traffic patterns (CCWEL) and possible displacement (LEZ) there was no commitment to work with the local community to consider whether there were measures that could be taken to avoid the schemes above negatively impacting on this area.
- 3) To therefore instruct Transport officers to meet with residents to discuss and review programmed measures to improve road safety and maintain their environmental quality including any measures that could be taken and how these could be resourced.
- 4) To instruct officers to identify and bring an update to the Transport and Environment Committee on specific measures to create modal shift towards more sustainable transport in this specific area.

## **26 Lothian Buses - Motion by Councillor McLellan**

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The following motion by Councillor McLellan was submitted in terms of Standing Order 17:

“Council

- 1) Is deeply grateful to the drivers of Lothian Buses who were determined to keep serving the public when their vehicles came under repeated attack by vandals earlier this year.
- 2) Recognises that Lothian Buses had little choice but to suspend services to protect both their drivers and passengers.
- 3) Utterly condemns the baseless slur by SNP MSP James Dornan against Lothian Buses management that the decision to suspend services on March 17 (St Patrick’s Day) was motivated by anti-Catholic bigotry.
- 4) Further condemns Mr Dornan’s abuse of parliamentary privilege to make such an allegation without a shred of evidence.
- 5) Instructs the Council leader to write to Mr Dornan to express the unanimous dismay of this council at his accusation and
- 6) Calls upon Mr Dornan to issue a full public apology to the company for casting groundless aspersions on the integrity of its staff.”

### **Motion**

To approve the motion by Councillor McLellan

- moved by Councillor McLellan, seconded by Councillor Brown

## Amendment

- 1) To delete points 3-6 of the motion by Councillor McLellan and replace with:
  - “3) Stands fully behind the Lothian Buses management in their decisions to keep staff safe and the drivers in their right to be safe at their workplace and condemns the comments from James Dornan MSP against Lothian Buses.
  - 4) Rejects any accusation of discrimination against Lothian Buses in relation to actions taken to protect their drivers’ safety.
  - 5) Notes the Transport and Environment Convenor wrote to James Dornan MSP on 12 June 2021 *condemning his remarks*.
  - 6) Notes that James Dornan MSP responded with the following apology on 16 June 2021, which the Convener subsequently shared with the Chair and Managing Director of Lothian.

*For clarification purposes I want make it clear that I am aware that Lothian Bus went on to have further changes to their service routes as the campaign against the attacks on buses progressed. My speech was meant to highlight how a section of community can be almost invisible when decisions, including corporate, are made. I never at any stage meant to imply that Lothian Buses or their staff were by this action Anti-Irish or Anti-Catholic.*

*For that I do sincerely apologise.*

- 7) Recognises the work by groups in the City, such as Edinburgh Interfaith Association and indeed our City’s football clubs, which has contributed to a culture in Edinburgh where sectarianism is rejected by the people of Edinburgh where it’s found.

- moved by Councillor Macinnes, seconded by Councillor Doran

In accordance with Standing Order 22(12), the amendment was adjusted and accepted as an addendum to the motion.

## Decision

To approve the following adjusted motion by Councillor McLellan:

- 1) Council is deeply grateful to the drivers of Lothian Buses who were determined to keep serving the public when their vehicles came under repeated attack by vandals earlier this year.

- 2) To recognise that Lothian Buses had little choice but to suspend services to protect both their drivers and passengers.
- 3) To utterly condemn the baseless slur by SNP MSP James Dornan against Lothian Buses management that the decision to suspend services on March 17 (St Patrick's Day) was motivated by anti-Catholic bigotry.
- 4) To further condemn Mr Dornan's abuse of parliamentary privilege to make such an allegation without a shred of evidence.
- 5) To instruct the Council leader to write to Mr Dornan to express the unanimous dismay of this council at his accusation.
- 6) To call upon Mr Dornan to issue a full public apology to the company for casting groundless aspersions on the integrity of its staff.
- 7) To stand fully behind the Lothian Buses management in their decisions to keep staff safe and the drivers in their right to be safe at their workplace and condemns the comments from James Dornan MSP against Lothian Buses.
- 8) To reject any accusation of discrimination against Lothian Buses in relation to actions taken to protect their drivers' safety.
- 9) To note the Transport and Environment Committee Convener wrote to James Dornan MSP on 12 June 2021 *condemning his remarks*.
- 10) To note that James Dornan MSP responded with the following apology on 16 June 2021, which the Convener subsequently shared with the Chair and Managing Director of Lothian.

*For clarification purposes I want make it clear that I am aware that Lothian Bus went on to have further changes to their service routes as the campaign against the attacks on buses progressed. My speech was meant to highlight how a section of community can be almost invisible when decisions, including corporate, are made. I never at any stage meant to imply that Lothian Buses or their staff were by this action Anti-Irish or Anti-Catholic.*

*For that I do sincerely apologise.*

- 11) To recognise the work by groups in the City, such as Edinburgh Interfaith Association and indeed our City's football clubs, which had contributed to a culture in Edinburgh where sectarianism was rejected by the people of Edinburgh where it was found.

## Declaration of Interests

Councillor Bridgman declared a non-financial interest in the above item as the wife of a bus driver.

Councillors Doran, Laidlaw and Miller declared a non-financial interest in the above item as members of Transport for Edinburgh.

Councillor Macinnes declared a non-financial interest in the above item as Chair of Transport for Edinburgh.

## 27 Platinum Jubilee Holiday – June 2022 - Motion by Councillor Laidlaw

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The following motion by Councillor Laidlaw was submitted in terms of Standing Order 17:

“Council:

- 1) Notes that to celebrate HM The Queen’s Platinum Jubilee the UK government has announced a special four-day bank holiday weekend to include Thursday 2nd June and Friday 3rd June 2022.
- 2) Recognises the momentous occasion of Her Majesty celebrating 70 years of serving her country and Commonwealth and that this will be the first time any British monarch has celebrated a platinum jubilee.
- 3) Notes the four days will include special celebrations and festivities including public and community events.
- 4) Recognises that Edinburgh, as Scotland’s capital and the site of Her Majesty’s official residence in Scotland, will play a key part in these celebrations.
- 5) Notes that currently City of Edinburgh Council offices and libraries are scheduled to be open on existing May public holidays in 2022.
- 6) Notes City of Edinburgh schools are scheduled to be closed on Victoria Day on Monday 23 May 2022.
- 7) Acknowledges that additional public holidays are a fitting reward for the hard-work our employees have undertaken during the pandemic.
- 8) Approves a one-off closure of Council offices and libraries 2 nd and 3rd June 2022 and a two-day holiday for all Council staff; taken in lieu for those who provide essential services over the jubilee holiday weekend.

- 9) Approves closure of schools on 2nd and 3rd June to allow pupils to join their parents in enjoying the celebrations, in lieu of the Victoria Day holiday.”

### **Decision**

To note that Councillor Laidlaw had withdrawn his motion.

## **28 World Mixed Double Curling Championships - Motion by the Lord Provost**

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The following motion by the Lord Provost was submitted in terms of Standing Order 17:

“Council notes:

That Jennifer Dodds and Bruce Mouat who represented Scotland in the World Mixed Doubles Championships and won the Gold medal on Sunday.

By winning Team Scotland also ensured Team GB will be represented in the Mixed Doubles at the Winter Olympics 2022.

Jen and Bruce both play at Murrayfield Curling facility.

That Frazer Shaw (one of Murrayfield’s ice technicians) was also part of the World Curling Federation ice crew.

This was the second World Curling Final for Bruce this season as Team Scotland, which Bruce skips, earned a silver medal and also ensuring that Team GB will be represented in the Men’s event at the Winter Olympics.

Council requests that the Lord Provost recognises this success in an appropriate manner.”

- moved by the Lord Provost, seconded by Councillor Griffiths

### **Decision**

To approve the motion by the Lord Provost.

## **29 Balerno Fairtrade Village - Motion by Councillor Gardiner**

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The following motion by Councillor Gardiner was submitted in terms of Standing Order 17:

“Council requests that our Lord Provost write to Balerno Fairtrade Village Group in recognition that the Fairtrade Foundation has made Balerno their Fairtrade Community of the Month for June 2021. This welcome award recognises the

excellent work of Balerno Fairtrade Village Group and its local and international focus.”

- moved by Councillor Gardiner, seconded by Councillor Henderson

## **Decision**

To approve the motion by Councillor Gardiner.

## **30 CEC Legal Challenge – Motion by Councillor Rose**

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The Lord Provost ruled that the following item, notice of which had been given at the start of the meeting, be considered as a matter of urgency to allow the Council to give early consideration to this matter.

The following motion by Councillor Rose was submitted in terms of Standing Order 17:

“Council

- 1) Notes the Sheriff Court judgement in the case John Travers v City of Edinburgh Council, published today
  - a) Instructing the Council to supply to John Travers the 2016 PWC report into, among other things, allegations of malpractice against John Travers and his family.
  - b) That the report be supplied within 7 days.
- 2) Notes the PWC report was completed five years ago and that the Council has since then refused to supply the report to John Travers despite his claims that the Council committed to do so.
- 3) Notes the chain of circumstances leading to the investigation into allegations of malpractice covers a period from the first whistleblowing by John Travers in 2002 up to the time of the report.
- 4) Instructs the Monitoring Officer to report to all members of Council explaining the detailed conclusions of the court case and why the Council resisted the action it has now been instructed to carry out.”

## **Motion**

Council

- 1) Notes the Sheriff Court judgement in the case John Travers v City of Edinburgh Council, published today

- a) Instructing the Council to supply to John Travers the 2016 PWC report into, among other things, allegations of malpractice against John Travers and his family.
  - b) That the report be supplied within 7 days.
- 2) Notes the PWC report was completed five years ago and that the Council has since then refused to supply the report to John Travers despite his claims that the Council committed to do so.
  - 3) Notes the chain of circumstances leading to the investigation into allegations of malpractice covers a period from the first whistleblowing by John Travers in 2002 up to the time of the report.
  - 4) Instructs the Monitoring Officer to bring a report to Council explaining the detailed conclusions of the court case and why the Council resisted the action it has now been instructed to carry out within one cycle. Acknowledging this report, or parts of it, may be covered in the B Agenda due to ongoing legal complexities of the judgement but requests as much of this information as possible is presented as openly as possible.

- moved by Councillor Rose, seconded by Councillor Dickie

### **Decision**

To approve the motion by Councillor Rose.

## **31 Chief Executive - Congratulations**

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To congratulate Andrew Kerr, Chief Executive on receiving an OBE in the Queen's Birthday Honours.

## **32 Questions**

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The questions put by members to this meeting, written answers and supplementary questions and answers are contained in Appendix 1 to this minute.



## Appendix 1

(As referred to in Act of Council No 32 of 24 June 2021)

### QUESTION NO 1

**By Councillor Burgess for answer by the Leader of the Council at a meeting of the Council on 24 June 2021**

#### Question

What discussions have the Council had with the Scottish Government, with COSLA or other partners about how to finance and deliver low-carbon retrofit of council buildings including schools?

#### Answer

The Council leads on the Scottish Cities Alliance's Energy Efficiency in public buildings workstream. This group provides collective focus across Scotland's cities on how to improve the energy efficiency of public buildings including how best to accommodate low carbon heat/power generation and support zero carbon buildings. In this role, the Council is in regular contact with key Scottish Government Civil Servants to set the workstream programme and capture the challenges facing cities, including approaches to financing the low carbon agenda. Through this workstream, there is a workshop scheduled for the summer that will include discussions on how to fund the low-carbon retrofit of Council buildings as well as engaging on key topics, such as how to approach the PFI estate (with a view to developing PFI pilot projects).

In support of this agenda, the Council is currently developing an EnerPHit based approach to the future retrofitting of buildings. EnerPHit based feasibility studies are currently underway across a selection of representative Council buildings. As part of the early pilot feasibility works, projected pilot costs will be interpolated across the Councils estate to provide an outline cost for estate wide low carbon retrofit. Once available, this will help inform discussions with both the Scottish Government and the Scottish Cities Alliance.

**QUESTION NO 2**

**By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 24 June 2021**

At the 12 March 2020 meeting of the Council and in answer to question 9, the Convener advised that the planned pedestrian crossing at Bo'ness Road in Queensferry would be installed over the summer school holidays in 2020.

**Question** (1) Has the detailed design work for the crossing been completed?

**Answer** (1) The Coronavirus (COVID-19) pandemic has significantly impacted on the planned design and delivery programme. However, the detailed design is now almost complete, and the Road Safety Audit has been arranged. On conclusion, and subject to any appropriate revisions, the construction package will be prepared for our Transport Infrastructure team to deliver.

**Question** (2) What is the current expected installation date for the crossing?

**Answer** (2) Assuming this is completed by the end of September, installation should be completed by the end of this financial year, subject to the installation of an appropriate power supply by Scottish Power.

**QUESTION NO 3**

**By Councillor Lang for answer by the  
Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 24 June 2021**

**Question** (1) How many requests for new or replacement grey household wheelie bins have been requested since 1 January 2021, broken down by ward?

**Answer** (1) **Replace Grey Non Recycl Bin Service Requests from Jan 2021 to 15 Jun 2021**

Wards	Closed	Open	Total
01-Almond	342	46	388
02-Pentland Hills	303	46	349
03-Drum Brae/Gyle	227	39	266
04-Forth	258	36	294
05-Inverleith	203	26	229
06-Corstorphine/Murrayfield	145	29	174
07-Sighthill/Gorgie	339	74	413
08-Colinton/Fairmilehead	243	64	307
09-Fountainbridge/Craiglockhar	130	23	153
10-Meadows/Morningside	72	21	93
11-City Centre	32	6	38
12-Leith Walk	39	1	40
13-Leith	57	15	72
14-Craigentiny/Duddingston	196	52	248
15-Southside/Newington	140	32	172
16-Liberton/Gilmerton	482	110	592
17-Portobello/Craigmillar	342	85	427
<b>Replace Residual Ind Grey Requests</b>	<b>3,550</b>	<b>705</b>	<b>4,255</b>

**Question** (2) Of these grey household wheelie bin requests, what percentage have had new or replacement bins delivered

- a) within 10 working days,
- b) within 14 working days?

**Answer** (2) The fulfilment of grey household wheelie bin requests is:

- a) within 10 working days - 65%
- b) within 14 working days - 75%

**Question** (3) How many requests for new or replacement grey household wheelie bins are currently outstanding?

**Answer** (3) On the day this answer was prepared, there were 705 outstanding. This is update on a rolling basis as requests are fulfilled and new requests received.

**Question** (4) How many requests for new or replacement garden waste wheelie bins have been requested since 1 January 2021, broken down by ward?

**Answer** (4) **Replacement Garden Bin Service Requests from Jan 2021 to 15 Jun 2021**

Wards	Closed	Open	Total
01-Almond	70	13	83
02-Pentland Hills	59	7	66
03-Drum Brae/Gyle	50	5	55
04-Forth	44	8	52
05-Inverleith	65	6	71
06-Corstorphine/Murrayfield	53	11	64
07-Sighthill/Gorgie	46	9	55
08-Colinton/Fairmilehead	64	11	75
09-Fountainbridge/Craiglockhar	36	10	46
10-Meadows/Morningside	45	4	49
11-City Centre	19	1	20
12-Leith Walk	22	3	25
13-Leith	10	1	11
14-Craigentiny/Duddingston	31	3	34
15-Southside/Newington	39	3	42
16-Liberton/Gilmerton	125	24	149
17-Portobello/Craigmillar	75	8	83
<b>Replace Garden Bin Requests</b>	<b>853</b>	<b>127</b>	<b>980</b>

**Question** (5) Of these garden waste wheelie bin requests, what percentage have had new or replacement bins delivered

a) within 10 working days,

b) within 14 working days?

**Answer** (5) The fulfilment of garden waste wheelie bin requests is:

a) within 10 working days - 72%

b) within 14 working days - 76%

**Question** (6) How many requests for new or replacement garden waste household wheelie bins are currently outstanding?

**Answer** (6) On the day this answer was prepared, there were 127 outstanding. This is update on a rolling basis as requests are fulfilled and new requests received.

**Question** (7) How many requests for new or replacement recycling wheelie bins have been requested since 1 January 2021, broken down by ward?

**Answer** (7) **Replacement Recycling Bin Service Requests from Jan 2021 to 15 Jun 2021**

Wards	Closed	Open	Total
01-Almond	224	21	245
02-Pentland Hills	98	11	109
03-Drum Brae/Gyle	114	12	126
04-Forth	152	20	172
05-Inverleith	97	12	109
06-Corstorphine/Murrayfield	71	8	79
07-Sighthill/Gorgie	146	17	163
08-Colinton/Fairmilehead	89	11	100
09-Fountainbridge/Craiglockhar	66	12	78
10-Meadows/Morningside	53	7	60
11-City Centre	18	3	21
12-Leith Walk	33	2	35
13-Leith	44	7	51
14-Craigtinny/Duddingston	123	15	138
15-Southside/Newington	72	15	87
16-Liberton/Gilmerton	249	68	317
17-Portobello/Craigmillar	181	32	213
<b>Replace Recycling Bin Requests</b>	<b>1,830</b>	<b>273</b>	<b>2,103</b>

**Question** (8) Of these recycling wheelie bin requests, what percentage have had new or replacement bins delivered

- a) within 10 working days,
- b) within 14 working days?

**Answer** (8) The fulfilment of recycling wheelie bin requests is:

- a) within 10 working days - 81%
- b) within 14 working days - 82%

**Question** (9) How many requests for new or replacement recycling wheelie bins are currently outstanding?

**Answer** (9) On the day this answer was prepared, there were 273 outstanding. This is update on a rolling basis as requests are fulfilled and new requests received.

**Supplementary Question**

The Council has a published target of getting new or replacement wheelie bins to households within 10 days of a request being made. However, her answers show this target is not being met in a third of grey bin requests; a quarter of garden waste bin requests and a fifth of recycling bin requests. Can the Convener clarify what factors are currently contributing to this?

**Supplementary Answer**

There are a number of factors which have contributed to the delay in fulfilling bin requests including:

- In the past few months there has been a delay in ordering new bins and in the requested fulfilment date provided to the supplier;
- There is a shortage of the materials to manufacture bins which is impacting on supply and cost; and
- Over the past 12 months there has been a significant number of bin requests placed. When requests were submitted online, the confirmation email was confirming that the new/replacement would be received within 10 working days. When this was not the case, repeat requests were being submitted, further increasing the number of requests.

The service is monitoring both availability and cost and is placing orders when it is appropriate to do so. A mini-procurement competition is also currently underway to improve supply.

The web form has now been updated to indicate that there may be a delay in fulfilling requests and the Waste and Cleansing team are working with ICT colleagues to further update the website and to improve the information available to customers.

**QUESTION NO 4**

**By Councillor Munro for answer by the Leader of the Council at a meeting of the Council on 24 June 2021**

**Question** (1) Following approval of the Budget for 2021/22 what meetings has the Council Leader held with Scottish Government Ministers and whom to improve Edinburgh's funding for 2021/22?

**Answer** (1) A number of meetings have taken place involving me directly where aspects of funding matters relevant to the Council or Edinburgh more widely have been part of the discussion. There have been continuing meetings also through COSLA on common issues, like staff pay, where Edinburgh continues to play an active part through the COSLA channels of communication.

**Question** (2) Have any meetings included the Deputy Leader?

**Answer** (2) These have taken place through forums or 1:1 with me representing the Council and City's interests as Council Leader.

**Supplementary Question** Which Ministers has the Leader met in his capacity as Council Leader and what extra funding has resulted from those meetings ?

**Supplementary Answer** Since the budget meeting I've taken part in meetings as Council Leader with the Deputy First Minister and Cabinet Secretary for Finance and Economy, Cabinet Secretary for Social Justice, Housing and Local Government and Cabinet Secretary for Constitution, External Affairs and Culture many meetings have taken place pre-budget also to make Edinburgh's case on a number of points and consistently through COSLA to make a collective and unified case for local Government.

There are several ongoing discussions related to local government finance post-budget however already since the

budget there have been announcements of additional funding benefiting Edinburgh:

- £96.8m of extra support for bus operators which helped support Lothian Buses and other operators across Scotland bringing total support to over £210m
- £5.3m of extra support for light rail, which was split between Edinburgh Tram and Glasgow Subway, bringing total support to £15m
- An allocation of £0.846m from the Scottish Government's *Summer of Activities for Children and Young People* programme to deliver enhanced holiday activities and experiences for those in the city, including food and wider family support where needed, and targeted at low income families, children and young people particularly adversely affected by the impacts of the pandemic;
- Funding of £0.346m to increase the level of school clothing grant from £100 to £120 for primary school pupils and to £150 for secondary school pupils from the beginning of the August term;
- Additional in-year funding of around £0.350m to support the much-valued instrumental music service in the city's schools;
- Over £1.2m of continuing free school meal support to eligible children and young people during the summer, October, Christmas, February and Easter holidays;
- Over £2.3m to support the roll-out of free school meals to all P4 pupils from August 2021, extending this to all P5 pupils from January 2022.



**QUESTION NO 5**

**By Councillor Munro for answer by  
the Leader of the Council at a  
meeting of the Council on 24 June  
2021**

**Question** (1) The Child Poverty (Scotland) Act 2017 placed a duty on Local Authorities and Health Boards to annually produce a local child poverty action report. How many has Edinburgh produced?

**Answer** (1) Edinburgh has produced 2 Local Child Poverty Action Report (LCPAR) as required.

**Question** (2) What action has been taken

**Answer** (2) Actions reported in the last LCPAR (which covered 2019/20 and was extended to cover the pandemic to end of 2020) included a range of action across the city. These included:

- significant investments in affordable house building with a record 1,443 affordable homes built in 2019/20 - 25% more than in 2018/19.
- employability support programmes engaged with 3,145 people during 2019/20 to help people into work or learning.
- 3,400 pupils attended breakfast clubs during 2019/20, while over 4000 children attend out of school care, enabling parents to work and study.
- advice service providers generated £18.75m for families on low incomes in 2019 – 20
- Changeworks' energy advice service supported 2,100 tenants with 168 young families between 2018 and 2020, generating a total of £423,000 financial savings through support including energy advice, referral for grants and income maximisation, billing advocacy and tariff/ supplier switch.

**Supplementary  
Question**

Will representations be made to the Finance Secretary to allocate the same amount of funding found for the Council Tax freeze to make a one-off payment of the Scottish Child Payment?

**Supplementary  
Answer (by  
Councillor Day)**

This is not a local authority administered fund and is therefore a matter for National Government. I will write to the finance secretary to raise this issue.

**QUESTION NO 6**

**By Councillor Munro for answer by  
the Convener of the Housing,  
Homelessness and Fair Work  
Committee at a meeting of the  
Council on 24 June 2021**

**Question** (1) Following the approval of the Strategic Housing Investment Plan (SHIP) for 2021-26 what meetings has the Convener held with Scottish Government Ministers to improve funding for Housing in Edinburgh?

**Answer** (1) The SHIP was approved at committee on 14<sup>th</sup> January this year. I wrote to the Housing Minister on the 17<sup>th</sup> February 2021 to ask for a meeting to discuss Edinburgh receiving an uplift in grant funding from the central housing budget. Although a meeting was not arranged before the Scottish Parliament was (effectively) dissolved on 25<sup>th</sup> March 2021, on the 21<sup>st</sup> of April we received our resource planning assumption for the Affordable Housing supply Programme from Scottish Government for 2021/22. The full RPA for 2021/22 for Edinburgh was **£52.418m**. A rise of **£4.209m** from last year's allocation (£48.209m) with the additional funding coming from the central housing budget.

Since the announcement of a new Cabinet Secretary for Social Justice, Housing and Local Government I have written a further letter to ask for a meeting to discuss a number of issues relating to housing and homelessness, including the need for an increase to, alongside certainty over future years of, resource planning assumptions for the Affordable Housing Supply Programme for Edinburgh.

This meeting is in the process of being arranged.

**Question** (2) Have any meetings included the vice-convener?

**Answer** (2) Since the SHIP was approved, as set out above, there have not been any meetings.

**Supplementary  
Question**

The increase indicated in the answer is nowhere near the 63% increase in funding identified by the SHIP and will this amount be requested in any meetings held with Government Ministers?

**Supplementary  
Answer**

At the start of this administrative term the council's resource planning assumption (RPA) was £29.12m. This year our RPA was £52.42m, an increase of 80% over the last five years.

I met the Cabinet Secretary for Social Justice, Housing and Local Government on Monday 28th June and set out the challenges we face in Edinburgh including the low level of social housing compared to other local authority areas, and the need for increased grant funding to help redress this imbalance.

**QUESTION NO 7**

**By Councillor Munro for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 24 June 2021**

**Question** (1) How many Community Education workers are directly employed by City of Edinburgh Council?

**Answer** (1) This role no longer exists – it has been replaced and the functions this role did has been renamed and split between services eg

- Lifelong Learning Team Leader (Libraries)
- Lifelong Learning Development Officer (youth work/sport etc.)
- Lifelong Learning Strategic Development Officer (Adult learning)
- Lifelong Learning Service Manager (NW Locality)
- Lifelong Learning Strategic Manager (Creativity, Health and Wellbeing)

In addition to the discreet workforce that is the Lifelong Learning Libraries Service, there are 55 FTE Grade 7 Lifelong Learning Development Officers (LLDOs). The majority are located in the 4 Locality Lifelong Learning teams, reporting to Lifelong Learning Service Managers (LLSMs) and operationally managed by Locality Managers in Place.

A smaller number of strategic LLDOs have citywide responsibilities and report to Lifelong Learning Strategic Development Officers, who in turn report to one of the 3 (currently 2) Lifelong Learning Strategic Managers. The citywide Lifelong Learning line management sits under the Head of Schools and Lifelong Learning in Communities and Families.

- Question** (2) How many have redeployed during COVID?
- Answer** (2) None
- Question** (3) What tasks have those remaining in Community Education undertaken and how many worked directly with their community?
- Answer** (3) All staff have continued to work throughout the pandemic.
- For the most part, services have been adapted and offered online.
- This includes:
- Online **adult learning** provision including adult literacies, English for Speakers of Other Languages, adult learning programme, Syrian Refugee Programme, Adult Learning Achievement Awards, and Family Learning.
- Delivering online **parenting** programmes including Raising Children with Confidence, Raising Teens with Confidence, Teen Triple P, Incredible Years and SQA in Child Development.
- Developing online **youth work** including one to one support with vulnerable young people, development of online platforms and social media support, information on what to do for all ages. Preparing resumption of youth work services city wide. The forthcoming Scottish Youth Parliament elections have also been coordinated and publicised with 50+ young people expressing interest in standing so far.
- Staff have led in the preparation and drafting of a **Children's Rights** report setting out progress in relation to the UNCRC across the Children's Partnership.
- Provision of **community support** including support to neighbourhood networks meeting, supporting community groups to apply for funding opportunities, maintaining contact with community centre management committees.
- Support to **Discover** Facebook page activities for children living in poverty.

In addition, where possible staff have worked directly with communities. This includes School Hub support at Easter and over summer 2020; provision of group and one to one support in schools, including youth work; detached and outdoor youth work; and assisting HSC teams and voluntary sector initiatives to support vulnerable people in communities with food and medical deliveries.

Staff are currently planning **summer programmes**, including **Get into Summer**.

More information on the Lifelong Learning Service is available in the Lifelong Learning Service Plan Update committee report, May 2021:

<https://democracy.edinburgh.gov.uk/documents/s33922/7.5%20Lifelong%20Learning%20Service%20Plan%20Update.pdf>

**Supplementary Question**

What action will be taken to free the 55 workers identified from desk bound work to work that will make them active for the communities they serve?

**Supplementary Answer**

All the workers being referred to have been actively involved and key to the delivery of a wide range of supports and opportunities for the communities that they serve as highlighted in the annual Lifelong Learning Service report. That report provides a great deal of detail of the very positive and impactful work that these staff had led with a great deal of positive evaluation from the service users. The workers will be asked to continue to work from home if possible although many have already been working in face to face settings in schools , libraries ,outdoor settings .

The plans are that as restrictions hopefully ease over the summer months then staff will be able to return to a place of work if that is appropriate and desirable.

**QUESTION NO 8**

**By Councillor Munro for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 24 June 2021**

**Question**

Can the Convener provide details of the total number of Library workers, including the number of qualified librarians, in May 2007 and to date?

**Answer**

Year	Professional staff FTE	Other paid staff FTE
2006/7	78.4	241.1
2007/8	85.2	219
2008/9	65	188
2009/10	58	175.4
2010/11	50.1	215.1
2011/12	50.1	215.1
2012/13	46.1	206.1
2013/14	40.5	201.5
2014/15	40	175
2015/16	31	170
2016/17	No return	No return
2017/18	38.0	158.3
2018/19	38.0	141.7
2019/20	42.0	144.7
2020/21*	42.0	144.7

\* Estimate



**Supplementary  
Question**

Will there be a drop in the number of workers in Libraries with the cuts made to the Libraries Budget for this year ?

**Supplementary  
Answer**

Any budget savings have been clearly targeted at efficiency savings and not at staff reductions. This Administration has made it quite clear that there must be no reductions in Library staff as a result of these or any other budget reductions.

**QUESTION NO 9**

**By Councillor Booth for answer by  
the Leader of the Council at a  
meeting of the Council on 24 June  
2021**

On 20 April 2021, Policy and Sustainability Committee approved carbon literacy training for council officers.

**Question** (1) Please can the council leader confirm which council officers and departments will be prioritised for this training?

**Answer** (1) Discussions are underway with potential Carbon Literacy Training providers to design and commission the delivery of a programme of training for the organisation during this financial year.

The training will target middle to senior managers in the key service areas that will have most impact on both the Council and City emissions. These include; planning, development, housing, transport, waste and cleansing, parks and green spaces and facilities management. It will also include wider corporate services which will support the necessary culture shift and carbon literacy across the organisation. The proposed Carbon Literacy Training Programme will also apply a “train the trainer” approach to ensure that the knowledge and skills gained from this targeted programme can be sustained by the Council.

Wider work is also underway to update the sustainability online learning available to employees to include the free UN accredited CC Learn content relating to climate change. This will enable even more employees, to gain a basic understanding and awareness about climate change and actions to mitigate against it.

The Chief Executive intends to be amongst the first senior managers undertaking the training and this will ensure that the Council becomes a bronze accredited carbon literate organisation by January 2022.

**Question** (2) Specifically, what proportion of those officers to receive the training will be:

- a) senior managers,
- b) front-line officers in the divisions which will be at the forefront of cutting council and city-wide climate emissions, such as transport, planning, housing and waste?

**Answer** (2) The exact numbers that will undergo training and undergo the train the trainer module will be dependent upon the final contractual arrangements agreed with the selected delivery partner.

**Question** (3) Can the council leader also confirm when this training will take place?

**Answer** (3) The training is being planned to commence from October 2021, depending upon the successful procurement of an appropriate delivery partner. This process is currently underway.

**Supplementary Question** I thank the Council Leader for his answer, and I'm delighted to hear the Chief Executive will be one of the first to take the training. Can the council leader please clarify whether he has signed up to the current round of carbon literacy training for elected members, and if not, will he do so?

**Supplementary Answer** I will be attending one of the sessions, there are limited spaces and we'll make sure that key Councillors, including myself, are able to attend the future spaces provided for elected members through the programme.

**QUESTION NO 10**

**By Councillor Booth for answer by  
the Convener of the Education,  
Children and Families Committee at a  
meeting of the Council on 24 June  
2021**

**Question** (1) The papers for Education, Children and Families Committee on 28 May 2021 seemed to imply that the catchment area for Gaelic Medium Education (GME) will in future be the City of Edinburgh Council boundary only, where previously the catchment has included the whole of the Lothians.

Is it the council's intention to reduce the GME catchment to the CEC boundary only?

**Answer** (1) There has never been any official catchment area for GME which covers the Lothians. Pupils from other local authorities make placement requests for the GME primary school in Edinburgh and the established practice is that they are always granted. The draft statutory consultation paper presented to Education, Children and Families Committee on 28 May 2021 suggests this arrangement continues.

**Question** (2) If so, what engagement has happened with neighbouring councils on this issue?

**Answer** (2) Based on the information provided in answer 1, if a statutory consultation is approved to progress, neighbouring local authorities will be contacted to make them aware that the consultation process is proceeding. Other local authorities will be asked to make all parents aware of the consultation so they can contribute if they choose to do so.

**Supplementary Question** I thank the Convener for his answer. He says that the "established practice" is that placement requests from GME parents outside the city boundaries are always granted. Will he agree to make that into a formal policy, to give more certainty to GME parents?

**Supplementary  
Answer**

If a statutory consultation is to proceed then engagement with surrounding local authorities on developing this as a formal policy could take place as part of the process. Key elements in the discussion will be ensuring enough capacity exists for future demand and whether the other local authorities have any of their own plans to establish GME in their areas.

**QUESTION NO 11**

**By Councillor Douglas for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 24 June 2021**

**Question**

Can the Convener confirm:

- a) How many complaints the Council has received regarding slurry sealing works on footways in the last five years?
- b) How long these preventative measures are expected to last before repaving is required?
- c) Whether the Council would consider a full reconstruction of a footway should local residents request one following dissatisfaction with slurry works?

**Answer**

- a) The Council has not recorded specific complaints raised about the footway slurry sealing process going back five years.
- b) Slurry sealing is expected to last 7-10 years before further treatment is required.
- c) Slurry sealing is a preventative maintenance technique. It is used to treat footways in order to stop deterioration that would lead to a more expensive resurfacing treatment being required.

The suitability for any footway treatment is determined by a condition assessment, with a further follow-up inspection carried out by the slurry sealing contractor.

If a footway requires a full reconstruction, this would be prioritised with other footways requiring full reconstruction. Given that full reconstruction is approximately ten times the cost of slurry sealing it would be many years before a new footway would merit inclusion in a capital works programme. Therefore, the Council would not consider full

reconstruction of a footway that was suitable to be included in a programme of slurry sealing works.

I understand that slurry sealing is not always the preferred choice of residents, due to it being aesthetically different from traditional asphalt surfaces. However, it is a very effective and cost-effective method in preventing deterioration and maintaining a safe surface for residents.

**QUESTION NO 12**

**By Councillor Webber for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 24 June 2021**

**Question**

Irrespective of the source of funding, can the Convener please confirm how much was spent advertising the recent city-wide consultation on Street Schemes. This consultation had an unprecedented response and extremely high level of engagement with nearly 18,000 participants

- a) Radio
- b) Twitter
- c) Facebook
- d) Other Social Media, please specify
- e) Local Press
- f) Lamp post Wraps
- g) Other physical Signage, please specify.

**Answer**

The table below shows the breakdown of spend for advertising:



<b>Channel</b>	<b>Quantity</b>	<b>Provider</b>	<b>Cost</b>
Social media	1	Spirit Media	£1,263.75
Google ads - EEN	1	Spirit Media	£606.60
Google ads - other sites	1	Spirit Media	£1,263.75
Lamp post wraps	30	Out of Hand	£1,480
6 sheets (incl digital screens)	18	JC Decaux	£1,800
Radio advert	2	Spirit Media	£3,499.12
Scotsman	1	Spirit Media	£484.37
Edinburgh Evening News	1	Spirit Media	£346.82
Edinburgh Reporter digital	4	Direct	£150
Edinburgh Reporter print	1	Direct	£150

I would note, however, that the levels of response to the Spaces for People are not unprecedented as noted in the question. The response to the proposal for extending bus hours was of a similar level and indeed the consultation on 20mph streets received 20,000 responses.

**QUESTION NO 13**

**By Councillor Johnston for answer  
by the Convener of the Housing,  
Homelessness and Fair Work  
Committee at a meeting of the  
Council on 24 June 2021**

For the second year in a row, the Company Accounts for Marketing Edinburgh Ltd have not been submitted on time, incurring fines in excess of £1,000. At time of writing the Accounts to March 2020 have still not been lodged and are verging upon being 3 months late.

**Question** (1) Why were the Accounts to March 2020 not lodged on time?

**Answer** (1) There have been a number of covid related challenges including access to non-electronic records during lockdown. The focus of the board has been an orderly transition of assets into the council and safeguarding those assets. The transition is now complete. The audit is in the final stages and will be signed off imminently.

**Question** (2) Are the assets of Marketing Edinburgh at risk if the company is struck off for non-submission of Accounts to Companies House?

**Answer** (2) No. Marketing Edinburgh no longer has assets, these were transferred to the council on 31<sup>st</sup> March 2021.

**Supplementary Question** To clarify, is it your position that you were unable to lodge the Company Accounts on time 2 years running because you were unable to access paper-based files for a 16 month period? Where were the paper based files being kept that rendered them inaccessible?

**Supplementary  
Answer**

It was one of a number of challenges. The current board were only in place from November 2019, and the two key staff members who had been responsible for the company's finances, including the accountant, are no longer with the company. Many records were not kept electronically, including contracts for subvention. All the paperwork was initially at the offices shared with the Edinburgh Chamber of Commerce. These had been moved to council storage facilities at the Murrayburn depot.

**QUESTION NO 14**

**By Councillor Laidlaw for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 24 June 2021**

**Question** (1) Does the Convener agree that last year the downgrading of pupil's assessment results by the SQA, based on historical attainment of the schools and the catchments, was unfair and should not be repeated this year?

**Answer** (1) The Deputy First Minister said in his statement to Scottish Parliament on 11 August 2020, referring to the SQA 2020 Results, "We set out to ensure that the system was fair [...] But we did not get it right for all young people." We agree with the DFM that the algorithm used by SQA in 2020 was indeed not fair and note that no such algorithm will be used this year.

**Question** (2) If so can the Convener explain why the CEC Guidance on SQA Alternative Certification Model states on Page 4: "*We will work with schools to develop effective support for moderation at the centre, which will include sharing data on prior attainment and looking at provisional patterns of attainment for this session.*"

And on Page 8: "*The Curriculum Leader and the DHT attainment/HT meet to review the provisional results compared to historical data. Implications are considered, and adjustments made as appropriate. Justification for any change is recorded.*"

**Answer** (2) The SQA expect Head Teachers to complete and sign a "statement of assurance" when submitting provisional results as part of the ACM. This statement is available here: [nq2021-head-of-centre-statement-of-assurance.pdf \(sqa.org.uk\)](https://www.sqa.org.uk/nq2021-head-of-centre-statement-of-assurance.pdf)

Note the bullet points "Provisional results have been quality assured, including rationales for any variances, and confirmed by our centre" and "Provisional results have been quality assured, including rationales for any variances, and

confirmed by our local authority (for local authority schools only)." Consideration of historical attainment patterns has always been a part of the ACM process for this session. Our advice to schools is designed to meet these requirements.

Note that the Education Scotland report "National review of local authority approaches to quality assurance as part of the [ACM]" (available at [National Review Of Local Authorities Role In ACM \(education.gov.scot\)](https://www.education.gov.scot/national-review-of-local-authorities-role-in-acm)) makes it clear that "most" local authorities have developed approaches similar to those mentioned above, "to support school-level quality assurance."

We are happy to clarify that decisions regarding grades are ultimately based on teacher professional judgement, and that no teacher would be instructed to change a provisional result (nor come under pressure to do so) where there is clear demonstrated attainment evidence in support of the grades.

We are also happy to clarify that no ceiling has been put on the attainment of our young people this year within the ACM

**QUESTION NO 15**

**By Councillor Rust for answer by the  
Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 24 June 2021**

On the Spaces for People: Moving Forward section on the council website the Council makes the following statement: *"There is a notable difference in the general level of support and opposition between the market research and survey responses from residents. The market research is more representative of the views of residents as participants are a statistically representative sample of opinions based on Edinburgh's population demographic. The online survey were 'self-selecting' responses so are not statistically representative."*

On point 4.17 in the report to the Transport and Environment Committee: *"Potential retention of Spaces for People measures"* it is stated: *"It is worth noting that in previous cases where consultation and market research has been carried out on the same topic, for example 20mph speed limits, a similar pattern was observed, with much higher levels of opposition in consultation results compared with answers to market research."*

- Question** (1) It is a concerning trend that there are a number of examples where consultation and market research finding differ so significantly. However, it is always known that consultations are 'self-selecting' responses, therefore why was the consultation launched at a cost of £50,000 if it was felt that the 'self-selecting' responses would not be appropriate for gathering public opinion?
- Answer** (1) As set out in the Committee report, the consultation and market research are different in nature and both help inform the decision-making process. To ensure that as many people, businesses and organisations as wished to could provide feedback, it was considered appropriate to carry out consultation as well as market research, which is a recognised way of seeking to ascertain the views of a cross section of the population.
- Question** (2) Has it been considered that market research respondents 'self-select' when they apply to join panels in the first place, and then they also 'self-select' as when invited to participate, they make a choice whether to participate or not?

**Answer** (2) While people do choose to participate in market research panels, people agreeing to respond to this survey were not advised of its subject matter beforehand. In this case, the only screening undertaken was for participants to confirm that they live in Edinburgh.

**Question** (3) Are people paid to give their opinion now more valued than individual residents giving their time to share their opinion on a matter that directly impacts them?

**Answer** (3) No.

**Question** (4) Has the Council considered that it could be the market research being flawed in some way that is leading to the significant mismatch in findings alongside the consultations?

**Answer** (4) The market research was carried out by two external agencies, working together. Ensuring the quality of the data is of the utmost importance to both of the companies and also to the Panel Providers they used. They adhere to the Market Research Society Code of Conduct, and only work with partners who also adhere to these standards.

Questions have been asked about a small number of responses to the market research (13 out of 583 (2% of the sample)). These questions are being investigated. However, even if all 13 were to be discounted, there is no material impact on the outcome of the research.

**Supplementary Question** In relation to answer 4, what steps are the council and agencies taking to rule out any other possible spam in the rest of the data set?

**Supplementary Answer** The online research panel companies used to distribute the market research survey have a series of defined processes in place to ensure the high quality of their participants. This includes checking for duplicate participants by evaluating variables such as email address, matches across several demographic data, and device-related data through use of digital fingerprint technology. Additionally, the different panel companies work together to remove duplicate participants when more than one panel company is used on a project.

In this survey, respondents were screened to make sure they lived in City of Edinburgh before accessing the full

survey, and the topic was not revealed in advance. Each respondent received a unique invitation, their panel ID was recorded and a cookie dropped upon completion of the survey to prevent anyone responding more than once.



**QUESTION NO 16**

**By Councillor Rust for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 24 June 2021**

The Convener has highlighted an issue that the public consultation was spammed but this was identified early on, and impacted responses were removed prior to analysis. No such statement has been made about the market research used to inform the report on the potential retention of Spaces People measures.

**Question** (1) Would the Convener consider that the following comments in the market research appear to be anomalies that need further investigation on the basis that the comments are essentially meaningless, but very similar, and while scattered, they include two sets of consecutive pairs in terms of timing of submission (respondent 321 & 322, and 370 & 371)?

**Answer** (1) These have been investigated by the Panel Providers for the market research. In surveys where free text boxes are provided, it is the case that spurious comments may be added. The entries identified have been investigated by the Market Research companies.

**Question** (2) Would the Convener agree that these comments are not identical enough (e.g. the misspelling of 'modificatiions' in row 371) to suggest that some sort of 'autofill' has been to blame, so these must have been manually and separately input somehow?

2	If you wish to make a comment about measures you would li...
321	ested modification
322	ing suggested modificatio
365	ding suggested modifications
370	ing suggested modifications
371	suggested modificatiions

**Answer** (2) These comments are not identical and therefore are unlikely to have been completed using any sort of 'autofill'.

**Question** (3) Would the Convener agree that the other responses provided by the person providing those comments are essentially very similar, so this would justify investigation?

2	Area	And finally, how many cars or vans are owned, or available for private use, by members of your household? Include any company cars or vans available for private use.	Age	Gender	Question Weight
321	Central		1 25 – 44	Male	1.08698
322	Central		1 25 – 44	Male	1.08698
365	Central		1 25 – 44	Male	1.08698
370	Central		1 25 – 44	Male	1.08698
371	Central		1 25 – 44	Male	1.08698

2	Measures to provide more space and improve road safety for parents and children near schools	New protected cycle lanes on main roads (e.g. Comiston Road, Ferry Road, Crewe Road, Old Dalkeith Road)	New protected cycle lanes on main roads (e.g. Comiston Road, Ferry Road, Crewe Road, Old Dalkeith Road)	Additional space for walking and/or cycling in shopping streets (e.g. Morningside, Corstorphine, Stockbridge, Gorgie)	Additional space for walking and/or cycling in shopping streets (e.g. Morningside, Corstorphine, Stockbridge, Gorgie)	Additional space for walking and/or cycling in the city centre, (e.g. Waverley Bridge closure, Mound cycle lane)	Additional space for walking and/or cycling in the city centre, (e.g. Waverley Bridge closure, Mound cycle lane)	Measures to provide more space for people to exercise. (e.g. closures to motor traffic of Silverknowes Road, Links Gardens, Braid Road, Cammo Walk)	Measures to provide more space for people to exercise. (e.g. closures to motor traffic of Silverknowes Road, Links Gardens, Braid Road, Cammo Walk)	New signed 'quiet connections' for cycling, with road closures to reduce traffic (e.g. Greenbank to Meadows, Hope Lane and Stanley St)	New signed 'quiet connections' for cycling, with road closures to reduce traffic (e.g. Greenbank to Meadows, Hope Lane and Stanley St)	Can you select the schools with Spaces for People that you are most familiar with?	Can you select the schools with Spaces for People that you are most familiar with?	Can you select the schools with Spaces for People that you are most familiar with?	Can you select the schools with Spaces for People that you are most familiar with?	
321	I often use a road with traffic	Used	I occasionally Used	I am aware	Not used	I occasionally Used	I often use	I Used	I occasionally Used							
322	I often use a road with traffic	Used	I occasionally Used	I am aware	Not used	I occasionally Used	I often use	I Used	I occasionally Used							
365	I often use a road with traffic	Used	I occasionally Used	I often use	Used	I occasionally Used	I often use	I Used	I occasionally Used							
370	I often use a road with traffic	Used	I occasionally Used	I often use	Used	I occasionally Used	I often use	I Used	I occasionally Used							
371	I often use a road with traffic	Used	I occasionally Used	I often use	Used	I occasionally Used	I often use	I Used	I occasionally Used							

**Answer** (3) This has been investigated by the Panel Providers and Market Research companies.

**Question** (4) Would it concern the Convener to learn that other consecutive respondents in the market research have shown almost identical but fractionally different responses which on initial examination impacts a minimum of 13 responses?

**Answer**

- (4)** These have been investigated by the fraud departments of the Panel Providers for the market research. Four have been identified for further investigation. However even if all 13 responses (approximately 2% of the total) were discounted, there would be no material impact on the outcome of the research.

**QUESTION NO 17**

**By Councillor Rust for answer by the  
Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 24 June 2021**

**Question** (1) Please provide a full list of stakeholders who were invited to submit responses to the recent Stakeholder consultation for retaining Spaces for People measures.

**Answer** (1) The following Stakeholders were invited to submit responses to the Spaces for People Stakeholder survey.

- Cockburn Association
- Community Councils and Residents' Association
- Edinburgh Access Panel
- Edinburgh Bus Users Group
- Deaf Scotland
- Edinburgh Hotel Association
- Edinburgh World Heritage
- Edinburgh Taxi Association
- Essential Edinburgh
- Federation of Small Business
- First Bus
- Guide Dogs Scotland
- Living Streets
- Lothian Buses
- Police Scotland
- RNIB
- Scottish Ambulance Service
- Scottish Fire and Rescue
- Scottish Licensed Trade Association
- Spokes

**Question** (2) Please provide a full list of stakeholders who then responded.

**Answer** (2) The responses from Stakeholders are published on the Council's website - [stakeholder-submission-summaries \(edinburgh.gov.uk\)](https://www.edinburgh.gov.uk/stakeholder-submission-summaries).

**Question** (3) Please provide a full list of any stakeholders who were not permitted to submit a response or whose response was not considered.

**Answer** (3) All stakeholders invited to take part in the survey were permitted to submit a response and their responses considered.

**Question** (4) Please provide the criteria for being considered as a stakeholder.

**Answer** (4) The Stakeholder Groups included in the consultation included representatives from the following areas:

- Accessibility advocacy
- Community Councils and residents' associations
- Emergency Services
- Business organisations
- Heritage groups
- Transport and mobility advocacy

**Supplementary Question** Noting that BEST was not invited to respond as a stakeholder in terms of answer 1, but are listed as a stakeholder having provided a response, what are the objective criteria that a new group has to fulfil to become recognised by the council as a stakeholder?

**Supplementary Answer** The Council does not have specific criteria for recognition of a group as a Stakeholder. The list of Stakeholders given in answer 1 relates to those who were invited to respond to the stakeholder consultation.

However, submissions from groups or organisations received via email, and clearly identified as a response to the consultation, were included in the summary of responses from Stakeholders included in the report to Transport and Environment Committee in June 2021.

Each of the responses are [published in full on the website](#) (after gaining permission from each stakeholder to do so). The following stakeholders were thus considered alongside

those who were invited to make a submission:

- Better Edinburgh for Sustainable Travel
- Car Free Holyrood
- Corstorphine Primary School Travel Action Group
- Edinburgh Bus Users Group
- Low Traffic Corstorphine
- Preston Street School Parent Teacher Association

**QUESTION NO 18**

**By Councillor Rust for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 24 June 2021**

**Question**

In the market research commissioned in relation to Spaces for People, how was it technically possible for nearly 30 people (5% of the statistically representative sample) to provide the same answer for their most often, and third most often mode of transport when asked:

"During the pandemic, what forms of transport have you most often used when travelling around Edinburgh? (including for short trips to the local shop etc, and leisure trips, as well as longer journeys around town)"

and

"Thinking back before the pandemic, what forms of transport did you most often use when travelling around Edinburgh? (including for short trips to the local shop etc, and leisure trips, as well as longer journeys around town)"?

	During pandemic												Pre pandemic			
	Most often	2nd most often	3rd most often	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Most often	2nd most often	3rd most often
2	Cycle	Walk	Bus											Walk	Bus	Cycle
5	Cycle	Walk	Bus											Bus	Cycle	Walk
89	Cycle	Walk	Bus											Car	Cycle	Walk
130	Cycle	Walk	Car	Car										Car	Cycle	Walk
144	Cycle	Walk	None										None	Cycle	Bus	Walk
146	Cycle	Walk	Bus											Cycle	Bus	Walk
148	Cycle	Walk	Bus											Bus	Walk	Cycle
275	Cycle	Bus	Walk											Bus	Cycle	Walk
292	Cycle	None											None	Cycle	None	
296	Cycle	Car	Cycle	Car										Walk	Cycle	Bus
321	Cycle	Bus	Cycle											Bus	Cycle	Bus
333	Cycle	Car	Walk	Car										Cycle	Car	Walk
340	Cycle	Walk	Car	Car										Cycle	Walk	Car
346	Cycle	Walk	Bus											Cycle	Walk	Bus
370	Cycle	Bus	Taxi/Private hire car	Taxi/Privat	Bus									Cycle	Bus	Cycle
371	Cycle	Bus	Cycle											Bus	Taxi/Privat	Cycle
372	Cycle	Bus	Cycle											Taxi/Privat	Cycle	Taxi/Privat
377	Cycle	Bus	Taxi/Private hire car	Taxi/Privat	Bus									Cycle	Taxi/Privat	Bus
379	Cycle	Bus	Cycle											Taxi/Privat	Bus	Cycle
448	Cycle	Car	None	Car									None	Cycle	Car	Bus
565	Cycle	Taxi/Privat	Bus											Cycle	Bus	Taxi/Privat
566	Cycle	Bus	Taxi/Private hire car	Taxi/Privat	Bus									Cycle	Taxi/Privat	Bus
568	Cycle	Bus	Taxi/Private hire car	Taxi/Privat	Bus									Cycle	Bus	Taxi/Privat
580	Cycle	Bus	Taxi/Private hire car	Taxi/Privat	Bus									Cycle	Taxi/Privat	Cycle
581	Cycle	Bus	Taxi/Private hire car	Taxi/Privat	Bus									Cycle	Car	Bus

During pandemic

Pre pandemic

	Most often	2nd most often	3rd most often	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Transport used during pandemic	Most often	2nd most often	3rd most often
2																	
393	Car	Taxi/Private	Car	Car	Taxi/Private	hire car								Car	Taxi/Private	Car	
526	Car	Walk	Car	Car				Walk						Walk	None		
164	Bus	Car	Bus	Car		Bus								Bus	Car	Walk	
322	Bus	Cycle	Bus			Bus				Cycle				Cycle	Bus	Cycle	
344	Bus	Tram	Bus			Bus	Tram							Bus	Tram	None	
503	Bus	Walk	Bus			Bus		Walk						Walk	Bus	Walk	
60	Walk	Car	Walk	Car				Walk						Car	Tram	Other	
115	Walk	Bus	Walk			Bus		Walk						Walk	Bus	Walk	
216	Walk	Bus	Walk			Bus		Walk						Bus	Walk	Bus	
467	Walk	Bus	Walk			Bus		Walk						Walk	Bus	Walk	
468	Walk	Bus	Walk			Bus		Walk						Walk	Bus	Walk	
472	Walk	Bus	Walk			Bus		Walk						Walk	Bus	Car	
194	Bus	Car	Taxi/Private	Car	Taxi/Private	Bus								Taxi/Private	Bus	Taxi/Private	
372	Cycle	Bus	Cycle			Bus				Cycle				Taxi/Private	Cycle	Taxi/Private	
234	Car	Walk	Bus	Car		Bus		Walk						Car	Bus	Car	
393	Car	Taxi/Private	Car	Car	Taxi/Private	hire car								Car	Taxi/Private	Car	
521	Car	Walk	Taxi/Private	Car	Taxi/Private	hire car		Walk						Car	Walk	Car	
195	Tram	Car	Bus	Car		Bus	Tram							Bus	Car	Bus	
210	Car	Cycle	Walk	Car				Walk		Cycle				Bus	Cycle	Bus	
338	Car	Tram	Walk	Car			Tram	Walk						Bus	Tram	Bus	
365	Bus	Cycle	Taxi/Private	hire car	Taxi/Private	Bus				Cycle				Bus	Cycle	Bus	
512	Car	Taxi/Private	Bus	Car	Taxi/Private	Bus								Bus	Walk	Bus	

Answer

The Market Research company confirmed that, as the survey included the option to provide a 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> option for the modes of transport used, it is possible that some respondents only had two answers to give and so therefore may have repeated the mode of transport used in more than one answer.



**QUESTION NO 19**

**By Councillor Rust for answer by the  
Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 24 June 2021**

**A - Market research agency role and costs**

In the report to Transport and Environment Committee "*Potential retention of Spaces for People measures*" it refers to Social Marketing Gateway (SMG) and Jump carrying out the research.

**Question** (1) Please can you clarify the roles and responsibilities each of these agencies had.

**Answer** (1) The Council commissioned SMG and Jump Research jointly to carry out market research on the potential retention of Spaces for People measures. The two companies share the work and responsibilities for all partnership projects.

**Question** (2) Please can you clarify all costs associated with the work these agencies did on the market research including analysis and presentation.

**Answer** (2) The cost of the market research was £11,805.

**Question** (3) Please can you clarify if all costs were incurred directly by the council, or did third parties such as Sustrans or Transport Scotland pay any costs directly.

**Answer** (3) The costs associated with the Market Research will be paid by the Council, using the funding provided for Spaces for People through Sustrans.

**B - Consultation**

**Question** (4) In answers to my questions to Full Council on 11<sup>th</sup> March 2021 the total costs of the consultation were expected to be approximately £60,000. Those anticipated costs were before it was known that the consultation would attract such a significant level of responses (c.17,600) which must impact analysis time. Please can you confirm if there are any changes to costs and officer time involved in anything to do with managing the consultation.

**Answer** (4) While it is expected that the overall cost of the analysis will be greater than originally anticipated, it is not possible to confirm the total cost at this stage. The overall cost increase will be contained within the funding available for this work, which is being paid for from the grant allocated by from Transport Scotland/Sustrans.

**Supplementary Question** In relation to answer 2, these costs seem to have increased by nearly £2,000 from £10,000 since the costs were provided in answers to questions previously. Why is this?

**Supplementary Answer** The cost of the market research increased from the original cost expected due to changes in the complexity and length of the survey which were requested by Council officers. [In particular, this related to the introduction of opportunities for participants to provide free text answers and the requirement to then analyse these responses.]

**QUESTION NO 20**

**By Councillor Rust for answer by the  
Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 24 June 2021**

**Question**

In an answer to a supplementary question at a previous council meeting in April 2021 by the Finance and Resources Convener, it was stated that Transport Scotland had paid Sustrans directly to design the Lanark Road, Longstone, Murrayburn Road, Slateford Road and Braid schemes. Please can the Convener explain this rather unusual funding arrangement and why design of these schemes was not covered by the Council through Spaces for People funds.

**Answer**

Spaces for People funding was provided by Scottish Government through Transport Scotland and was administrated by Sustrans.

The cost of the design resource for the schemes mentioned above is paid directly via the Transport Scotland grant to Sustrans and therefore this funding did not require to be claimed by the Council.

**Supplementary  
Question**

What was the cost of the design work covered by the grant?

**Supplementary  
Answer**

There was no charge to the City of Edinburgh Council Spaces for People grant for design works which were carried out by Sustrans in-house.

**QUESTION NO 21**

**By Councillor Booth for answer by  
the Leader of the Council at a  
meeting of the Council on 24 June  
2021**

**Question** (1) Further to his answer to my question on this subject on 27 May, please can the council leader outline:

- a) On what dates and times within the last two months has he discussed the issue of Gaelic Medium Education with any Scottish Government minister or Cabinet Secretary;
- b) In each case, what was the conclusion of the discussion.

**Answer** (1) Position is as reported to Council on 27 May 2021, although I understand a date is now set for a meeting between the Cabinet Secretary and Education Convenor as agreed by Education, Children and Families on 28 May 2021.

**Question** (2) Can the council leader please also outline what future calls, meetings or discussions he has planned with any Scottish Government minister or Cabinet Secretary on the subject of GME over the next two months?

**Answer** (2) See answer 1. I won't rule out further meetings involving myself as Council Leader over that time period.

**Question** (3) Can the council leader also clarify whether he made clear to the Cabinet Secretary for Education, when he spoke to her in May, that the council's preferred option of Liberton is supported by only 15% of parents surveyed by Comann nam Pàrant?

**Answer** (3) See answer to follow up question on 27 May 2021.

- Question** (4) Can the council leader also clarify how the Liberton location is seen to be consistent with the SNP manifesto commitment for “the creation of a standalone GME secondary school in central Edinburgh.”?
- Answer** (4) Whether proposals meet parents’ aspirations for the future of GME in the City and meet the requirements for the young people’s attainment is a matter for the consultation. I won’t second-guess the views of parents but I would highlight the recommendations of the Education Children and Families committee of 28<sup>th</sup> of May, where the Convenor will clarify the Government’s position in advance of that consultation being launched.
- Supplementary Question** I thank the Council Leader for his answer. Can I ask for some clarity on one point? He says that meeting parents’ aspirations for the future of Gaelic Medium Education is one of his overriding concerns. If that’s the case, will he agree to meet with Gaelic parents before the Education Committee in August to hear their concerns first hand?
- Supplementary Answer** Of course I’m happy to meet parents to hear their views but it’s important that views are given through the consultation to ensure a full and arcuate picture.

**QUESTION NO 22**

**By Councillor Booth for answer by  
the Convener of the Education,  
Children and Families Committee at a  
meeting of the Council on 24 June  
2021**

**Question**

**(1)** The following central locations have been suggested for a Gaelic Medium Education secondary school:

- a) the current Princess Alexandra Eye Pavilion;
- b) the old Royal High School;
- c) the old Tynecastle High School;
- d) the Lothian Buses depot on Annandale Street;
- e) the former Royal Victoria Hospital site; and
- f) the council's former depot at Russell Road;

Please can the Convenor outline the distance of each of these from:

- i) Bun-sgoil Taobh na Pàirce
- ii) James Gillespie's High School and
- iii) Darroch annexe

**Answer** (1) Please see the table below.

**Distances to GME HS Options (In Miles)**

<b>Location</b>	<b>Bun-sgoil Taobh na Pàirce</b>	<b>JGHS</b>	<b>Darroch Annexe (6 Gillespie Street)</b>
Princess Alexandra Eye Pavilion	2.5	0.6	0.6
Old Royal High School	1.6	1.7	1.7
Old Tynecastle High School	3.4	1.5	1.1
Lothian Buses depot, Annandale Street	0.9	2.1	2.2
Former Royal Victoria Hospital Site	2.3	2.2	1.9
Russell Road Depot (Former)	3.4	1.5	1.2

**Question** (2) Please can the Convenor outline the proportion of the current TnP school roll who live within 3 miles of each potential site?

**Answer** (2) Please see the estimates below. Values are approximate due to equivalent buffers used in the sampling instead of individual routes for all pupils.

**Percentage of BS-TNP Pupils Within 3 Miles of Potential Sites**

<b>Location</b>	<b>Bun-sgoil Taobh na Pàirce Pupils</b>	<b>Bun-sgoil Taobh na Pàirce Pupils (%)</b>
Princess Alexandra Eye Pavilion	263	62.9%
Old Royal High School	289	69.1%
Old Tynecastle High School	91	21.8%
Lothian Buses depot, Annandale Street	296	70.8%
Former Royal Victoria Hospital Site	222	53.1%
Russell Road Depot (Former)	101	24.2%

**Question** (3) Please can the Convenor also outline which, if any of these potential sites have been discussed with a) the current owner, if not the council; and b) the Scottish Government, with a view to assessing the feasibility of each of these sites for a central, standalone GME secondary school?

**Answer** (3) None of these sites have been discussed with the current owner or the Scottish Government in relation to assessing their feasibility for a central, standalone GME secondary school.

**Supplementary Question** I thank the Convener for his answer. Many Gaelic parents will be disappointed to hear that none of these options has been discussed with the Scottish Government. Will the Convener clarify whether that discussion will take place before the Education Committee meeting in August, and whether the report will reflect those discussions?



**Supplementary  
Answer**

As agreed at the Education, Children and Families Committee on the 28 May, I have written to the Cabinet Secretary and requested a meeting to discuss GME. If a meeting is forthcoming then this issue of the Scottish Government making a site available for development of a GME secondary school will be raised.

The Executive Director has met with the parents group to review their concerns and to focus on their ambitions. This engagement will continue and be an opportunity for feeding back any further information to parents.

**QUESTION NO 23**

**By Councillor Rust for answer by the  
Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 24 June 2021**

**Question**

The Convener was quoted in the Edinburgh Evening News as stating *inter alia*: “45 per cent of the people in this city do not have access to a car”.

However, in the Council’s statistically representative market research sample, only 167 out of 583 people said they had no access to a car. That is only 29%.

Is the 45% quoted incorrect or this sample not statistically representative?

**Answer**

The 45% is based on the 2019 citywide travel behaviour survey of 5,172 residents undertaken across all wards. Results of the market research survey were weighted by the age and gender of respondents to give a result that was broadly representative of the Edinburgh population. It would have been possible to similarly weight the results of the Market Research Survey by car ownership of respondents. If weighting is applied, support for all types of measure increases – e.g. 1% up for protected cycle lanes, 3% up for extra space in the city centre.

However, in order to avoid any concerns that officers had attempted to manipulate the results of the survey, this weighting was not carried out.

**Supplementary  
Question**

If the survey was, as claimed, statistically representative of the Edinburgh population, why is the figure of car access not in agreement with the 45% figure (+/- the 4% survey margin of error)?

**Supplementary  
Answer**

As stated above, the market research survey was only weighted by age and gender of respondents to be broadly representative of the Edinburgh population. There was no weighting applied for car ownership.

**QUESTION NO 24**

**By Councillor Johnston for answer  
by the Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 24 June 2021**

**Question**

Can the Convener advise when an independent safety audit will be carried out on the Lanark Road and Longstone Spaces for People measures and what scope there is for local people to feed in to said audit?

**Answer**

A road safety audit (RSA) is undertaken when physical changes are proposed and/or implemented to the Council's road network. The purpose of an RSA is to review the safety implications that may result from these changes for all road users.

The Council requests that all RSAs are undertaken in accordance with GG119, the Road Safety Audit guidelines. In line with this guidance, the appointed RSA team must remain independent from the conception, design, construction and operation of the scheme being audited. Therefore, to ensure an RSA remains free of bias, it is not possible for residents or anyone outwith the appointed RSA team, to feed into the process.

A stage 3 post-construction RSA for the Lanark Road and Longstone Spaces for People scheme is currently underway. The necessary site visits were undertaken week beginning 14 June 2021 and the draft report is currently being reviewed by the audit team. Upon completion of this review, the audit report will be issued to the City of Edinburgh Council.

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### ***Festival buzz in the air again***

It's been brilliant to have our festivals back in the city this month, making Edinburgh feel like Edinburgh once again. From kids' shows to street acts, fine art to films, live music to plays – there's truly something for everyone to discover and enjoy.

It's been a genuine Team Edinburgh effort between the Council, the various festivals, Festivals Edinburgh, Scottish Government, Event Scotland and other stakeholders to bring the festivals back safely for summer 2021. My sincere thanks to all the teams and partner organisations who have worked together throughout the pandemic to make sure our Capital rightly returns as the world's Festival City.

While we recover the soul by attending live performances again, and enjoy more opportunities to meet and socialise with friends and family, we've got to keep in mind that the pandemic's far from over.

There's light at the end of the tunnel but only if we take care, [get both vaccination doses if eligible](#) and carry out [regular testing](#) will we be able to beat this together.

### ***Afghans fleeing for their lives are welcome here***

Nobody can fail to be shocked and appalled by the news coming out of Afghanistan and [as a city we stand ready to help](#) in whatever way we can.

Scotland's Capital has a long and proud history of welcoming people escaping desperate circumstances such as these. Our highly skilled team has forged a positive track record over the last five years, successfully welcoming, supporting and settling more than 500 people displaced by the Syrian civil war into our city.

We're in contact with both the UK Government and Scottish Government and are developing plans for how best we and our partners can offer support and housing to as many Afghans in need as possible.

We hope to be in a position to confirm the level of Edinburgh's involvement very soon. Meanwhile we continue to work at pace with the Home Office and our partners in the city to ensure support is in place for those fleeing for their lives as the situation in their homeland deteriorates.

### ***Have your say on short term lets***

Almost a third of all short term lets in Scotland are here in Edinburgh and this is putting real pressure on rents and house prices in the city, as well as taking badly-needed homes out of supply. It's also causing well-documented antisocial behaviour problems and our City Centre communities feeling 'hollowed out'.

We're delighted, then, that after our successful call for powers to deal with short term lets, legislation's now in place to allow us to make Edinburgh a short term let control area. Our ['Choices' consultation responses](#) showed overwhelming support for us to look at control areas in the Capital.

Please [have your say on the proposed 'whole of Edinburgh' control zone](#) through our forthcoming online consultation – we want as many people as possible to make their voices heard.

If, after listening to the views of residents and industry, we decide we should go ahead – and provided the Scottish Government approves our approach – many properties being let out on a short-term basis would automatically require 'change of use' planning permission in place.

### ***Providing the best possible start in life***

I'm delighted that we've been able to meet our commitment to providing 1,140 hours of funded early learning and childcare for all 3 to 4-year-olds and eligible two-year-olds here in Edinburgh. This is a great achievement and thanks must go to our Early Years teams who had the foresight to put detailed plans in place and started phasing in the offer from 2017.

The expansion has given us a great opportunity to be innovative and we're leading the way in Scotland with our exciting forest kindergartens with seven settings already up and running. We now also have 43 child minders supporting us in addition to our 99 local authority nurseries, over 100 private/voluntary organisations providing places and three new nurseries opening this session.

We've doubled our workforce and our leading Early Learning and Childcare Academy has allowed us to recruit and train staff giving them a clear career path.

This has been a real Team Edinburgh effort and, with over 10,500 children receiving the offer, we're making sure our future generations get the best possible start in life.

## ***Moving forward with walking, wheeling and cycling***

We remain committed to creating safe, accessible routes for travel around Edinburgh by foot, wheel or bike. In fact, during lockdown we saw just what an impact quieter streets can have, with a surge in people walking, wheeling and cycling. Through [Spaces for People](#) we wanted to support these ways of travelling while giving people room to physically distance.

Now, as restrictions are eased and traffic levels increase, lots of people are still benefiting from these changes, which provide protected spaces for pedestrians, wheelchair users and cyclists.

There are some areas where we feel the measures are no longer needed – and we've listened to public feedback and agreed to remove these. But we'll be looking to the future of many of the schemes in place under the [newly-titled Travelling Safely programme](#), and how we can improve upon them.

One of our flagship projects to significantly improve walking, wheeling and cycling facilities in the city centre, the [George Street and First New Town project](#), is also progressing, with the key elements for its design and operation agreed by Councillors. We were all wowed by the scheme's concept designs earlier this year and this latest decision takes us a step closer to realising our bold vision.

## ***Reforming our public transport companies***

It's crucial that we support people to make sustainable travel choices if we are to meet our net zero carbon goals, and public transport is key to this. We already have a fantastic offering in Edinburgh, with so many of us regularly relying on services from Lothian Buses and Edinburgh Trams.

As we look to the future of travel in Edinburgh, we want to make sure our Transport Arm's Length External Organisations (ALEOs) – Lothian Buses and Edinburgh Trams – are even more efficient, better integrated and as attractive a transport choice as possible. By reforming their management, we'll be able to achieve this, while better supporting the companies' recovery from the pandemic too.

We know how much the bus and tram services are valued by local people, as demonstrated by consistently high customer satisfaction ratings, and I want to reassure everyone that if the proposals are approved at next month's Council meeting, there won't be any changes to the identities of these cherished transport companies. All you would notice is better integration of tickets and routes, more seamless journeys and improved customer service – something we can all get on board with. It may also help us to deliver a new bike hire scheme, which we're aiming to do as soon as possible.

## ***Backing sustainable growth as Edinburgh recovers***

With the first phase of the St James Quarter now open, seeing many new retailers attracted to the city and enjoying a successful first few months of trading, we'll see another major boost for the city centre when the Johnnie Walker Experience opens its doors next month.

It's exciting to see these new attractions take root after years of planning, construction and development. They're already breathing new life into the area and helping drive our collective recovery as a Capital.

This month we've also opened our wider public consultation for the [Edinburgh Economic Strategy](#), putting the city centre at the heart of our recovery plan, alongside a range of wider priorities, including sustainable growth. In line with our [Business Plan for Edinburgh](#), we want to build a city where everyone can thrive with a strategy focused on improving wellbeing, boosting sustainability and tackling poverty and inequality.

I urge everyone with an interest to [visit our Consultation Hub](#). You can have your say until 22 October and the responses will feed into our final draft documents to be considered by committee in November.

## ***Creating a cultural centre for Granton Waterfront***

We're making fantastic progress in bringing the historic Granton Station back to life as the focal point and cultural centre of our £1.3bn regeneration of the whole Granton Waterfront area.

The first spades went into the ground to [transform this iconic piece of Edwardian architecture](#) into a creative and cultural hub in June and, just last week, we announced [we're leasing the building to leading arts and social enterprise charity Wasps](#), who are set to move into the former station next year.

The charity will support around 40 jobs, as well as helping around 100 people each year with creative business development opportunities. They'll deliver a heritage programme for local people and railway enthusiasts on the location's unique history, with exhibition space to showcase local talent. The new hub will also host workshops and a series of outdoor and online events for locals, which are sure to be a real draw for thousands of visitors to the area.

This week we've also [unveiled the name members of the public chose for the new square](#) in front of the former station – Granton Station Square. Thanks to everyone who took the time to vote.

## ***Transforming Wester Hailes through regeneration***

The shared vision we've developed with the local community for the Wester Hailes area took a major step forward with the [appointment of a team of consultants](#) to develop a masterplan for the area.

This is a massively important project that will offer real opportunities for people in Wester Hailes. The masterplan includes improvements to existing homes as well as desperately needed new affordable housing, together with employment opportunities and facilities to help local businesses and entrepreneurs to prosper.

It builds on a number of 'early action' projects that are already under way, such as improvements to existing Council homes and estates, the Dumbryden Gardens new-build housing development, early design work for the replacement of the local high school, as well as improvement work at Westside Plaza.

We look forward to actively engaging with people in Wester Hailes and nearby communities throughout the masterplan's development so that these improvements benefit everyone.

### ***Making the grade***

Finally, a huge well done to all our young people who received their results from the Scottish Qualifications Authority this month. Even though this was the second year without traditional exams, there's no doubting the enormous amount of work they put in for the assessments. It's been a sterling effort by our teachers, too, in organising the self-assessments in this most challenging of years.

I want to wish all our school leavers the best for the future in whatever path they follow – they all have so many diverse strengths and interests and every learner's journey is different. This diversity is reflected through the city's Edinburgh Guarantee, [which marked its 10<sup>th</sup> anniversary earlier this year](#), and the Scottish Government's Young Person's Guarantee (YPG).

Through these employability commitments we want to make sure no one is left behind and has a positive destination, whether that be through further education, training or into employment. Through the YPG funding we're supporting employers to create up to 120 new jobs and apprenticeships and are offering 80 paid work placements in the Council and across other public and third sector organisations.

Good luck to those pupils who are continuing with their studies this year, from the four and five-year-olds starting school for the very first time to those at the close of their school careers. With most Covid restrictions now lifted, we can look forward with hope for an academic year that sees a return to some sense of normality in our schools.

### ***Get involved***

Keep up to date with all council news via our [news section online](#). You can watch live council and committee meetings via our [webcast](#) service and join the debate on Twitter using #edinwebcast. If you wish to unsubscribe, please [email](#) us.

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# The City of Edinburgh Council

10.00am, Thursday 26 August 2021

## Elected Member Champion – Older People

Executive/routine Wards Council Commitments	Executive All
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### 1. Recommendations

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- 1.1 To consider whether to appoint an elected member champion for older people.
- 1.2 To note a review of the role of elected member champions will be carried out with findings and recommendations presented to Council, following the local government elections in 2022.

**Stephen S. Moir**  
Executive Director of Corporate Services

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## Elected Member Champion – Older People

### 2. Executive Summary

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- 2.1 The report asks Council to consider whether to appoint an elected member champion for older people.

### 3. Background

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- 3.1 The Council has elected member champions for the following roles active travel, built environment and sustainability, canal, carers, child poverty, equalities, festivals, Gaelic, homelessness, small business, veterans, volunteering and young people.
- 3.2 In 2017, the role of a champion was set out to: act as an ambassador for their specified area, which includes taking responsibility for maintaining and raising the profile of their area; support the work of the committee convenors through working in a collaborative role and feeding into the decision-making role of the relevant convenors; contribute to the development of policy in Edinburgh of their area and providing leadership and guidance when required; act as a local expert and advocate working with and engaging with communities across the city; and, ensure focus is maintained on achieving the desired objectives and outcomes of their area.
- 3.3 In 2018, in response to a Council Question, a detailed survey was carried with champions to identify the specific activity carried out and their value and impact. All but one champion expressed some benefits to their role.
- 3.4 At its meeting in December 2020, the Policy and Sustainability Committee agreed that each champion reports to their corresponding executive committee on an annual basis via the business bulletin.
- 3.5 The Council has been approached by the national charity Age Scotland and the Scottish Older People's Assembly (SOPA) to establish an Older People's Champion.

### 4. Main report

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- 4.1 The Council has appointed elected member champions for a number of roles, set out in paragraph 3.1. There is currently no champion for older people.

- 4.2 The Council has been approached by the national charity Age Scotland and the Scottish Older People’s Assembly (SOPA) to establish an Older People’s Champion.
- 4.3 These organisations suggest Older People’s Champions are councillors who act as a link between the council and older people in the local area. Their responsibilities include ensuring older people’s perspectives are understood in every policy area, feeding back on older people’s concerns to the council, leading on council campaigns around older people’s issues and helping to communicate council policy to older people and the wider community. The suggested remit is similar to that set out at paragraph 3.2
- 4.4 A list of current champions and corresponding executive committees is attached at Appendix 1. If appointed, it is proposed that the older people champion reports to the Policy and Sustainability Committee.

## **5. Next Steps**

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- 5.1 The appointee would commence the role as set out in paragraph 3.2
- 5.2 The last review of the role of champions was in 2018. A review of this role will be carried out in advance of the local government election in May 2022. Findings and recommendations of this review will be presented to Council.

## **6. Financial impact**

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- 6.1 There is no direct financial impact from this appointment.

## **7. Stakeholder/Community Impact**

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- 7.1 Stakeholder and community engagement is a key part of this role.

## **8. Background reading/external references**

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- 8.1 [Appointments of members to Committees, Boards and Joint Boards – City of Edinburgh Council May 2017](#)
- 8.2 [Elected Member Champions – The City of Edinburgh Council – 28 September 2018](#)
- 8.3 [Review of Political Management Arrangements December 2020 – City of Edinburgh Council of 10 December 2020](#)

## **9. Appendices**

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- 9.1 List of Elected Member Champions

## Appendix 1 – List of Elected Member Champions

### THE CITY OF EDINBURGH COUNCIL CHAMPIONS

Active Travel Champion	Councillor Child	Transport and Environment Committee
Built Environment and Sustainability Champion	Councillor Gordon	Policy and Sustainability Committee
Canal Champion	Councillor Corbett	Transport and Environment Committee
Carers Champion	Councillor Griffiths	Policy and Sustainability Committee
Child Poverty Champion	Councillor Day	Education, Children and Families Committee
Equalities Champion	Councillor Gordon	Policy and Sustainability Committee
Festivals Champions	Councillors Wilson and McNeese-Mechan	Culture and Communities Committee
Gaelic Champion	Councillor Dickie	Education, Children and Families
Homelessness Champion	Councillor Kate Campbell	Housing, Homelessness and Fair Work Committee
Small Business Champion	Councillor Cameron	Housing, Homelessness and Fair Work Committee
Veterans Champion	Lord Provost	Policy and Sustainability Committee
Volunteering Ambassador	Lord Provost	Housing, Homelessness and Fair Work Committee
Young People's Champion	Councillor Bird	Education, Children and Families Committee

# The City of Edinburgh Council

10.00am, Thursday 26 August 2021

## Review of Political Management Arrangements – August 2021

Executive/routine Wards Council Commitments	Executive All
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### 1. Recommendations

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- 1.1 To note that physical meetings of executive committees will re-commence with the Policy and Sustainability Committee on 5 October 2021.
- 1.2 To agree that meetings of the City of Edinburgh Council will continue to be virtual until the Council removes the physical distancing requirement in its buildings.
- 1.3 To delegate authority to the Chief Executive, in consultation with relevant Conveners and Vice-Conveners, to agree an appropriate time to reinstate physical Other Committees and Sub-Committees (as set out in the Committee Terms of Reference and Delegated Functions) including quasi-judicial meetings, following the successful implementation of physical executive committees.
- 1.4 To delegate authority to the Proper Officer, in consultation with the relevant Convener, to determine whether a hybrid meeting should revert to being remote only in situations where the numbers of members attending virtually mean that it is impractical to run and support the meeting effectively.

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## Review of Political Management Arrangements – August 2021

### 2. Executive Summary

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- 2.1 The report sets out the proposed meeting arrangements to carry out Council and Committee business going forward.

### 3. Background

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- 3.1 In response to the Covid-19 emergency; specifically, to establish quick and agile decision making, manage the pressure on staff, and prioritise frontline services; interim political management arrangements were implemented.
- 3.2 Arrangements have been reviewed at regular and appropriate points during this period – April 2020, August 2020, December 2020, March 2021 and June 2021.
- 3.3 At its meeting in June 2021 the Council agreed, following a move to protection level zero, a phased approach to the resumption of committee meetings starting with executive committees and the Governance, Risk and Best Value Committee.
- 3.4 It was also agreed that Council meetings would remain virtual until physical distancing restrictions changed, when a report would be brought to Council to consider the reimplementation of physical Council meetings.
- 3.5 Since the Political Management Arrangements report was considered in June, the Scottish Government has made a series of announcements regarding the easing of restrictions and rates of infection.
- 3.6 The First Minister's statement on 13 July confirmed that Edinburgh, along with other areas of Scotland currently at Levels 1 and 2, would move to Level 0 on 19 July 2021, but with some modifications. The Scottish Government has shown a level of caution in their changing of Level 0 restrictions, noting that the lifting of all restrictions and mitigations at this point would potentially put the public at greater risk.
- 3.7 Over this period, Edinburgh has experienced its highest level of positive Covid-19 cases since the start of the pandemic. At the point of drafting of this report, levels of positive cases appear to have peaked and have started to fall.

- 3.8 On 3 August, the First Minister announced that Scotland would move to beyond Level 0 which includes the lifting of most of the remaining legally imposed restrictions – most notably, on physical distancing and limits to the size of social gatherings.
- 3.9 Council and committee meetings have been permitted to take place physically before 9 August 2021, but due to the success of virtual meetings and taking cognisance of the need to reduce gatherings of people, the Council had agreed not to meet until the City moved into level zero.
- 3.10 The First Minister also stated that the pandemic was not over and that some measures such as the use of face coverings within public buildings would remain mandatory. Significantly, the advice to work from home where possible would remain. As a result, elected members and officers would be able to access the office space in the City Chambers on the day of committee meetings (if attending the committee) but that a more general return to offices would not yet take place.

## **4. Main report**

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### **Executive Committees and Governance, Risk and Best Value Committee**

- 4.1 At its meeting in June 2021 the Council agreed, following a move to protection level zero, a phased approach to the resumption of meetings starting with executive committees and the Governance, Risk and Best Value Committee.
- 4.2 The first scheduled physical/hybrid meeting is the Policy and Sustainability Committee on 5 October 2021. The list and dates of further physical/hybrid committee meetings is attached at Appendix 1.
- 4.3 The technology in the Dean of Guild Court Room and the City Chambers has been upgraded to allow hybrid meetings to be held. As such there will be the option for members to be able to choose whether they attend virtually or in person. These are important upgrades which will allow a blended meeting approach to be taken permanently, increasing the flexibility for both elected members and officers without a detriment to the quality of the meeting.
- 4.4 As indicated in the June report, there are some practical issues that arise from hybrid meetings which means procedural matters can be more complicated and extra resource will be needed initially to ensure that the committee is sufficiently supported. Hybrid meetings will bring a greater level of complexity for the convener and clerk and Members will be asked to let the convener and the clerk know whether they will be attending remotely in advance of the meeting. This is to avoid situations where the numbers attending virtually mean that continuing with a hybrid meeting would create a risk of a two tier meeting and result in a sub-optimal meeting. As such, it is recommended that authority is delegated to the Proper Officer, in consultation with the relevant convener, to determine whether a meeting should revert back to virtual only in situations where the number of members attending mean a hybrid meeting would be too difficult to practically run and support.

- 4.5 The restrictions noted in the June Council report will remain. Specifically, officers presenting reports will attend meetings virtually. The only officers physically attending meetings will be 1-2 senior/lead officers, committee officers and an audio-visual technician. This will be reviewed when the work from home guidance is changed. Additionally, deputations will remain remote only and members of the public/press will be encouraged to attend meetings remotely.
- 4.6 In advance of the resumption of physical meetings, Committee Officers will draft a procedure note and meet with Conveners and Vice-Conveners to discuss how meetings will run in practice.

### **The City of Edinburgh Council**

- 4.7 A one metre physical distancing rule is being applied by the Council in its buildings. Therefore, Council is unable to meet in the City Chambers with all 63 members whilst maintaining a physical distance of 1m.
- 4.8 It is recommended that physical Council meetings will only recommence when the Council removes all physical distancing requirements from its buildings.

### **Other Committees and Sub-Committees (as set out in the Committee Terms of Reference and Delegated Functions)**

- 4.9 As set out in the June report, one full cycle of executive committee meetings will be carried out to allow an assessment of when other committees and sub-committees (as set out in the Committee Terms of Reference and Delegated Functions, listed at Appendix 2) can safely physically recommence.
- 4.10 It is imperative that a full assessment is carried out to ensure committees can work safely in this way and be assured we meet the specific legislative requirements of the quasi-judicial committees.
- 4.11 This report proposes that authority is delegated to the Chief Executive, in consultation with Conveners and Vice-Conveners, to agree an appropriate time for further physical committee meetings to recommence, following the successful implementation of physical meetings of executive committees.

## **5. Next Steps**

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- 5.1 In line with public health guidelines the resumption of physical meetings will commence on a phased basis.

## **6. Financial impact**

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- 6.1 Political management arrangements during this period will be contained within existing revenue budgets.



## **7. Stakeholder/Community Impact**

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- 7.1 Political Management arrangements will be communicated to all stakeholders.

## **8. Background reading/external references**

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- 8.1 [Interim Political Management Arrangements 2020 – Leadership Advisory Panel of 23 April 2020](#)
- 8.2 [Governance, Risk and Best Value Committee Arrangements and Remote Council Meetings – Policy and Sustainability Committee of 28 May 2020](#)
- 8.3 [Review of Political Management Arrangements 2020 – Policy and Sustainability Committee of 6 August 2020](#)
- 8.4 [Review of Political Management Arrangements December 2020 – City of Edinburgh Council of 10 December 2020](#)
- 8.5 [Review of Political Management Arrangements March 2021 – City of Edinburgh Council 11 March 2021](#)
- 8.6 [Review of Political Management Arrangements June 2021 – City of Edinburgh Council 24 June 2021](#)

## **9. Appendices**

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- 9.1 List of Physical Executive Committee and Governance Risk and Best Value Committee Meetings
- 9.2 List of Other Committees

## Appendix 1 - List of Physical Executive Committee and Governance Risk and Best Value Committee Meetings

<b>Date</b>	<b>Committee</b>
5 October 2021	Policy and Sustainability
7 October 2021	Finance and Resources
12 October 2021	Education, Children and Families
14 October 2021	Transport and Environment
4 November 2021	Housing, Homelessness and Fair Work
9 November 2021	Governance, Risk and Best Value
11 November 2021	Transport and Environment
16 November 2021	Culture and Communities
<b>PROPOSED REVIEW OF PHYSICAL COMMITTEE MEETINGS BY THE PROPER OFFICER</b>	
18 November 2021	Finance and Resources Committee (Special Meeting)
30 November 2021	Policy and Sustainability
7 December 2021	Education, Children and Families
9 December 2021	Finance and Resources
14 December 2021	Governance, Risk and Best Value
<b>NEXT SCHEDULED REVIEW OF POLITICAL MANAGEMENT ARRANGEMENTS</b>	

## **Appendix 2 – List of Other Committees and Sub-Committees (as set out in the Committee Terms of Reference and Delegated Functions)**

### **Other Committees**

Committee on Discretionary Rating Relief Appeals

Leadership Advisory Panel

Planning Committee

Pensions Committee

Personnel Appeals Committee

Placing in Schools Appeals Committee

Committee on Pupil Student Support

Recruitment Committee

Regulatory Committee

The City of Edinburgh Planning Local Review Body

Committee on the Jean F Watson Bequest

Community Council Independent Complaints Panel

### **Sub-Committees**

Development Management Sub-Committee (Parent: Planning Committee)

Licensing Sub-Committee (Parent: Regulatory Committee)

Pensions Audit Sub-Committee (Parent: Pensions Committee)

Property Sub-Committee (Parent: Finance and Resources Committee)

Special Sub-Committee on Adult Social Care (Parent: Culture and Communities Committee)

Sub-Committee on Standards for Children and Families (Parent: Education, Children and Families Committee)

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## The City of Edinburgh Council

10.00am, Thursday 26 August 2021

### The Scheme of Delegation

Executive/routine Wards Council Commitments	Executive All
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#### 1. Recommendations

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- 1.1 To repeal the Scheme of Delegation to Officers and approve in its place appendix one, such repeal and approval to take place from 27 August 2021.
- 1.2 To designate the proper officer functions noted in paragraph 4.3 currently appointed to the Chief Executive to the Service Director, Legal and Assurance from 27 August 2021.

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Executive Director of Corporate Services

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## The Scheme of Delegation

### 2. Executive Summary

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- 2.1 The Scheme of Delegation to Officers sets out the powers delegated by the City of Edinburgh Council to officers, pursuant to the Local Government (Scotland) Act 1973. This report recommends amendments to the Scheme in relation to the delegated powers to proper officers.

### 3. Background

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- 3.1 The Scheme of Delegation to Officers sets out the powers delegated by the City of Edinburgh Council to officers, pursuant to the Local Government (Scotland) Act 1973. The Scheme is intended to facilitate the efficient conduct of Council business by clearly setting out the nature and extent of the powers delegated to officers by the Council.
- 3.2 At its meeting on 7 February 2019 the Council agreed The Scheme of Delegation.
- 3.3 The powers delegated to officers in terms of this Scheme are subject to change by act of Council in accordance with the Standing Orders of the Council.
- 3.4 Under emergency provisions, the Leadership Advisory Panel agreed amendments to the Scheme that expired on 1 September 2020.
- 3.5 At its meeting on 15 October 2020 the Council agreed amendments to the Scheme of Delegation as a result of the then Head of Strategy and Communications leaving the Council. The functions previously delegated to the Head of Strategy and Communications were delegated to the Chief Executive.
- 3.6 At its meeting on 27 May 2021 the Council agreed to a new senior leadership structure, at Chief Officer level, including the resulting changes to job titles and areas of functional responsibility. Council also agreed to delegate to the Chief Executive to make necessary amendments to governance documentation including the Scheme of Delegation. These changes have been tracked at Appendix 1 and reflect the service area responsibilities as they are now. Some services will formally transfer to their new directorate later in the year at which point the Scheme will be updated.

- 3.7 At its meeting on 20 May 2019 the Regulatory Committee agreed to propose an additional delegation for approval of exemptions to the age and emissions policy in respect of vehicles where the owner is retiring.
- 3.8 At its meeting on 19 August 2019 the Regulatory Committee agreed to propose an additional delegation to approve individual applications to install 'Brightmove taxi tops'.

## 4. Main report

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### Proper Officer

- 4.1 Legislation requires that certain functions be exercised by a "proper officer". The Scheme sets out Council officers who are designated as proper officers in relation to particular functions.
- 4.2 The proper officer functions noted below were originally delegated to the Head of Strategy and Communications. The Chief Executive took over these appointments in November 2020 on a temporary basis, pending the conclusion of the Senior Leadership Review.
- 4.3 This report recommends that the functions noted below, currently appointed to the Chief Executive, are delegated to the Service Director, Legal and Assurance (Scheme of Delegation, Appendix 8).

<u>Proper Officer Function</u>	<u>Legislation</u>	<u>Current Delegation</u>
Declaration of acceptance of office	Section 33A of the Local Government (Scotland) Act 1973	Chief Executive
Circulating reports and agendas, supplying papers to the press and, where necessary, providing summaries of minutes	Sections 50B(2), 50B(7) and 50C(2) of the Local Government (Scotland) Act 1973	Chief Executive
Roll of honorary freemen	Section 206 of the Local Government (Scotland) Act 1973	Chief Executive
Notice of Meeting	Schedule 7 of the Local Government (Scotland) Act 1973	Chief Executive

Maintaining the register of members' interests	Regulation 6 of the Ethical Standards in Public Life etc. (Scotland) Act 2000 (Register of Interests) Regulations 2003	Chief Executive
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### **Licensing**

- 4.4 Following consideration at the Licensing Sub-Committee and Regulatory Committee, an amendment has been proposed to delegate authority to the Executive Director of Place to approve exemptions to the age and emissions policy in respect of vehicle owners who are retiring. (Scheme of Delegation, Appendix 5, 226)
- 4.5 Following consideration at the Licensing Sub-Committee and Regulatory Committee, an amendment has been proposed to delegate authority to the Executive Director of Place to approve individual applications to install 'Brightmove taxi tops'. (Scheme of Delegation Appendix 5, 227)
- 4.6 Both amendments are intended to provide an efficient service for applicants and manage committee business.

### **Contracts**

- 4.7 A further amendment is proposed to allow for Committee approval of a contract award or future call off from a Council framework, which has been approved by Committee, to be delegated to the appropriate officer beyond a period of six months.
- 4.8 Section 50G of the Local Government (Scotland) Act 1973 as amended, requires local authorities to maintain a list of the powers exercisable by officers (including the title of the officer) where the powers may be discharged by them for a period exceeding six months. The financial thresholds set out in the Council's Contract Standing Orders above which Committee approval is required will still be applicable.

### **Public Health - Coronavirus**

- 4.9 New public health regulations have been introduced in response to the Coronavirus outbreak. It is likely that these regulations could be in place for the foreseeable future or new powers added in the form of amendments.
- 4.10 It is proposed that the powers, and any amendments, given to the Council to enforce any Coronavirus public health restrictions are delegated to the Executive Director of Place. (Scheme of Delegation, Appendix 6, 319)

### **Review**

- 4.11 There will be a review of Committee effectiveness ahead of the new Council in May 2022. The Scheme will be updated based on any findings and submitted for approval.



## **5. Next Steps**

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- 5.1 The approved Scheme of Delegation will be implemented from 27 August 2021.

## **6. Financial impact**

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- 6.1 There are no direct financial impacts as a result of this report.

## **7. Stakeholder/Community Impact**

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- 7.1 Consultation and engagement on the contents of this report has taken place with the relevant officers.

## **8. Background reading/external references**

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- 8.1 [The City of Edinburgh Council, 15 October 2020, The Scheme of Delegation](#)
- 8.2 [Leadership Advisory Panel, 31 March 2020 Minute](#)
- 8.3 [The City of Edinburgh Council, 7 February 2019, Planning Statutory Scheme of Delegation](#)
- 8.4 [Regulatory Committee, 20 May 2019, Age Limitations and Emissions Standards for Taxis and Private Hire Cars - Update](#)
- 8.5 [Regulatory Committee, 19 August 2019, Request for Variation: Taxi Vehicle License Conditions \(Advertising\)](#)

## **9. Appendices**

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- 9.1 Appendix 1 – The Scheme of Delegation to Officers

**CITY OF EDINBURGH COUNCIL**  
**SCHEME OF DELEGATION TO**  
**OFFICERS**

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**CITY OF EDINBURGH COUNCIL**  
**SCHEME OF DELEGATION TO OFFICERS**

**1. GENERAL**

- 1.1 This Scheme of Delegation to Officers ("**Scheme**") applies from 22 November 2019 and sets out the powers delegated by the City of Edinburgh Council ("**Council**") to officers, pursuant to the Local Government (Scotland) Act 1973. The Scheme is intended to facilitate the efficient conduct of Council business by clearly setting out the nature and extent of the powers delegated to officers by the Council.
- 1.2 The powers delegated to officers in terms of this Scheme are subject to change by act of Council in accordance with the Standing Orders of the Council.
- 1.3 The Local Government (Scotland) Act 1973 requires the Council to maintain a list specifying those powers which are exercisable by officers and stating the title of the officer who exercises that power. The lists of powers are set out in this Scheme.
- 1.4 In this Scheme:
- (a) a reference to "**Executive Director**" means any of the Executive Directors of the Council or the Chief Officer - Edinburgh Health and Social Care Partnership (and "**Executive Directors**" shall be interpreted accordingly);
  - (b) a reference to a statute or statutory provision:
    - (i) is a reference to it as amended, extended or re-enacted from time to time; and
    - (ii) shall include all subordinate legislation made from time to time under that statute or statutory provision;
  - (c) any reference to this Scheme shall include the appendices to the Scheme ("**Appendices**" and each an "**Appendix**");
  - (d) a reference to "**Council Policies**" shall include all and any policies approved

by the Council from time to time (and “**Council Policy**” shall be interpreted accordingly);

- (e) references to paragraphs are to paragraphs of this Scheme; and
- (f) headings are for convenience, do not form part of this Scheme and shall not be used in its interpretation.

#### **Principles of delegation**

1.5 Officers to whom power is delegated in terms of this Scheme must exercise their powers in accordance with the following principles:

- (a) the decision or action must not be a matter (“**Reserved Matter**”):
  - (i) reserved by law to the Council or a Committee or sub-committee of the Council (“**Committee**”); or
  - (ii) that the Council or a Committee has expressly determined should be discharged otherwise than by an officer;
- (b) the decision or action must not alter or be contrary to law or to policy set by the Council and its Committees;
- (c) the decision or action must be taken in accordance with the Council’s Standing Orders as amended from time to time;
- (d) the decision or action must be taken in accordance with the Financial Regulations and Corporate Debt Policy as amended from time to time and comply with the financial limits set out in those documents;
- (e) the financial consequences of the decision or action must be contained within the budget approved by Council for the financial year in question;
- (f) the decision or action must not give rise to a conflict of interest as set out in the Council’s code of conduct for employees; and
- (g) elected members must be appropriately consulted, and officers must comply

1.6 If there is a question or dispute on whether a decision taken or proposed to be taken by an officer contravenes the provisions of this Scheme, it will be decided by the Chief Executive in consultation with the Leader of the Council (or the deputy Leader if the Leader is absent).

1.7 Each Executive Director shall have authority to take all decisions or actions necessary to implement a policy approved by or a decision previously taken by the Council or a Committee or which facilitate or are conducive to the implementation of such a policy or decision.

## 2. CONSULTATION WITH ELECTED MEMBERS

### Politically controversial matters and material decisions

2.1 Where a decision or action proposed to be taken under delegated powers is likely to be regarded as politically controversial or is a decision (“**Material Decision**”) that will have or is likely to have:

- (a) a significant effect on financial, reputational or operational risk; and/or
- (b) a significant impact on service delivery or performance;

the appropriate elected members will be consulted before any decision or action is taken. Appropriate elected members will include the relevant convener or vice-convener(s) and, where appropriate, the Leader and/or deputy Leader.

### Local Members

2.2 Where a decision or action relates to a particular ward or wards (and not to the whole area of the Council) and is likely to directly affect the ward interests of a local member or members, those members will be consulted before any decision or action is taken (save in the case of matters of a routine or confidential nature).

### Responsibility to inform

2.3 It is the responsibility of the Chief Executive or relevant Executive Director to keep



the elected members of the Council appropriately informed about activity arising within the scope of the delegated authority under this Scheme.

### **Reports**

- 2.4 The Council or any Committee may require the Chief Executive or Executive Directors to submit reports on the decisions taken and action authorised by them under delegated authority. The Chief Executive or relevant Executive Director shall submit a report in relation to any Material Decision to Council or the appropriate Committee.

### **3. DELEGATION**

#### **Delegated authority**

- 3.1 The Council delegates authority for certain powers or functions to the Chief Executive, Executive Directors and ~~service directors heads of service~~ as detailed in this Scheme.
- 3.2 In the event that the Chief Executive, Executive Director is unavailable, his/her deputy or the ~~head of the~~ relevant service director will have delegated authority to take urgent decisions in the absence of the Chief Executive or Executive Director.
- 3.3 The Chief Executive or Executive Directors may sub-delegate their delegated powers to their deputy or ~~head(s) of service~~ director or such other officer(s) in their service area as they may consider appropriate. Each officer to whom powers are delegated may sub-delegate to such other officers in their service area as they may consider appropriate. This will be in each case the officer of an appropriate level of seniority who is most closely involved with the matter in question. The Chief Executive and Executive Directors will remain accountable for decisions taken by their sub-delegates.
- 3.4 Sub-delegation of functions by any officer to another officer in accordance with this Scheme will not prevent the officer from whom the authority is being delegated from also discharging those functions.
- 3.5 Where authority has been sub-delegated by one officer to another in accordance with this Scheme, such authority can be revoked at any time without prejudice to any previous decisions made under that authority.

- 3.6 Certain functions ("**Statutory Functions**") must, by law, be carried out by certain statutory officers. The Council delegates authority to those statutory officers ("**Statutory Officers**") to carry out the Statutory Functions. A list of the Statutory Functions and the Statutory Officers can be found in Appendix 8.
- 3.7 The authority delegated to the Chief Executive and Executive Directors in terms of this Scheme shall not include any Statutory Function, which shall be exercised by the appropriate Statutory Officer.
- 3.8 Legislation requires that certain functions be exercised by a "**proper officer**". This Scheme sets out Council officers who are designated as proper officers in relation to functions. An officer who is designated as a proper officer by this Scheme may also designate in writing other officer(s) in his or her service area to exercise his or her functions as proper officer. Such designation can be revoked at any time by the designating officer without prejudice to any previous actions taken under that designation. Designated proper officers are set out in paragraph 5 of Appendix 1, paragraph 21 of Appendix 7 and in Appendix 9.
- 3.9 Appropriate records must be kept of any sub-delegations of powers made under the Scheme.

#### **Material Decisions**

- 3.10 Notwithstanding the terms of any delegation of authority to Executive Directors or other officers in terms of this Scheme, all Material Decisions shall be taken in consultation with the Corporate Leadership Team ("**CLT**"). It is intended that this will engender greater transparency; foster a collegiate culture of collective decision-making among Executive Directors; and ensure proper corporate oversight, scrutiny and challenge of Material Decisions.
- 3.11 It is the responsibility of each Executive Director or other officer to whom powers are delegated to consider whether a decision or action in relation to a matter delegated to him/her is a Material Decision and in the case of an officer other than an Executive Director, to bring it to the attention of the relevant Executive Director and/ [or Statutory Officers](#). The relevant Executive Director/ [or Statutory Officer](#) will bring any Material Decision to the next available meeting of the CLT.
- 3.12 In the case of any Material Decision that relates to a Statutory Function, the provisions of paragraphs 2.1 and 3.12 of this Scheme shall be without prejudice to the legal

City of Edinburgh Council – Scheme of Delegation to Officers  
duties and responsibilities of the relevant Statutory Officer.

3.13 The provisions of paragraph 3.12 of this Scheme shall be without prejudice to the principles of delegation set out in paragraph 1.5 of this Scheme and the requirement to consult with elected members set out in paragraph 2.1 of this Scheme.

### Major Projects

3.14 The following projects (“**Major Projects**”) shall be dealt with as set out in paragraph 3.15 of this Scheme:

- (a) any project which has an estimated value of £5 million or more; or
- (b) any other corporate project the [Executive Director of Corporate Services Chief Executive](#) shall, in consultation with the CLT and the Convener or Vice-Convener of the Finance and Resources Committee, so designate.
- (c) Does not include projects involving the Lothian Pension Fund.

3.15 In order to ensure effective governance and delivery of Major Projects, the [Chief Executive Director of Corporate Services](#) will make arrangements to:

- (a) oversee all Major Projects to ensure they are initiated appropriately, and independently assess elements of the Major Projects including:
  - (i) options appraisal; (ii) affordability; (iii) implementation; (iv) resource planning;
  - (v) sustainability; (vi) equalities; (vii) environmental impact; and (viii) stakeholder engagement;
- (b) provide ongoing support to Major Projects through key stage or gateway reviews, management dashboard reporting, post completion reviews and tracking benefits realisation; and
- (c) update the CLT and the [Finance and Resources Governance, Risk and Best Value](#) Committee on the status and progress of Major Projects.

## **Contracts Standing Orders**

3.16 Any officer to whom relevant authority is delegated in terms of this Scheme must comply with the terms of the standing orders and have regard to the Council's procurement handbook which apply to all contracts made by or on behalf of the Council for the procurement of the execution of works, the supply of goods and materials to the Council and/or for the provision of services

a. ("**Contract Standing Orders**").

### **4. DELEGATION TO CHIEF EXECUTIVE**

4.1 As the Council's Statutory Head of Paid Service the Chief Executive has overall responsibility for the corporate management and operational functions of the Council that are delegated to officers under this Scheme. The Chief Executive is authorised to discharge any function or exercise any power delegated to any officer under this Scheme.

4.2 In addition, the Council authorises the Chief Executive to:

- (a) take action to ensure that the Council's responsibilities and duties under the Civil Contingencies Act 2004 and other emergency planning, business continuity and resilience legislation are discharged;
- (b) take any urgent action necessary in the event of a civil emergency, business continuity or resilience incident;
- (c) act as Returning Officer for local government elections, Westminster elections, Scottish Parliament elections, European elections and Business Improvement District elections under sections 25 and 41 of the Representation of the People Act 1983;
- (d) act as Counting Officer for referendums held in terms of the Political Parties, Elections and Referendums Act 2000;
- (e) perform the Council's functions under the Regulation of Investigatory Powers (Scotland) Act 2000 and the Regulation of Investigatory Powers Act 2000 in accordance with Council policy, including:

- (i) appointing authorising officers;
- (ii) authorising directed surveillance or the use of a covert human intelligence source which involves the likelihood of obtaining confidential information; and
- (iii) authorising the use of covert human intelligence sources in relation to juveniles or vulnerable adults;

~~(f) — monitor the Council's compliance with information compliance legislation, including the Freedom of Information (Scotland) Act 2002, Environmental Information (Scotland) Regulations 2004, INSPIRE (Scotland) Regulations 2009 and the General Data Protection Regulation 2016/679;~~

~~(g) — monitor the management of Council records in line with the provisions of the Public Records (Scotland) Act 2011;~~

~~(h) — approve expenditure on civic hospitality in accordance with Council Policy;~~

Commented [LM(2)]: Moved to Corporate Services

## 5. DELEGATION TO THE CHIEF EXECUTIVE AND ALL EXECUTIVE DIRECTORS

5.1 Subject to the provisions of paragraphs 1 to 3 of this Scheme, the Chief Executive, each Executive Director and shall have delegated authority to manage all human, financial and other resources within his/her service area, including those functions set out in Appendix 1.

## 6. DELEGATION TO EXECUTIVE DIRECTOR OF EDUCATION AND CHILDREN'S SERVICES~~COMMUNITIES AND FAMILIES~~

6.1 Subject to the provisions of paragraphs 1 to 3 of this Scheme, the Executive Director of ~~Communities and Families~~Education and Children's Services, or the Chief Social Work Officer, ~~or the Chief Education Officer w~~ where relevant, shall have delegated authority to exercise the schools, early years, children's social work services, childcare, libraries, sports, and wellbeing services, community based services relating to youth work and community justice, including those set out in Appendix 2.

**7. DELEGATION TO EXECUTIVE DIRECTOR OF RESOURCESCORPORATE SERVICES**

7.1 Subject to the provisions of paragraphs 1 to 3 of this Scheme, the Executive Director of Resources-Corporate Services shall have delegated authority to carry out all financial, commercial and procurement, treasury management, investments, pensions, human resources, recruitment, payroll, learning and development, customer services, business support, banking and payments, policy and insight, communications, strategic change and delivery, democracy, governance and resilience, welfare reform and benefits administration, digital services (ICT), legal, risk management, health and safety, internal and internal audit, operational estate and investment property, strategic asset management, catering, facilities management, cleaning, catering, security and the Edinburgh shared repairs functions of the Council, including those set out in Appendix 3.

**8. DELEGATION TO CHIEF OFFICER - EDINBURGH HEALTH AND SOCIAL CARE PARTNERSHIP**

8.1 Subject to the provisions of paragraphs 1 to 3 of this Scheme, the Chief Officer - Edinburgh Health and Social Care Partnership, or the Chief Social Work Officer where relevant, shall have delegated authority to exercise the social work, social care and social welfare functions of the Council including those set out in Appendix 4, except to the extent that those functions are delegated by Council to the Integration Joint Board.

**9. DELEGATION TO EXECUTIVE DIRECTOR OF PLACE**

9.1 Subject to the provisions of paragraphs 1 to 3 of this Scheme, the Executive Director of Place shall have delegated authority to carry out all powers and responsibilities associated with the Council's housing and regeneration, housing support, community safety, environmental health, Coronavirus public health restrictions, scientific services, trading standards, licensing, registration, advice services, parks, waste management and disposal, street cleaning, grounds maintenance, operational estate and investment property, strategic asset management, catering, facilities management, cleaning, catering, security and the Edinburgh shared repairs, economic development, sustainability, public safety, culture, libraries, sport and wellbeing services, community empowerment, community centres, corporate fleet

**Commented [LM(3)]:** Included as referred to in paragraph 4.9 of covering report

**Commented [LM(4)]:** Moved from Corporate Services

management and maintenance, community transport, building standards, transport planning, roads management and maintenance, flood prevention, reservoir and coastal functions including those set out in Appendix 5.

10. **DELEGATION TO CHIEF PLANNING OFFICER**

10.1 Subject to the provisions of paragraphs 1 to 3 of this Scheme, the Chief Planning Officer shall have delegated authority to exercise the planning functions set out in Appendix 6.

## **APPENDIX 1**

### **GENERAL DELEGATION TO CHIEF EXECUTIVE AND EXECUTIVE DIRECTORS**

These are the functions referred to in paragraph 5 of the Scheme:

#### **Funds, contracts and property**

1. spending money and managing their budgets in accordance with Council approved resource allocations and with the Financial Regulations;
2. subject to any policies and/or directions issued by the Executive Director of Corporate Services Resources:
  - (a) transferring funds between headings within their approved revenue budgets;
  - (b) transferring funds between capital projects included in the capital budgets for their service;

provided that (1) the Executive Director of ~~Resources–Corporate Services~~ is informed of the transfer and (2) the transfer does not affect revenue or capital budgets for future years;

3. entering into, terminating, varying, suspending or extending contracts (including call-off contracts or direct awards under Framework Agreements established by the Council) subject to compliance with the Council's Contract Standing Orders or as otherwise authorised by the Council;
4. declaring property or land surplus to requirements, including one-off blocks of flats and main door properties;

#### **Proper officers**

5. acting as proper officer in terms of any provisions of the Local Government (Scotland) Act 1973, the Requirements of Writing (Scotland) Act 1995 and generally any local government legislation and signing all deeds and other



Appendix 1 – General Delegation to Chief Executive and Executive Directors  
documents which require to be sealed with the Common Seal of the Council or  
are binding on the Council;

### Legal

6. settling legal actions and claims in consultation with the Service Director: Legal and Assurance ~~Head of Legal and Risk~~;
7. initiating, entering into, defending and withdrawing from legal proceedings in consultation with the Service Director: Head of Legal and Risk Assurance;

### Staff

8. appointing employees within agreed staffing levels up to but excluding ~~Heads of Service~~ Directors;
9. appointing an acting ~~Head of Service~~ Service Director from the staff of the Council when a ~~Head of Service~~ Director is absent or the post is vacant;
10. conducting disciplinary and grievance proceedings for employees in accordance with the Council's approved policy and procedures;
11. authorising staff attendance at training courses, conferences, seminars and other developmental activities, in accordance with Council's approved policy and procedures;
12. changing staffing structures, numbers and gradings in accordance with approved job evaluation arrangements, with the exception of significant change requiring a major formal staffing organisational reviews, provided that such changes comply with guidelines issued by the Executive Director of ~~Resources~~ Corporate Services;
13. remedying inconsistencies in pay or terms and conditions of service in conjunction with the Executive Director of Corporate Services Resources;
14. deciding the following staffing matters in accordance with approved Council policy, procedures and/or guidance issued by the Executive Director of Corporate Services Resources (or, in the case of teaching staff, by the Executive Director ~~of Education and Children's Services~~ Communities and Families):

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- (a) approval of paid or unpaid leave for special circumstances, secondment, or leave to work or visit abroad;
- (b) entering into compromise or settlement agreements with staff in relation to their employment with the Council in consultation with the Service Director: Legal and Assurance ~~Head of Legal and Risk~~, and subject also to consultation with the appropriate convener;
- (c) save in the case of an Executive Director, where the decision shall be reserved to the Finance and Resources Committee, making decisions in relation to the Local Government Pension Scheme membership (including, for example, early payment of pensions, late transfers, late applications to pay optional pensions contributions, augmented membership, additional pensions, and fraud/forfeiture cases);
- (d) extension of occupational sick pay allowance;
- (e) approval of payroll deductions and the recovery of overpayments;
- (f) closure of buildings in emergency or exceptional circumstances and early closure during the festive season;
- ~~(g) approval of application for car loans in consultation with the Executive Director of Corporate Services~~ Resources;
- (g) approval of transfer of annual leave;
- (h) approval of overtime or additional hours of work;
- (i) approval of applications for secondary employment;
- (j) authorisation of payments for lectures, speeches etc. to external organisations;
- (k) determination of claims of up to £250 for damage to or loss of the personal property of employees in consultation with the Executive Director of Corporate Services ~~Resources~~;

- (l) payment of removal expenses and allowances;
- (m) payment of car users' allowances;
- (n) authorisation of telephone allowances;
- (o) placement of employees on appointment on a point within a grade or grades applicable to the posts;
- (p) establishment and filling of fixed term posts in accordance with the relevant Council Policy; and,
- (q) appointment of apprentices on completion of indentures;

**Health and Safety**

- 15. implementing the Council's Health and Safety Policy and arrangements;

**Staff Wellbeing**

- 16. implementing the Council's Wellbeing Strategy and Policy for staff and associated arrangements;

**Use of land and buildings**

- 17. approving, subject to compliance with any approved scheme of charges, the use by appropriate organisations, bodies or persons of land and premises owned, occupied or managed by the Council (including land managed on behalf of the Common Good);
- 18. regulating access to, and conduct of persons on property owned, occupied or managed by the Council, including (1) eviction, ejection and expulsion from property and (2) the application and enforcement of management rules under sections 112 and 116 of the Civic Government (Scotland) Act 1982 as approved by the Council from time to time;
- 19. approving the temporary closure of property owned, occupied or managed by the

Appendix 1 – General Delegation to Chief Executive and Executive Directors  
Council to:

- (a) ensure the safety of Council staff or members of the public;
- or
- (b) undertake essential planned maintenance,

subject to consultation with the appropriate convener or vice-convener and local elected members and insertion of a public notice in the press informing the public of the closure when relevant;

**Regulation of investigatory powers**

20. performing the Council's functions under the Regulation of Investigatory Powers (Scotland) Act 2000 and the Regulation of Investigatory Powers Act 2000 in accordance with Council policy, with the exception in the case of the Executive Directors of the following functions which are reserved to the Chief Executive:

- a) appointing authorising officers;
- b) authorising directed surveillance or the use of a covert human intelligence source which involves the likelihood of obtaining 'confidential' information; and
- c) authorising the use of covert human intelligence sources in relation to juveniles or vulnerable adults.

**Grants**

21. The approval of grants should be undertaken in line with the rules and authority level set out in Grant Standing Orders (officer approval for grants under £25000).

**Hospitality**

22. approving expenditure on hospitality in accordance with Council Policy;

23. approving expenditure on overseas visits by officers in accordance with Council Policy;

**Write off**

24. writing off or disposing of any stores, plant, furniture, equipment, or any other tangible or monetary asset not falling within the scope of the Corporate Debt policy in accordance with the Financial Regulations provided that:

(a) the stores, plant, furniture, equipment or such asset has become unfit for use and unsaleable, or in the case of relevant monetary assets, all reasonable steps to achieve recovery have been exhausted; and

(b) the decision is made in consultation with the Executive Director of [Corporate ServicesResources](#);

**Access to information**

25. responding to requests for information made to the Council under the Freedom of Information (Scotland) Act 2002; Environmental Information (Scotland) Regulations 2004; INSPIRE (Scotland) Regulations 2009 and the Data Protection Act 1998;

**Consultations**

26. responding to consultations from external bodies seeking the input of the Council to the extent necessary to provide any technical, scientific, or other factual information, or professional opinion or analysis of an operational nature;

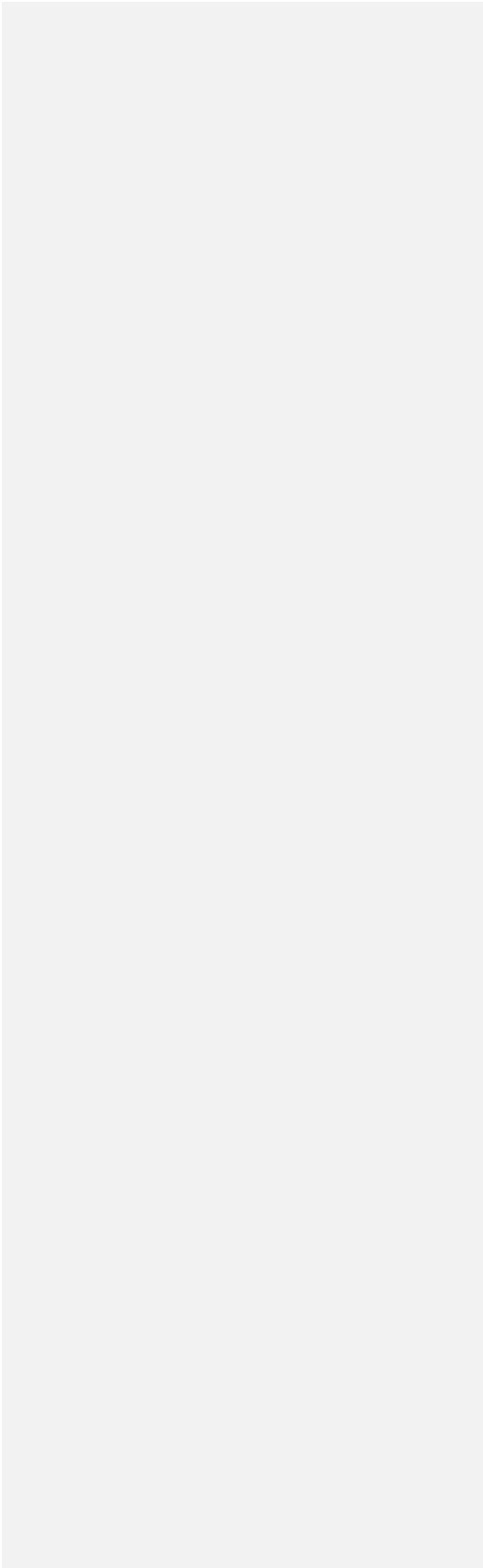
**Grant offers**

27. applying for grant funding on behalf of the Council;

28. accepting offers of grant funding on behalf of the Council; and

**Council Companies**

29. monitoring the performance of each Council company delivering services in his or her service area, including the attendance of a nominated Council observer at all company Board meetings and, where practicable, the relevant Audit Committee.



**APPENDIX 2**

**DELEGATION TO THE EXECUTIVE DIRECTOR OF EDUCATION AND CHILDREN’S SERVICES COMMUNITIES AND FAMILIES**

*(or, where applicable, the Chief Social Work Officer-~~or~~  
Chief Education Officer)*

These are the powers referred to in paragraph 6 of the Scheme:

**Education**

1. taking steps to discharge the duty of the Council, as education authority, to secure adequate and efficient provision of school education (including pre-school education) and further education in accordance with section 1 of the Education (Scotland) Act 1980, and in doing so (1) having regard to the duty to ensure that education is directed to the development of the personality, talents and mental and physical abilities of children and young people (section 2 of the Standard in Scotland’s Schools etc. Act 2000) and (2) endeavouring to ensure that schools managed by them promote the physical, social, mental and emotional health and well-being of pupils (section 2A of the Standard in Scotland’s Schools etc. Act 2000);
2. maintaining and equipping schools and other buildings (section 17 of the Education (Scotland) Act 1980);
3. improving the access to premises for the safety of pupils (section 18 of the Education (Scotland) Act 1980);
4. operating arrangements for pupils from outside the Council’s area (sections 23 and 24 of the Education (Scotland) Act 1980);
5. setting school commencement dates for primary schools (section 32 of the Education (Scotland) Act 1980);
6. managing placing requests including publishing of information on arrangements in accordance with the provisions of section 28A, and representing the Council at

Appendix 2 – Delegation to the Executive Director of Education and Children’s Services

- any placing appeal committee in accordance with section 28F, both of the Education (Scotland) Act 1980;
7. enforcing attendance at school, including bringing proceedings against parents in respect of children’s non-attendance (sections 36, 37, 38, 39 and 43(2) of the Education (Scotland) Act 1980);
  8. allowing pupils to miss school (section 34 of the Education (Scotland) Act 1980);
  9. excluding pupils from school (Regulation 4 of the Schools (General) Scotland Regulations 1975);
  10. promoting the involvement of the parents of pupils in attendance at schools in the education provided to those pupils (section 1 of the Scottish Schools (Parental Involvement) Act 2006);
  11. awarding bursaries (section 49 of the Education (Scotland) Act 1980);
  12. providing transport for pupils and students (section 51 of the Education (Scotland) Act 1980);
  13. ensuring copies of education records are available including the ability to set charges (section 4 of the Education (Disability Strategies and Pupils’ Educational Records) (Scotland) Act 2002);
  14. awarding Education Maintenance Allowances (section 73(f) of the Education (Scotland) Act 1980);
  15. providing school meals (section 53 of the Education (Scotland) Act 1980);
  16. providing clothing (section 54 of the Education (Scotland) Act 1980);
  17. discharging the Council’s duties in relation to the employment of children (Children and Young Persons (Scotland) Act 1937);
  18. licensing stage or theatrical performances by children (Children and



Young Persons Act 1963);

19. providing child guidance services (section 4 of the Education (Scotland) Act 1980);

20. referring young people in medically unsuitable employment to the Employment Medical Advisory Service of the Department of Employment;

~~managing or instructing the Executive Director of Resources to lease out Council community centres, working with locally elected Management Committees;~~

Commented [LM(5): Moved to Place

21. application of national circulars regarding service conditions of teaching staff.  
Where there is a choice of action, the circular will be sent to Committee;

22. providing programmes of adult education;

23. providing or arranging in-service training for staff;

24. providing the education authority’s representatives on the recruitment panels for all Head Teachers,

25. providing work experience for pupils who are eligible (section 123 of the Education (Scotland) Act 1980);

26. operating health and safety checks on work-experience placements;

27. dealing with the use of educational premises for licensed functions;

28. managing the Education Arts Development Programme;

29. specifying the level of service and other relevant details for getting tenders for the School and Welfare Catering Services;

30. negotiating variation orders for changes in the level of School and Welfare Catering services with the approved contractor within the contract price approved by the Council;

31. making awards of up to £5,000 for distribution of Childcare Partnership funds;

32. approving joint working arrangements with other bodies;

33. liaising with the Scottish Government Education & Training Department;
34. carrying out the consultations processes required by the Schools (Consultation) (Scotland) Act 2010;
35. in consultation with the Chief Executive and with the Service Director: Legal and Assurance ~~Head of Legal and Risk~~, receiving notice of, representing the Council and responding to referrals by the Children’s Reporter to the Scottish Ministers under the Children’s Hearings (Scotland) Act 2011;
36. implementing the duties and powers set out in the Education (Additional Support for Learning) (Scotland) Act 2004;

#### **Social Work**

37. taking necessary steps to discharge the Council’s duties under the Social Work (Scotland) Act 1968, the Children (Scotland) Act 1995, the Social Care (Self-directed Support) (Scotland) Act 2013 and the Children and Young People (Scotland) Act 2014;
38. arranging for the protection of property of people who have gone into hospital or care as in section 48 of National Assistance Act 1948;
39. maintaining a Complaints Procedure and service as in section 5B of the Social Work (Scotland) Act 1968;
40. where the carer of a person over 18 years of age is a child under 18 years of age, assisting Health and Social Care staff to assess the carer’s needs and provide information about the assessment as in sections 12A, 12AA and 12AB of the Social Work (Scotland) Act 1968;
41. making direct payments to individuals to allow them to purchase community care services or if they are disabled, to assist them to care for their children under the Social Care (Self-directed Support) (Scotland) Act 2013;
42. making direct payments to 16- and 17-year olds with a disability and to parents of children under 18 with a disability to allow them to pay for children’s services under the Social Care (Self-directed Support) (Scotland) Act 2013;

43. burying or cremating any person who was in the care of, or receiving help from, the Council, immediately before their death as in section 28 of the Social Work (Scotland) Act 1968;
44. deciding whether to pay the expenses of parents, relatives etc. visiting people (including looked after children) who are being cared for or maintained in accommodation by the Council, or in attending funerals as in section 29 of the Social Work (Scotland) Act 1968;
45. providing and maintaining whatever residential and other establishments are needed for the Council’s functions under Part II of the Children (Scotland) Act 1995;
46. recovering from other local authorities any costs for services provided to people ordinarily resident there under the Social Work (Scotland) Act 1968 as in section 86 of the Social Work (Scotland) Act 1968;
47. authorising the following finance related issues in accordance with the Corporate Debt Policy and wider Council Policies:
  - (a) writing off debts on social grounds or in exceptional circumstances;
  - (b) reimbursing carers and substitute carers for loss or damage (*ex gratia*) of up to £500, subject to appropriate consultation with the convener or vice-convener;
  - (c) reimbursing staff for loss or damage (*ex gratia*) of up to £500;
  - (d) making payments to staff for emergency expenses (*ex gratia*) of up to £50;  
and
  - (e) reimbursing neighbours and/or relatives of departmental carers for damage caused by service users (*ex gratia*), where it would be in the interest of the Council to maintain goodwill, subject to appropriate consultation with the convener or vice-convener;

48. providing reports and information to the courts in private law proceedings as in section 11 of the Matrimonial Proceedings (Children) Act 1958 and section 11 of the Children (Scotland) Act 1995;
49. assessing and recovering contributions for “maintainable” children looked after by the Council as in sections 78 to 82 of the Social Work (Scotland) Act 1968;
50. where there is an assessed need, paying allowances to people who have children and young people residing with them as in section 50 of the Children Act 1975;
51. providing an adoption service in accordance with section 1 of the Adoption and Children (Scotland) Act 2007;
52. supervising and providing reports to the court in respect of non-agency adoptions as in sections 17 and 18 of the Adoption and Children (Scotland) Act 2007;
53. taking necessary or facilitative steps to implement arrangements for the adoption of children;
54. providing adoption support plans under section 45 of the Adoption and Children (Scotland) Act 2007;
55. approving and paying adoption allowances as in section 71 of the Adoption and Children (Scotland) Act 2007;
56. securing the welfare of all foster children, receiving and assessing notifications, inspecting premises, imposing requirements and removing children from unsuitable premises (sections 3, 5, 6, 8, 9, 10 and 12 of the Foster Children (Scotland) Act 1984);
57. preparing and publishing a plan for services to children under 8 years of age as in section 19 of the Children Act 1989;
58. preparing and publishing a three-year plan for day care services to children in need as in section 19 of the Children (Scotland) Act 1995;
59. publishing information about services for children in need as in section 20 of the Children (Scotland) Act 1995;

60. safeguarding and promoting the welfare of children looked after by the Council and giving them the opportunity to fulfil their potential as in section 17 of the Children (Scotland) Act 1995;
61. safeguarding and promoting the welfare of children in need giving help “in kind or in cash” as in section 22 of the Children (Scotland) Act 1995;
62. minimising the effect of disability on children, assessing the needs of children with or affected by disability, assessing the ability of their carers to meet those needs and providing information assessment as in sections 23, 24, and 24A of the Children (Scotland) Act 1995 and the and the Social Care (Self-directed Support) (Scotland) Act 2013;
63. providing accommodation for children and young people when lost or abandoned or when no-one with parental responsibility can do it as in section 25 of the Children (Scotland) Act 1995;
64. providing accommodation for young people aged 18 to 21 years of age when to do so would safeguard and promote their welfare as in section 25 of the Children (Scotland) Act 1995;
65. providing accommodation and maintenance for children looked after by the Council as in section 26 of the Children (Scotland) Act 1995;
66. providing day care for pre-school and other children as in section 27 of the Children (Scotland) Act 1995;
67. providing after-care for children (under 21 years of age) who were previously looked after by a local authority as in section 29 of the Children (Scotland) Act 1995;
68. providing financial help towards maintaining, educating or training for young people who were looked after by the Council at the time of leaving school age as in section 30 of the Children (Scotland) Act 1995;
69. reviewing cases of children looked after by the Council as in section 31 of the Children (Scotland) Act 1995;

70. removing children from residential establishments as in section 32 of the Children (Scotland) Act 1995;
71. accepting responsibility for orders made in respect of children in other parts of the UK where the child is now ordinarily resident in Edinburgh as in section 33 of the Children (Scotland) Act 1995;
72. providing short term refuges where a child may be at risk of harm as in section 38 of the Children (Scotland) Act 1995;
73. making enquiries and providing information to the Principal Reporter to the Children’s Panel where children may need compulsory measures of care as in section 60 of the Children’s Hearings (Scotland) Act 2011;
74. where a child may be at risk of significant harm, investigating the matter and if need be applying for the following orders:
  - (a) Child Assessment Order (under section 35 of Children’s Hearings (Scotland) Act 2011);
  - (b) Child Protection Order (under sections 37 to 39 of Children’s Hearings (Scotland) Act 2011);
  - (c) Emergency Child Protection Order (under section 55 of Children’s Hearings (Scotland) Act 2011); and
  - (d) Exclusion Order (under sections 76 to 80 of the Children (Scotland) Act 1995);
75. providing reports on children and their social background for a Children’s Hearing as in section 66 of the Children’s Hearings (Scotland) Act 2011;
76. implementing supervision requirements made by a Children’s Hearing under the Children’s Hearings (Scotland) Act 2011;
77. in consultation with Chief Executive and with the [Service Director: Head of Legal](#) and [AssuranceRisk](#), receiving, responding to and representing the Council in respect of all referrals by the Children’s Reporter to the Sheriff Principal under the

Children’s Hearings (Scotland) Act 2011;

78. arranging the emergency move of a child subject to a supervision requirement with condition of residence under the Children’s Hearings (Scotland) Act 2011;
79. recommending that a supervision requirement is reviewed by a Children’s Hearing under the Children’s Hearings (Scotland) Act 2011;
80. where assessed as necessary, applying to a court for a Permanence Order, or Permanence Order with authority to adopt, under sections 80-83 of the Adoption and Children (Scotland) Act 2007;
81. applying for variation or revocation of permanence order when there has been a material change of circumstances under section 99 of the Adoption and Children (Scotland) Act 2007;
82. providing information to the Courts and arranging accommodation for the detention of children being prosecuted for, or convicted of criminal offences as in sections 42, 43, 44, and 51 of the Criminal Procedure (Scotland) Act 1995;
83. making purchases, outside the central purchasing arrangements, for necessary food, clothing and other essential items for children in care of the Council and living within the Council’s residential establishments for young people;
84. discharging the Council’s duties in relation to children and young people under the Secure Accommodation (Scotland) Regulations 2013;
85. undertaking all activities, powers and duties as the appropriate local authority to do with Parental Orders as provided for in section 13 and in Part 9 of the Antisocial Behaviour etc (Scotland) Act 2004 including:
  - (a) applying for the making of an order or review of an order;
  - (b) supervising parents who are subject to an order and reporting breaches to the relevant court; and
  - (c) providing services and programmes of work or training for parents and generally giving effect to parenting orders.

~~86. Carrying out the Council's duties as a landlord under section 30 of the Housing (Scotland) Act 1988.~~

~~87. Carrying out assessment to determine homelessness or the threat of homelessness and discharging the Council's duties in respect of those assessed as either being homeless or under threat of homelessness.~~

~~88. Carrying out spot purchases of accommodation, including bed and breakfast for homeless temporary accommodation or emergency accommodation.~~

~~89. Entering into leasing agreements with registered social landlords for homeless, temporary or emergency accommodation.~~

~~90. Carrying out repairs to white goods and furnishings in homeless, temporary or emergency accommodation and core furnished tenancies.~~

~~91. Kennelling pets for households staying in homeless, temporary or emergency accommodation.~~

~~92. Determine who receives housing support in line with Council policies.~~

~~93. Provide advice, guidance and assistance on debt, welfare rights and income maximisation.~~

86. undertaking housing offender management (sex and serious violent offenders);

**Commented [LM(6):** Moved to Place under the new Service Director for Housing, Family Support and Fair Work

**Commented [LM(7):** Officers confirmed that this service should remain under Criminal Justice Services

87. supervise and manage offenders subject to community orders or released from prison (or in similar circumstances) including:

- (i) reports for courts and hearings (excluding children);
- (ii) probation orders;
- (iii) community payback orders;
- (iv) community service;
- (v) supervised attendance orders;
- (vi) drug treatment and testing orders;
- (vii) orders under section 57 of the Criminal Procedure (Scotland) Act;



Appendix 2 – Delegation to the Executive Director of Education and Children’s Services

- (viii) diversion from prosecutions;
- (ix) parole, or other supervised conditional release from prison;
- (x) provision of advice, guidance and assistance if requested by a person released from prison or detention within the previous 12 months; and
- (xi) throughcare services for serving and released prisoners;

88. supervise and manage offenders subject to community orders or released from prison (or in similar circumstances) including:

89. take steps to ensure the Council complies with its duties to co-operate with the Scottish Minister when carrying out its functions in accordance with sections 1 and 10 to 12 of the Management of Offenders etc. (Scotland) Act 2005.

**Sport**

- 90. devising and implementing events and sports programmes;
- 91. allocating space within sports facilities to relevant partners and agreeing the terms of any such arrangements, taking advice as necessary from other service areas, and bringing those arrangements to conclusions as required;
- 92. monitoring arms’ length organisations which operate Sport facilities or services, or both, on the Council’s behalf, including Edinburgh Leisure;

**Libraries**

- 93. providing and managing the Council’s library services;
- 94. requiring any person to whom any article (other than a book or periodical) is lent to deposit with the Council a sum of money for the safe return of such article (section 6 of the City of Edinburgh District Council Order Confirmation Act 1991);
- 95. making a charge for notifying a person that an article reserved by him has become available for borrowing (section 6 of the City of Edinburgh District Council Order Confirmation Act 1991);

96. charging for the borrowing of any article (other than a book or periodical) or the provision of any service provided at libraries (section 6 of the City of Edinburgh District Council Order Confirmation Act 1991); and
97. prescribing periods within which any article borrowed from a library must be returned, and exacting penalties for the retention by borrowers of any article beyond such period (section 39(1)(a) of the Edinburgh Corporation Order Confirmation Act 1967).

**APPENDIX 3**

**DELEGATION TO THE EXECUTIVE DIRECTOR OF  
RESOURCESCORPORATE SERVICES**

These are the powers referred to in paragraph 7 of the Scheme:

**Legal and Assurance**

1. signing court documents;
2. signing missives, other holograph conveyancing documents and notices and orders relating to compulsory purchase orders;
3. engaging private legal firms, counsel, sheriff officers, patent agents and parliamentary agents as appropriate;
4. monitor the Council's compliance with information compliance legislation, including the Freedom of Information (Scotland) Act 2002, Environmental Information (Scotland) Regulations 2004, INSPIRE (Scotland) Regulations 2009 and the General Data Protection Regulation 2016/679;
5. monitor the management of Council records in line with the provisions of the Public Records (Scotland) Act 2011;
6. approve expenditure on civic hospitality in accordance with Council Policy;

**Commented [LM(8):** Moved from the delegation to the Chief Executive as the relevant teams now sit under Corporate Services

**Human Resources**

7. approving applications for early retiral/voluntary severance payments (including teaching staff)(excluding Executive Directors) subject to an annual report being submitted to the Finance and Resources Committee;
8. issuing certificates as required for employees to apply to the adjudicator for exemption from political restriction;
9. approving all new career development/salary progression schemes and changes to

Appendix 3 – Delegation to the Executive Director of Corporate Services  
existing schemes;

10. implementing nationally agreed pay awards;

11. approving and making payment of:

(a) all elements of pay, remuneration and expenses to all employees;

(b) pension entitlements to [existing and](#) former employees; and

(c) tax, national insurance and apprenticeship levy contributions to Her Majesty's Revenue and Customs;

### **Finance**

12. determining all accounting and financial records and procedures of the Council. Where such procedures and records are maintained in a directorate/division other than that of the Executive Director of [ResourcesCorporate Services](#), the Executive Director shall, before making any determination, consult with the Executive Director of the service area concerned;

13. performing any function on behalf of the Common Good Fund, charitable endowments and any other Council funds which would reasonably be deemed to be investment business provided that the Executive Director takes the appropriate advice where necessary and reports any actions to Committee;

14. opening, closing and operating bank accounts on behalf of the Council;

15. approving and making payments due to Her Majesty's Revenue and Customs, and Revenue Scotland;

16. reviewing and amending as appropriate the financial limits given in the Financial Regulations, Finance Rules and supporting policies every year, in line with the relevant inflation indexes;

17. the pooling and treasury management of all surplus funds under the Council's administration and all executive decisions on the approved treasury management activities subject to compliance with CIPFA's "Code of Practice for Treasury

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**Management in the Public Services" and other relevant professional guidance;**

18. all borrowing and lending in accordance with the Treasury Management Policy Statement;
19. providing cash advances as considered appropriate for officers of the Council to defray petty cash, other expenses and any other matters on the administration of imprest accounts;
20. assessing business cases for the taking out of new leases to ensure they are consistent with the securing of best value;
21. effecting insurance cover and negotiating with the Council's insurers for all claims in consultation with other officers where necessary;
22. reviewing annually all insurances in consultation with the other chief officers as appropriate and reporting annually to the convener or vice- convener;
23. approving the rate of interest the Council is required to charge to borrowers with variable interest rate loans;
24. being responsible for all purchasing arrangements as detailed in the Contract Standing Orders;
25. collecting and where necessary recovering debt, and where appropriate authorising the write-off of debt, in accordance with Council Policies;

**Customer and Digital Services**

26. collecting (and where necessary recovering) council tax as set by the Council in accordance with section 97(1) and Schedules 2 and 8 of the Local Government Finance Act 1992 and the provisions of the Council Tax (Administration and Enforcement) (Scotland) Regulations 1992;
27. issuing demand notices for the collection of rates payable to the Council under section 237 of the Local Government (Scotland) Act 1947;
28. recovering rates under section 247(5) of the Local Government (Scotland) Act

1947, where necessary in consultation with the convener or vice-convener;

29. administering benefits in accordance with the Social Security Contributions and Benefits Act 1992 and the Social Security Administration Act 1992;
30. administering council tax reduction scheme in accordance with the Council Tax Reduction (Scotland) Regulations 2012;
31. paying all sums to all creditors subject to the certification and authorisation of the appropriate chief officers;
32. signing the certificates and petitions that the Sheriff Court requires for Summary Warrant applications to collect arrears of Community Charge Non-Domestic Rates, Council Tax and other income;
33. deciding to call-up loans where borrowers have fallen into arrears with their house purchase loans;
34. establishing procedures for considering, authorising and making discretionary housing payments and for the consideration by officers, other than the original decision makers, of appeals against decisions on such applications;

**The Lothian Pension Fund Group**

36. implementing strategies and policies agreed by the Pensions Committee including the investment strategy of the pensions funds and performing any function on behalf of the pensions funds which would reasonably be deemed to be investment business provided that the Executive Director takes the appropriate advice;
37. implementing pension regulations including the application of discretions as required in accordance with policies approved by the Pensions Committee from time to time;
38. appointing, monitoring and reviewing such specialist managers and advisers as are necessary to make sure that the pensions funds' assets are managed effectively;
39. determining all accounting, records and financial procedures of the pension funds;

40. writing off pension overpayments of up to £3,000 subject to compliance with the appropriate Council Policies;

**Property and Facilities Management**

~~179. concluding leases, missives of let, licence agreements or extensions of leases and licence agreements or similar on behalf of the Council where:~~

~~(a) the length of the lease/missive/agreement is no more than five years and the rent (exclusive of VAT) is no more than £50,000 a year; or~~

~~(b) the length of the lease/agreement is no more than one month;~~

~~(c) save where any lease offer which includes an element of community benefit as set out in Council Policy is received, when the decision shall be referred to Committee;~~

~~180. negotiating, processing and instructing the Service Director, Legal and Assurance to conclude all rent reviews;~~

~~181. taking any action to ensure all terms of a lease or licence agreement are enforced, including terminating any lease or agreement and taking whatever action is necessary to effect an eviction where the tenant or licensee has failed to comply with the terms and conditions of the lease or agreement;~~

~~182. granting on behalf of the Council 'wayleave' agreements, and concluding missives and leases for sites for sub-stations, gas governors and similar installations for any period whatsoever, except for:~~

~~(a) — wayleaves for gas mains of a diameter greater than 225 mm;~~

~~(b) — grids, oil or chemical pipelines;~~

~~overhead transmission lines with capacity greater than 33,000 volts which would only be granted with the Council's consent;~~

~~39. granting and obtaining a Minute of Waiver for no more than £50,000;~~

- ~~40. buying and selling property or property rights up to £50,000 when this is required to help in the acquisition or disposal of a more valuable property and the cost can be offset against the acquisition/disposal;~~
- ~~41. permitting a tenant to assign their lease/agreement subject to the Council being in no worse a financial position;~~
- ~~42. buying land or property provided that it has been specifically budgeted for;~~
- ~~43. marketing surplus property for sale or lease and accepting the highest offer subject to being satisfied that this represents market value (if it is proposed that any offer other than the highest received be accepted, or when any offer includes an element of community benefit as set out in Council Policy then the matter must be considered and approved by the Finance and Resources Committee);~~
- ~~44. agreeing terms for the sale of small plots of land (including land held on the Housing Revenue Account) and instructing the Head of Legal and Risk to conclude the sale, subject to being satisfied that this represents market value, and where:~~
- ~~(a) the land is existing open space, for example amenity land, landscaping or verges adjoining roads and footpaths;~~
- ~~(b) the land does not exceed 150 metres<sup>2</sup>; and~~
- ~~(c) the use of the land would be for garden ground or for any other ancillary residential use;~~
- ~~45. negotiating and instructing the Head of Legal and Risk to conclude the sale of residential properties under "Right to Buy" legislation;~~
- ~~46. where property is held for commercial or economic development purposes doing the following :~~
- ~~(a) negotiating to dispose of land or property at values up to £250,000;~~



Appendix 3 – Delegation to the Executive Director of Corporate Services

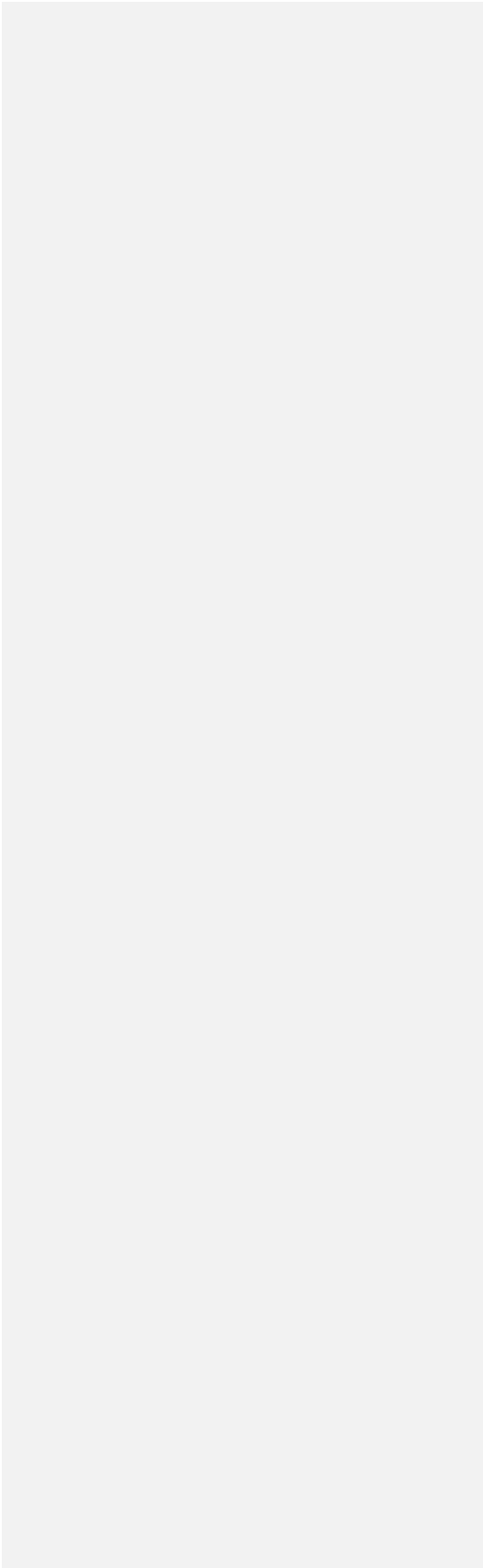
- ~~(b) — negotiating the grant of “minutes of waiver”;~~
  - ~~(c) — signing all offers on behalf of the Council to let or take on lease properties where:
    - ~~(i) — the length of the lease is no more than five years and the exclusive rent is no more than £50,000 a year; or~~
    - ~~(ii) — the length of the lease is no more than one month;~~save where any lease offer which includes an element of community benefit as set out in Council Policy is received, when the decision shall be referred to Committee;~~
  - ~~(d) — negotiating to renew or extend leases where it is uneconomic or unsuitable to advertise the properties;~~
  - ~~(e) — agreeing to proposed transfers of leases where the Council is landlord, and instructing the Head of Legal and Risk to conclude these;~~
- ~~47. where property is held on behalf of the Common Good, doing the following:~~
- ~~(a) — negotiating the grant of “minutes of waiver” or wayleaves;~~
  - ~~(b) signing on behalf of the Council, as manager, to let properties~~
  - ~~(c) — negotiating to renew or extend leases where it is uneconomic or unsuitable to advertise these properties;~~
- ~~48. publishing notices of a proposed appropriation or disposal of land in accordance with sections 24(2A) and 27(2A) of the Town and Country (Scotland) Act 1959;~~
- ~~49. negotiating and settling all claims for compensation where property has been purchased by the Council under a compulsory purchase order or requires to be purchased for a scheme or project included within the Council’s Capital Investment Programme or where there has been a~~

~~loss in value of property relating to works carried out by the Council;~~

### **~~Edinburgh Shared Repairs Service~~**

- ~~50. serving notices for repairs, enforcement, carrying out and recovery of costs and expenses in terms of Part 8 of the Civic Government (Scotland) Act 1982 and Part 4 of the Building (Scotland) Act 2003;~~
- ~~51. withdrawing, waiving and relaxing notices issued under Part 4 of the Building (Scotland) Act 2003;~~
- ~~52. recovering reasonable costs incurred in respect of surveys undertaken under section 22 of the Local Government in Scotland Act 2003;~~
- ~~53. responding in emergency situations and carrying out repairs immediately where damage to property or health or safety matters are issues and recovering the costs and expenses of doing so;~~
- ~~54. inspecting properties, serving (as proper officer) and enforcing notices and recovering costs under section 24 of the Edinburgh District Council Order Confirmation Act 1991; and~~
- ~~55. executing any works necessary for securing, restoring or repairing privately owned properties, and recovery from the owners of the relevant properties of any expenses reasonably incurred by the Council in doing so, all in accordance with section 26 and 57 of the Edinburgh District Council Order Confirmation Act 1991.~~
- ~~56. cancelling and serving new notices under section 48 of the City of Edinburgh District Council Order Confirmation Act 1991;~~
- ~~57. make missing share payments into owners' maintenance accounts for sums between £500 and £20,000 under section 50 (3) of the Housing Act 2006.~~
- ~~58. recover missing share payments from the owner of the house concerned under section 59 of the Housing Scotland Act 2006 and in line with the Council's Corporate Debt Policy.~~

Commented [LM(9)]: Moved to Place



## **APPENDIX 4**

### **DELEGATION TO THE CHIEF OFFICER - EDINBURGH HEALTH AND SOCIAL CARE PARTNERSHIP**

*(or, where applicable, the Chief Social Work Officer)*

These are the powers referred to in paragraph 8 of the Scheme:

#### **All service users**

1. Taking any necessary action on behalf of the Council to ensure that it discharges its duties under the National Assistance Acts, the Disabled Persons (Employment) Act 1958, the Social Work (Scotland) Act 1968, the Chronically Sick and Disabled Person's Act 1970, the Disabled Persons (Services, Consultation and Representation) Act 1986, the National Health Service and Community Care Act 1990, the Criminal Procedure (Scotland) Act 1995, the Adults with Incapacity (Scotland) Act 2000, the Housing (Scotland) Act 2001, the Curators ad litem and Reporting Officers (Panels) (Scotland) Regulations 2001, the Community Care and Health (Scotland) Act 2002, the Homelessness (Scotland) Act 2003, the Mental Health (Care and Treatment) (Scotland) Act 2003, the Adult Support and Protection (Scotland) Act 2007, the Public Services Reform (Scotland) Act 2010, the Social Care (Self-directed Support) (Scotland) Act 2013 or generally any legislation concerning the Council's functions relating to the provision of social care and support services;
2. arranging for the protection of property of people who have gone into hospital or care as in section 48 of the National Assistance Act 1948;
3. maintaining a Complaints Procedure and service as in section 5B of the Social Work (Scotland) Act 1968;
4. making direct payments to individuals to help them purchase community care services as in sections 12B and 12C of the Social Work (Scotland) Act 1968;
5. providing home help and laundry facilities as in section 14 of the Social Work (Scotland) Act 1968;

6. burying or cremating any person who was in the care of, or receiving help from, the Council and so on, immediately before their death as in section 28 of the Social Work (Scotland) Act 1968;
7. deciding whether to pay the expenses of parents, relatives etc. visiting people who are being cared for or maintained in accommodation by the Council, or in attending funerals as in section 29 of the Social Work (Scotland) Act 1968;
8. providing and maintaining whatever residential and other establishments are needed for the Council's functions under the Social Work (Scotland) Act 1968 and the Mental Health (Care and Treatment) (Scotland) Act 2003, in terms of section 59 of the Social Work (Scotland) Act 1968;
9. recovering from other local authorities any costs for services provided to adults ordinarily resident there under the Social Work (Scotland) Act 1968 as in section 86 of the Social Work (Scotland) Act 1968;
10. recovering charges for services provided under the Social Work (Scotland) Act 1968 as in section 87 of the Social Work (Scotland) Act 1968, but subject to directions or regulations under sections 1 to 6 of Community Care and Health (Scotland) Act 2002;
11. providing welfare services for people (including, for example, assistance in arranging the carrying out of any works of adaptation in homes);
12. providing information on Health and Social Care services for people to whom the section applies and any relevant services of other authorities or organisations as in section 9 of the Disabled Persons (Services, Consultation and Representation) Act 1986;
13. making arrangements for facilities for seriously disabled persons for sheltered employment and training as in section 3 of the Disabled Persons (Employment) Act 1958;
14. co-ordinating and overseeing applications for the registration of all services provided by the Council and all related matters as in sections 59, 62 to 75 and 83

15. administering the Panel or Panels appointed under the Curators ad litem and Reporting Officers (Panels) (Scotland) Regulations 2001, including arrangements for training of members of said Panel or Panels;
16. authorising the following finance related issues in accordance with the Financial Regulations and Council Policies:
  - (a) authorise the write-off of debts or charges in the following circumstances:
    - i. incorrect assessment brought to light at later date;
    - ii. where the service user has died and there is no money in the estate;
    - iii. where the service user cannot be traced;
    - iv. in the case of a service dispute where a complaint has been upheld; and
    - v. for social reasons;
  - (b) reimbursing carers and substitute carers for loss or damage (*ex gratia*) of up to £500;
  - (c) reimbursing staff for loss or damage (*ex gratia*) of up to £500;
  - (d) making payments to staff for emergency expenses (*ex gratia*) of up to £50;  
and
  - (e) reimbursing neighbours and relatives of departmental carers for loss or damage caused by service users (*ex gratia*) of up to £500, where it would be in the interest of the Council to maintain goodwill, subject to appropriate consultation with the relevant convener or vice-convener;

**Community Care**

17. taking any necessary action on behalf of the Council to ensure that it discharges its duties under the Adult Support and Protection (Scotland) Act 2007, including:

- (a) making inquiries about a person's well-being, property or financial affairs if it is known or believed that the person is an adult at risk and that intervention might be needed to protect the person's well-being, property or financial affairs (section 4);
  - (b) applying to the sheriff for an order which authorises a Council officer to take a specified person from a place being visited (sections 7 and 11);
  - (c) if recommended by the relevant medical officer, applying for an order to remove to suitable premises a person in need of care and attention (sections 14 to 18); and
  - (d) applying for a banning order (sections 19 to 34);
18. preparing and publishing a plan for providing community care services in Edinburgh as in section 5A of the Social Work (Scotland) Act 1968;
19. promoting social welfare including giving help "in kind or in cash" where the terms of section 12 of the Social Work (Scotland) Act 1968 are met;
20. safeguarding and promoting the welfare of children in need and giving help "in kind or in cash" as in section 22 of the Children (Scotland) Act 1995;
21. collaborating with individuals and carers to assess their needs and providing information in accordance with sections 12A, 12AA and 12AB of the Social Work (Scotland) Act 1968;
22. deciding with voluntary or other organisations for residential accommodation where nursing is provided for people who appear to need such accommodation as in section 13A of the Social Work (Scotland) Act 1968;
23. approving rates for and contracts for delivery of residential and other services in circumstances where the politically approved pricing policy does not apply;
24. assessing needs of disabled or chronically sick people as in section 4 of the Disabled Persons (Services, Consultation and Representation) Act 1986;

25. assisting in persons in need disposal produce of their work as in section 13 of the Social Work (Scotland) Act 1968;
26. approving waivers or disregards in respect of determining a client's liability for contribution to social care and housing support services provided;
27. approving waivers and disregards in respect of determining a client's liability for contribution to care home (residential/nursing) costs;
28. approving the variation, suspension or termination of contracts with providers in line with the Council's Quality Assurance arrangements for health and social care services;
29. providing or securing the provision of care and support services including residential services for people who are, or have been, suffering from mental disorder as defined in section 25 of the Mental Health (Care and Treatment) (Scotland) Act 2003;
30. providing after-care services for people who are/have been, suffering from mental disorder as in section 26 of the Mental Health (Care and Treatment) (Scotland) Act 2003;
31. appointing Mental Health officers as in section 32 of the Mental Health (Care and Treatment) (Scotland) Act 2003, and supervising the discharge of their statutory responsibilities; and
32. discharging the Council's duties under the Adults with Incapacity (Scotland) Act 2000, including:
  - (a) the following duties within section 10:
    - i. supervising guardians;
    - ii. consulting the Public Guardian and Mental Welfare Commission on matters of common interests;



Appendix 4 – Delegation to the Chief Officer - Edinburgh Health and Social Care Partnership

- iii. receiving and investigating complaints about welfare attorneys and matters of common interests;
- iv. receiving and investigating complaints about welfare attorneys and guardians; and
- v. providing a guardian, welfare attorney or person authorised under an intervention order when requested; and

(b) the following duties within section 57:

- i. applying to be a guardian of an adult if there is no other suitable adult and managing the property, financial affairs and welfare of that adult in accordance with any order issued by the court in that regard; and
- ii. providing court reports of private applications to be a guardian.

33. Awarding and refusing grants in line with the decision of the Edinburgh integration Joint Board.

**APPENDIX 5**

**DELEGATION TO THE EXECUTIVE DIRECTOR OF PLACE**

These are the functions referred to in paragraph 9 of the Scheme:

**Notices and Orders**

1. signing notices and orders about road traffic matters;

**Roads**

2. overseeing the general management and maintenance of roads (section 1(1) of Roads (Scotland) Act 1984);
3. adding roads to or taking them off the roads authority's list of public roads (section 1(4) of the Roads (Scotland) Act 1984);
4. advising frontagers of the Council's intention to add to or delete from the list of public roads (section 1(5) of the Roads (Scotland) Act 1984);
5. altering or improving existing or proposed roads that cross public roads (section 12 of the Roads (Scotland) Act 1984);
6. serving notice on frontagers of a private road to make up and maintain that road (section 13(1) of the Roads (Scotland) Act 1984);
7. contributing to, or carrying out work on private roads (section 14(1) of the Roads (Scotland) Act 1984);
8. carrying out emergency work on private roads (section 15 of the Roads (Scotland) Act 1984);
9. determining applications for private roads to become public roads when Road Construction Consents are sought (section 16 of the Roads (Scotland) Act 1984);
10. entering into agreements to take over footpaths in accordance with section 18 of the

Roads (Scotland) Act 1984;

11. constructing new roads other than special roads which are considered requisite (section 20(1) of the Roads (Scotland) Act 1984);
12. entering new roads constructed by the local roads authority into the list of public roads (section 20(2) of the Roads (Scotland) Act 1984);
13. granting all road construction applications (section 21 of the Roads (Scotland) Act 1984) except:
  - (a) where there are unresolved objections;
  - (b) when the application is recommended for refusal;  
and
  - (c) when an applicant wishes to be heard by the Committee in connection with a conditional consent or refusal that has been recommended;
14. serving notices to conform to conditions imposed in a Road Construction Consent (section 21(5) of the Roads (Scotland) Act 1984);
15. stopping up or temporarily closing a new road where there is no construction consent, or it is not conformed with (section 23 of the Roads (Scotland) Act 1984);
16. raising, lowering or altering the level of a public road (section 24 of the Roads (Scotland) Act 1984);
17. providing footways for the safety or convenience of pedestrians (section 25 of the Roads (Scotland) Act 1984);
18. constructing, lighting and maintaining pedestrian subways under, or footbridges over, the road for the purpose of making the crossing of a public road less dangerous for pedestrians or protecting traffic along the road from danger (section 26 of the Roads (Scotland) Act 1984);
19. constructing and maintaining works in the carriageway of a public road (section 27 of the Roads (Scotland) Act 1984);

20. providing and maintaining raised paving, pillars, walls, rails, fences or barriers at certain places (section 28 of the Roads (Scotland) Act 1984);
21. putting up and maintaining fences or posts to prevent access or to set the boundary for a road or proposed road (section 29 of the Roads (Scotland) Act 1984);
22. carrying out work to protect roads against hazards of nature (such as snow, flood or landslide) (section 30 of the Roads (Scotland) Act 1984);
23. using the road authority's powers for draining roads (section 31 of the Roads (Scotland) Act 1984);
24. contributing to the costs of drainage work (e.g. for flood prevention) (section 32 of the Roads (Scotland) Act 1984);
25. providing and maintaining snow gates for the purpose of temporarily closing a road to vehicular traffic on any occasions when snow is rendering or has rendered that road unsafe; and closing and securing any snow gate on the road against traffic (except traffic engaged in the provision or restoration of essential services) in accordance with the provisions set out in section 33 of the Roads (Scotland) Act 1984;
26. taking reasonable steps to prevent snow and ice endangering safe passage over public roads (section 34 of the Roads (Scotland) Act 1984);
27. providing and maintaining lighting on roads or proposed roads (section 35 of the Roads (Scotland) Act 1984);
28. constructing road humps (section 36 of the Roads (Scotland) Act 1984);
29. consulting on providing road humps (section 37 of the Roads (Scotland) Act 1984);
30. constructing traffic calming works (section 39A of the Roads (Scotland) Act 1984);
31. providing, maintaining and removing cattle-grids (sections 41, 42 and 43 of the Roads (Scotland) Act 1984);

32. entering into agreements with other neighbouring authorities in respect of cattle grids (section 44 of the Roads (Scotland) Act 1984);
33. providing cattle grids to supersede gates (section 45 of the Roads (Scotland) Act 1984);
34. making agreements for cattle grids with landowners (section 46 of the Roads (Scotland) Act 1984);
35. contributing towards the cost of cattle grids (section 47 of the Roads (Scotland) Act 1984);
36. entering into agreements with any persons willing to contribute to the construction or improvement of a road (section 48 of the Roads (Scotland) Act 1984);
37. maintaining structures and equipment for the detection of traffic offences (section 49A of the Roads (Scotland) Act 1984);
38. planting trees, shrubs, grass and other plants within the boundaries of a public road (section 50 of the Roads (Scotland) Act 1984);
39. allowing trees, shrubs, grass and other plants to be planted by people other than the roads authority (section 51 of the Roads (Scotland) Act 1984);
40. carrying out works to mitigate any adverse effect which the construction, improvement, existence or use of any road has or will have on the surroundings (section 52 of the Roads (Scotland) Act 1984);
41. making agreements to use land for landscaping to mitigate the effects of road construction (section 53 of the Roads (Scotland) Act 1984);
42. providing and maintaining rubbish bins or storage bins on roads (section 54 of the Roads (Scotland) Act 1984);
43. authorising in writing work in or excavation under a public road (section 56 of the Roads (Scotland) Act 1984);
44. taking action to eliminate danger caused by works in or under a road (section 57 of

Appendix 5 – Delegation to the Executive Director of Place  
the Roads (Scotland) Act 1984);

45. granting permission in writing for any person to leave material on a road, or occupy it in any other way, for building purposes (section 58 of the Roads (Scotland) Act 1984);
46. giving written consent, with reasonable conditions attached as appropriate, for things to be placed or deposited in a road (section 59 of the Roads (Scotland) Act 1984);
47. enforcing rectification of failures to mark, light, fence or sign an obstruction in a road, or enforcing a person to shore up or otherwise protect a building in accordance with section 60 of the Roads (Scotland) Act 1984;
48. allowing equipment to be placed under a road (section 61 of the Roads (Scotland) Act 1984);
49. temporarily prohibiting or restricting the use of roads which are dangerous (section 62 of the Roads (Scotland) Act 1984);
50. serving notice that a satisfactory vehicle crossing must be made (section 63 of the Roads (Scotland) Act 1984);
51. giving statutory undertakers consent to work on footways, footpaths and cycle tracks (section 64 (2) of the Roads (Scotland) Act 1984);
52. serving notices on owners or occupiers who fail to keep any structures or fixtures (including cellar openings, doors and covers) or vaults, arches, cellars and tunnels in good condition and repair and requiring them to replace, repair or put into good condition such structures, and paying any associated expenditure incurred by owners or occupiers (section 66 of the Roads (Scotland) Act 1984);
53. issuing notices to enforce an owner to alter a door, gate, window, window shutter or bar in order that it does not reduce safety or convenience by opening outwards into a road (section 67 of the Roads (Scotland) Act 1984);
54. starting the consultation process to stop up public and private access to land (sections 70 and 72 of the Roads (Scotland) Act 1984);

55. stopping up public and private access to land where no objections have been received following notice to the public (sections 70 and 72 of the Roads (Scotland) Act 1984);
56. making land temporarily available for alternative routes during road improvement works (section 74 of the Roads (Scotland) Act 1984);
57. diverting waters (to construct, improve, protect roads) (section 78 of the Roads (Scotland) Act 1984);
58. entering into agreements to maintain or contribute to the cost of maintaining bridges (section 79 of the Roads (Scotland) Act 1984);
59. serving notices relating to the obstruction of views at corners, bends and junctions (section 83 of the Roads (Scotland) Act 1984);
60. giving written permission for skips to be left on a road (section 85 of the Roads (Scotland) Act 1984);
61. removing skips which are causing danger or obstruction (section 86 of the Roads (Scotland) Act 1984);
62. requiring persons to remove structures that have been erected, deposited or placed on a road in accordance with section 87 of the Roads (Scotland) Act 1984;
63. removing or altering projections of any buildings that interfere with safe or convenient passage along a road (section 88 of the Roads (Scotland) Act 1984);
64. intimating to owners that they must remove objects which have fallen onto a road causing an obstruction, and if the owner cannot be traced or fails to remove the object within a reasonable period of time, or if the case is one of emergency, removing such objects (section 89 of the Roads (Scotland) Act 1984);
65. taking all reasonable steps for the purpose of warning road users of obstructions in accordance with section 89 of the Roads (Scotland) Act 1984;
66. recovering from owners any expenses reasonably incurred in the removal of

- obstructions in accordance with section 89 of the Roads (Scotland) Act 1984;
67. agreeing to any overhead bridge, beam, rail or similar apparatus being fixed or placed over, along, or across a road (section 90 of the Roads (Scotland) Act 1984);
  68. serving notices on owners to carry out work to remove danger where a hedge, tree, or shrub is causing danger, obstruction or interference to passing vehicles or pedestrians, and carrying out such work if required in accordance with section 91 of the Roads (Scotland) Act 1984;
  69. giving consent for trees or shrubs to be planted within 5 metres of a carriageway and removing trees or shrubs planted without such consent (section 92 of the Roads (Scotland) Act 1984);
  70. taking steps to protect road users from dangerous things on land beside or near a road (section 93 of the Roads (Scotland) Act 1984);
  71. serving notices on occupiers of land adjoining a road to take steps to remove any risks of injury caused by wire, electrified fence, spikes, glass or any device (section 93 of the Roads (Scotland) Act 1984);
  72. filling in a pipe or ditch next to or near a public road which is a danger to road users (section 94 of the Roads (Scotland) Act 1984);
  73. recovering the cost of clearing mud, clay and so on, on a road (section 95 of the Roads (Scotland) Act 1984);
  74. recovering extraordinary costs for maintaining a road that has excessively heavy traffic (section 96 of the Roads (Scotland) Act 1984);
  75. giving consent in writing to stalls and similar structures being put up next to a principal road for the purposes of selling goods (section 97 of the Roads (Scotland) Act 1984);
  76. acting related to stray and other animals on roads (section 98 of the Roads (Scotland) Act 1984);
  77. serving notices on the owners or occupiers of land who are not preventing the flow



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of water, filth or other offensive matter from their land onto a road, and consenting to other persons carrying out such preventative work with any reasonable conditions in accordance with section 99 of the Roads (Scotland) Act 1984;

78. acquiring land when constructing or improving roads for schemes approved by the Council (sections 104, 106 and 107 of the Roads (Scotland) Act 1984);

79. acquiring land to improve amenity of new or improved road for schemes approved by the Council (section 105 of the Roads (Scotland) Act 1984);

80. obtaining materials for road repairs (section 121 of the Roads (Scotland) Act 1984);

81. giving people powers of entry for surveys and inspections (section 140(1) of the Roads (Scotland) Act 1984);

82. recovering expenses incurred when surveying land, etc. in connection with the Council's duties as roads authority (section 140(6) of the Roads (Scotland) Act 1984);

83. carrying out work that someone has failed to do (section 141 of the Roads (Scotland) Act 1984);

84. carrying out the roads authority's enforcement functions under the Roads (Scotland) Act 1984;

**Traffic**

85. commencing and completing the statutory procedure set out in the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, and doing all necessary preparation prior to making orders under the following sections of the Road Traffic Regulation Act 1984:

(a) sections 1, 2, and 4 (road traffic orders);

(b) section 9 (experimental traffic orders);

(c) section 19 (regulation of highways by public service vehicles);

- (d) sections 32, 35, 45, 46 and 49 (parking places);
  - (e) section 37 (extension of powers for purposes of general scheme traffic control);
  - (f) section 53 (designation orders);
  - (g) sections 82 and 83 (restricted roads); and
  - (h) section 84 (speed limit orders);
86. making orders under sections 1, 2, 4, 9, 19, 32, 35, 37, 45, 46, 49, 53, 82, 83 and 84 (as described in paragraph 84 above) of the Road Traffic Regulation Act 1984 where there have been no more than 6 material objections received by the public. Where an order under the above-noted sections of the Road Traffic Regulation Act 1984 covers locations in different streets, or contains no other proposals located within 100 metres in the same street, the order can be made under delegated powers where there have been no more than six material objections per location.
- (a) If statutory objections are received than consideration of the Order should be by the relevant committee;
87. in relation to orders made under paragraph 85 of the Scheme, making decisions that section 3(1) of the Road Traffic Regulation Act 1984 shall not have effect;
88. commencing and completing the statutory procedure set out in the Stopping Up of Roads and Private Accesses and the Redetermination of Public Rights of Passage (Procedure) (Scotland) Regulations 1986 prior to:
- (a) making orders determining the means of exercise of a public right of passage under section 152(2) of the Roads (Scotland) Act 1984; and
  - (b) making orders stopping up roads and dangerous accesses under sections 68 and 69 of the Roads (Scotland) Act 1984;
89. making orders determining the means of exercise of a public right of passage where no objections have been following notice to the public (section 152(2) of the

Roads (Scotland) Act 1984);

90. making orders to stop up roads and dangerous accesses where no objections have been received following notice to the public (sections 68 and 69 of the Roads (Scotland) Act 1984);
91. recovering the costs of stopping-up orders made under section 68(1) of the Roads (Scotland) Act 1984 (section 147 of the Roads (Scotland) Act 1984);
92. recovering the costs of stopping up roads for safety reasons (section 147 of the Roads (Scotland) Act 1984);
93. recovering the costs of re-determination orders made under section 152(2) of the Roads (Scotland) Act 1984;
94. remitting proposed orders made under sections 68, 69 or 152(2) of the Roads (Scotland) Act 1984 to the Scottish Ministers for consideration where objections have been received and not subsequently withdrawn, in accordance with Regulation 13 of the Stopping Up of Roads and Private Accesses and the Redetermination of Public Rights of Passage (Procedure) (Scotland) Regulations 1986;
95. modifying in order to make less onerous (where the modification will remove an objection), or suspending, experimental traffic orders (section 10 of the Road Traffic Regulation Act 1984);
96. temporarily restricting or banning the use of roads (section 14 and 16A of the Road Traffic Regulation Act 1984);
97. putting up, maintaining and altering pedestrian crossings on roads other than trunk roads (section 23 of the Road Traffic Regulation Act 1984);
98. deciding for school crossing patrols (siting, selecting and training staff) (section 26 of the Road Traffic Regulation Act 1984);
99. managing off-street parking places including provision of buildings and apparatus, etc (including the contracting out of any charges) (section 33 of the Road Traffic

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Regulation Act 1984);

100. providing access to premises through off-street parking places where this would relieve or prevent congestion (section 34 of the Road Traffic Regulation Act 1984);
101. acquiring land for off-street parking for schemes approved by the Council (section 40 of the Road Traffic Regulation Act 1984);
102. buying or hiring parking meters (section 49 of the Road Traffic Regulation Act 1984);
103. providing stands and racks for bicycles in a road or elsewhere (section 63 of the Road Traffic Regulation Act 1984);
104. causing or allowing traffic signs to be placed on or near any road (section 65 of the Road Traffic Regulation Act 1984);
105. consulting on the placing of traffic signs in certain circumstances (section 68 of the Road Traffic Regulation Act 1984);
106. serving notices on owners to remove unauthorised traffic signs (section 69 of the Road Traffic Regulation Act 1984);
107. entering any land and carrying out other powers for placing, replacing, converting and removing traffic signs (section 71 of the Road Traffic Regulation Act 1984);
108. putting up and maintaining signs showing a speed limit (section 85 of the Road Traffic Regulation Act 1984);
109. placing bollards or other obstructions on roads where an order is in force that prevents or restricts the passage of vehicles (section 92 of the Road Traffic Regulation Act 1984);
110. placing bollards on a road where authorised or ordered by the Scottish Ministers (section 93 of the Road Traffic Regulation Act 1984);
111. taking action to secure the expeditious, convenient and safe movement of traffic,

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including pedestrians, especially for access control of commercial and public service vehicles (section 122 of the Road Traffic Regulation Act 1984);

112. carrying out studies and implementing a programme of measures designed to promote safety (section 39 of the Road Traffic Act 1988);
113. consulting about road hump proposals and the placing of signs (Road Humps (Scotland) Regulations 1998);
114. effecting duties as to the general procedure to be followed before a temporary order is made (Paragraph 3 of the Road Traffic (Temporary Restrictions) Procedure Regulations 1992);
115. effecting duties as to various procedures to be followed in respect of timing of road works (Road Works (Scottish Road Works Register, Notices, Directions and Designations) (Scotland) Regulations 2008);
116. effecting duties as to procedures to be followed in respect of timing of road works (The Road (Traffic Calming) (Scotland) Regulations 1994);
117. effecting duties as to procedures to be followed for consultation about traffic calming works and to the placing of signs at such works (The Roads (Traffic Calming) (Scotland) Regulations 1994 as amended);
118. carrying out the roads authority's responsibilities under the Local Government (Omnibus Shelters and Queue Barriers) (Scotland) Act 1958;
119. carrying out the roads authority's responsibilities including enforcement functions under the New Roads and Street Works Act 1991;
120. commenting as roads authority on planning applications (Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008);
121. agreeing to the provision of seats and other street furniture on footways (section 30 of the Local Government and Planning (Scotland) Act 1982);
122. advising other authorities on their proposals to 'stop up' roads (sections 1 and 9 of

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the Road Traffic Regulation Act 1984; sections 68, 69 and 152 of the Roads (Scotland) Act 1984);

123. providing and maintaining lighting on roads that are not maintained by the Council;
124. deciding for tenders and contracts for supported bus services under the Transport Act 1985;
125. arranging for minor spending on bus services to the limits in force for minor contracts under the Transport Act 1985;
126. erecting, moving and removing bus stops, shelters and information panels provided that no objections are made following notice to the public;
127. installing, moving and removing bus stop clearway markings under the Traffic Signs Regulations and General Directions 2002;
128. carrying out the Council's enforcement functions under the Road Traffic Regulation Act 1984, the Road Traffic Act 1991, the Transport (Scotland) Act 2001 and the Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011;
129. assessing whether people are eligible for forms of concessionary travel;
130. issuing and refusing to issue a disabled person's badge under the criteria prescribed in the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000;
131. asking the Traffic Commissioner to make a traffic regulation condition in respect of a local bus service (section 7 of the Transport Act 1985);
132. dealing with applications to run vehicles for the benefit of the community exempt from Public Service Vehicle etc requirements (section 19 of the Transport Act 1985);
133. dealing with applications to run a community bus service for the benefit of the community exempt from Public Service Vehicle, etc requirements (section 22 of the Transport Act 1985);

134. securing public transport services having regard for transport needs of members of the public who are elderly or disabled (section 63 of the Transport Act 1985); deciding the numbers of, and charges for, Edinburgh healthcare workers' parking permits subject to any disagreement with NHS Lothian being reported to Committee for decision;
135. approving or refusing applications for school crossing patrols in accordance with the Council Policies;

### **Housing and Regeneration**

136. approving offers and authorising payments of grants to Registered Social Landlords;
137. authorising and carrying out repairs and maintenance to homes owned by the Council for the purposes of affordable rent ("Council Homes") in accordance with the Council's repairs policy;
137. operating the "Right to Repair" scheme for tenants of Council Homes;
139. consenting to repairs and improvements of Council Homes;
140. determining whether the costs of repair and improvements to Council Homes should be reimbursed and to what extent;
141. maintaining a common housing register and allocating Council Homes in accordance with the Council's lettings policy;
142. collecting rent, service charges and court costs where applicable from current and former tenants of Council Homes;
143. writing off the arrears balances of former tenants of Council Homes in accordance with Council Policies;
144. consulting with tenants of Council Homes on increases to rent and service charges;

145. carrying out regular maintenance of land held on the Housing Revenue Account;
146. instructing repairs to common areas in accordance with the Tenements (Scotland) Act 2004;
147. preparing and implementing a Tenant Participation Strategy, including keeping a register of tenant organisations in accordance with the Housing (Scotland) Act 2001;
149. registering the Council as a property factor with the Scottish Government and taking steps to comply with the code of conduct's standards of practice, in accordance with the Property Factors (Scotland) Act 2011;
150. preparing and maintaining a register of private landlords under the Antisocial Behaviour etc. (Scotland) Act 2004;
151. carrying out functions under Part 9 of the Antisocial Behaviour etc. (Scotland) Act 2004;
152. entering relevant persons on the register of private landlords on receipt of a valid application to register or where a relevant person has made a valid houses of multiple occupancy application;
153. approving the entitlement to the relevant discounts of the fee to be entered on the register of private landlords;
154. carrying out the Council's duties as a landlord under section 30 of the Housing (Scotland) Act 1988;
155. issuing, serving, suspending and revoking work notices under sections 30, 31 and 32 of the Housing (Scotland) Act 2006;
156. carrying out work where the owner of a house fails to comply with a work notice or a demolition notice under section 35 of the Housing (Scotland) Act 2006;
157. carrying out work after notification by a private rented housing committee under section 36 of the Housing (Scotland) Act 2006;



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158. carrying out the Council's functions in relation to maintenance under Part 1, Chapter 6 of the Housing (Scotland) Act 2006;
159. carrying out the Council's functions in relation to the licensing of houses in multiple occupation under Part 5 of the Housing (Scotland) Act 2006;
160. carrying out the Council's functions in relation to rights of entry under Part 9 of the Housing (Scotland) Act 2006;
161. exercising the Council's powers under Part 10 of the Housing (Scotland) Act 2006;
162. granting, varying, refusing, extending and revoking temporary exemption orders in terms of section 142 and 143 of the Housing (Scotland) Act 2006;
163. issuing rent penalty notices under the Antisocial Behaviour etc. (Scotland) Act 2004;
164. where appropriate, refunding fees that have been paid by applicants to be placed on the register of landlords;
165. processing applications for improvement grants and domestic sound- proofing grants including authority to make payments;
166. seeking the Scottish Minister's approval to raise the level of grant given grant to an owner-occupier for reasons of hardship;
167. Carrying out the Council's duties as a landlord under section 30 of the Housing (Scotland) Act 1988.
168. carrying out assessments to determine homelessness or the threat of homelessness, and discharging the Council's duties in respect of those assessed as either being homeless or under threat of homelessness;
169. carrying out spot purchases of accommodation, including Bed and Breakfasts, for homeless, temporary or emergency accommodation;
170. entering into leasing agreements with Registered Social Landlords for homeless, temporary or emergency accommodation;

Commented [LM(10)]: Moved from S&S

171. carrying out repairs to white goods and furnishings in homeless, temporary or emergency accommodation and core furnished tenancies;

172. kennelling pets for households staying in homeless, temporary or emergency accommodation;

173. determining who receives housing support in line with Council Policies;

174. Provide advice, guidance and assistance on debt, welfare rights and income maximisation.

Commented [LM(11)]: Moved from Safer and Stronger

175. implementing and enforcing the conditions of the Council's tenancy agreements for Council Homes including decisions to progress cases for repossession and eviction action;

176. determining eligibility of applicants and administering the sale of Council Homes under "Right to Buy" legislation;

177 purchasing and selling property on the Housing Revenue Account up to a value of £250,000, provided that such purchases are reported annually to the appropriate committee;

### **Property and Facilities Management**

178. concluding leases, missives of let, licence agreements or extensions of leases and licence agreements or similar on behalf of the Council where:

(a) the length of the lease/missive/agreement is no more than five years and the rent (exclusive of VAT) is no more than £50,000 a year; or

(b) the length of the lease/agreement is no more than one month;

(c) save where any lease offer which includes an element of community benefit as set out in Council Policy is received, when the decision shall be referred to Committee;

179. negotiating, processing and instructing the Service Director, Legal and Assurance to

conclude all rent reviews;

180. taking any action to ensure all terms of a lease or licence agreement are enforced, including terminating any lease or agreement and taking whatever action is necessary to effect an eviction where the tenant or licensee has failed to comply with the terms and conditions of the lease or agreement;

181. granting on behalf of the Council 'wayleave' agreements, and concluding missives and leases for sites for sub-stations, gas governors and similar installations for any period whatsoever, except for:

(e)(a) wayleaves for gas mains of a diameter greater than 225 mm;

(d)(b) grids, oil or chemical pipelines;

(c) overhead transmission lines with capacity greater than 33,000 volts which would only be granted with the Council's consent;

182. granting and obtaining a Minute of Waiver for no more than £50,000;

183. buying and selling property or property rights up to £50,000 when this is required to help in the acquisition or disposal of a more valuable property and the cost can be offset against the acquisition/disposal;

184. permitting a tenant to assign their lease/agreement subject to the Council being in no worse a financial position;

185. buying land or property if it has been specifically budgeted for;

186. marketing surplus property for sale or lease and accepting the highest offer subject to being satisfied that this represents market value (if it is proposed that any offer other than the highest received be accepted, or when any offer includes an element of community benefit as set out in Council Policy then the matter must be considered and approved by the Finance and Resources Committee);

187. agreeing terms for the sale of small plots of land (including land held on the Housing Revenue Account) and instructing the Service Director, Legal and Assurance to conclude the sale, subject to being satisfied that this represents market value, and

where:

(a) the land is existing open space, for example amenity land, landscaping or verges adjoining roads and footpaths;

(b) the land does not exceed 150 metres<sup>2</sup>; and

(c) the use of the land would be for garden ground or for any other ancillary residential use;

188. negotiating and instructing the Service Director, Legal and Assurance to conclude the sale of residential properties under “Right to Buy” legislation;

189. where property is held for commercial or economic development purposes doing the following:

(a) negotiating to dispose of land or property at values up to £250,000;

(b) negotiating the grant of “minutes of waiver”;

(c) signing all offers on behalf of the Council to let or take on lease properties where:

(i) the length of the lease is no more than five years and the exclusive rent is no more than £50,000 a year; or

(ii) the length of the lease is no more than one month;

save where any lease offer which includes an element of community benefit as set out in Council Policy is received, when the decision shall be referred to Committee;

(d) negotiating to renew or extend leases where it is uneconomic or unsuitable to advertise the properties;

(e) agreeing to proposed transfers of leases where the Council is landlord, and instructing the Service Director, Legal and Assurance to conclude these;

190. where property is held on behalf of the Common Good, doing the following:
- (a) negotiating the grant of “minutes of waiver” or wayleaves;
  - (b) signing on behalf of the Council, as manager, to let properties
  - (c) negotiating to renew or extend leases where it is uneconomic or unsuitable to advertise these properties;
191. publishing notices of a proposed appropriation or disposal of land in accordance with sections 24(2A) and 27(2A) of the Town and Country (Scotland) Act 1959;
192. negotiating and settling all claims for compensation where property has been purchased by the Council under a compulsory purchase order or requires to be purchased for a scheme or project included within the Council’s Capital Investment Programme or where there has been a loss in value of property relating to works carried out by the Council;
193. managing or instructing the ~~Executive Director of Corporate Services to lease out of~~ Council community centres, working with locally elected Management Committees;

**Edinburgh Shared Repairs Service**

194. serving notices for repairs, enforcement, carrying out and recovery of costs and expenses in terms of Part 8 of the Civic Government (Scotland) Act 1982 and Part 4 of the Building (Scotland) Act 2003;
195. withdrawing, waiving and relaxing notices issued under Part 4 of the Building (Scotland) Act 2003;
196. recovering reasonable costs incurred in respect of surveys under- taken under section 22 of the Local Government in Scotland Act 2003
197. responding in emergency situations and carrying out repairs immediately where damage to property or health or safety matters are issues and recovering the costs and expenses of doing so;
198. inspecting properties, serving (as proper officer) and enforcing notices and recovering costs under section 24 of the Edinburgh District Council Order Confirmation Act 1991; and

199. executing any works necessary for securing, restoring or repairing privately owned properties, and recovery from the owners of the relevant properties of any expenses reasonably incurred by the Council in doing so, all in accordance with section 26 and 57 of the Edinburgh District Council Order Confirmation Act 1991.
200. cancelling and serving new notices under section 48 of the City of Edinburgh District Council Order Confirmation Act 1991;
201. make missing share payments into owners' maintenance accounts for sums between £500 and £20,000 under section 50 (3) of the Housing Act 2006.
202. recover missing share payments from the owner of the house concerned under section 59 of the Housing Scotland Act 2006 and in line with the Council's Corporate Debt Policy.

#### **Licensing**

203. granting or refusing permits for public charitable collections in accordance with criteria approved by the Regulatory Committee;
204. granting, attaching conditions to, refusing and issuing applications for licences etc. under the Civic Government (Scotland) Act 1982 and the legislation listed in Part A of Appendix 10 (including taxi and private hire car licence applications where an adverse medical report has been received) subject to:
  - (I) there being no objection or unresolved representation from a member of the public or the Chief Constable to the application;
205. subject to consultation with the Convener or Vice-Convener of the Licensing Sub-Committee, granting, attaching conditions to, refusing and issuing applications for any temporary licences etc. under the Civic Government (Scotland) Act 1982 and the legislation listed in Part of A of Appendix 10 where there has been an objection or unresolved representation from a member of the public or the Chief Constable to the application and where it is not practicable for the application to be considered by a scheduled meeting of the Licensing Sub-Committee prior to the date the licence, if granted, is due to commence;

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206. granting, renewing, varying and issuing any licence where Police Scotland has made a representation about conditions to be attached to the licence and where the applicant has indicated in writing that he/she agrees to the conditions;
207. renewing and issuing licences etc. under the Civic Government (Scotland) Act 1982 and the legislation listed in Part A of Appendix 10 if satisfied (after considering reports by appropriate officials) as to their non-contentious nature;
208. keeping a public register of applications, permissions and licences;
209. granting and issuing late hours catering licence renewals with hours in excess of zoning policy, where those hours had been enjoyed in the preceding year without complaint;
210. determining an application for an exemption from the requirement to have a late hours catering licence in respect of any particular occasion or during a specified period not exceeding two months in any period of 12 months, and, where appropriate, to attach to such exemption any of the standing conditions applying to late hours catering licences;
211. refunding the appropriate application fee (or part of the fee) for applications which have been withdrawn or refused and licences which have been granted, in accordance with Council Policy;
212. advertising any proposed taxi stance appointment, variation or revocation and:
- (a) determining the proposal where no public objections or representations are received; and
  - (b) determining the starting date of any change;
213. determining whether good cause has been shown to deem an application for renewal of a licence made up to 28 days after the expiry of the existing licence is to be treated as if the licence had been made prior to its expiry;
214. subject to consultation with the Convener or Vice-Convener of the Licensing Sub-Committee, considering whether there is a serious threat to public order or public safety which would justify a temporary suspension of any licences etc.

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under the Civic Government (Scotland) Act 1982 and the legislation listed in Part A of Appendix 10, and where it is considered that such a serious threat to public order or public safety exists, temporarily suspending the relevant licences etc. for a period of not more than 6 weeks or until the suspension is considered by the Licensing Sub-Committee, whichever is sooner;

215. suspending taxi and private hire driver licences on a temporary basis on medical grounds during the currency of a licence where the licence holder agrees;
216. exempting new taxi driver licence applicants from elements of the compulsory training course if they have alternative equivalent qualifications;
217. accepting new applications to drive taxis or private hire cars from previously licensed drivers up to six months after the expiry of their licence at the appropriate renewal fee;
218. exercising the Council's overriding discretion in respect of section 187(a)(l) of the City of Edinburgh Council's Licensing Conditions for Taxis, Private Hire Cars, Taxi Drivers and Private Hire Car Drivers 2006) to consider any negative factor such as:
  - (a) whether the width deviated from the manufacturer's specification for standard vehicles of that type;
  - (b) whether factory options such as wide wheels and tyres had been added; and
  - (c) whether the vehicle could safely fit/utilise any taxi stance, without the stance being modified;
219. approving the installation of WIFI, CCTV or another camera equipment in any relevant licensed vehicle;
220. determining whether alleged changes in circumstances are adequate to allow the processing of a further application for a civic licence within 12 months of a refusal (including licences for houses in multiple occupation);
221. accepting a re-application for a civic licence within 12 months of a refusal under existing delegated powers due to an error of material fact and transferring the original fee to the re-application (including licences for houses in multiple



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occupation);

- 222. issuing letters of confirmation in respect of notification of public processions received except for any notification attracting representations that cannot be resolved through negotiation;
- 223. determining requests for variation of fees for Houses in Multiple Occupation licences;
- 224. appointing members to vacancies arising in the membership of the Council's Licensing Forum;
- 225. appointing Licensing Standards Officers in accordance with section 13 of the Licensing (Scotland) Act 2005;
- 226. determining and issuing wheelchair exemptions on a temporary basis in respect of the City of Edinburgh Council's Licensing Conditions for Taxis, Private Hire Cars, Taxi Drivers and Private Hire Car Drivers;
- 227. determining whether to hold a hearing to consider the suspension of a licence in terms of the Civic Government (Scotland) Act 1982;
- 228. approve in terms of standard licence condition 26 for individual applications to install Admits and to vary the standard conditions of licence to disapply condition 299 insofar as it applies to Admits.

226 approve exemptions to the age and emissions policy in respect of vehicle owners who are retiring, subject to meeting the criteria agreed by the Regulatory Committee

227 approve in terms of standard licence condition 26 for individual applications to install 'Brightmove taxi tops' and to vary the standard conditions of licence to disapply condition 299 insofar as it applies to 'Brightmove taxi tops'

Commented [LM(12)]: included as per the report

**Community safety, environmental and consumer protection and registration etc.**

- 229. exercising statutory duties, functions and enforcement under the legislation listed in Part B of Appendix 10;

230. when appointed by the Scottish Ministers, acting on any Emergency Order made under Part I of the Food and Environment Protection Act 1985;
231. carrying out reviews of air quality in accordance with section 82 of the Environment Act 1995;
232. carrying out assessments of air quality and the achievement of air quality standards or objectives in accordance with section 84 of the Environment Act 1995;
233. complying with any regulations made under section 87 of the Environment Act 1995;
234. enforcing pollution and nuisance control measures in accordance with sections 107, 108 and 109 of the Environment Act 1995;
235. issuing suspension notices under section 14 of the Consumer Protection Act 1987 for goods which are suspected to be unsafe;
236. granting licences under the Health and Safety at Work etc. Act 1974 and the Petroleum Acts 1928 and 1936;
237. making registrations under the Health and Safety and Work etc. Act 1974 and The Poisons Act 1972;
238. appointing and exercising the powers of health and safety inspectors under sections 19 and 20 of the Health and Safety at Work etc. Act 1974;
239. serving improvement notices and prohibition notices under sections 21 and 22 and in accordance with section 23 of the Health and Safety at Work etc. Act 1974;
240. dealing with causes of imminent danger in accordance with section 25 of the Health and Safety at Work etc. Act 1974;
241. providing information upon request under section 27 of the Health and Safety at Work etc. Act 1974;
242. issuing credentials to enforcement staff so that they can deal with enforcing and

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licensing as provided by the relevant legislation and European directives;

243. providing mobile toilet units, waste containers and assistance in kind to community organisations and charities for special events for which budget provision has been made, and charging for provisions of these services where appropriate;
244. performing the Council's public health duties under sections 11 to 21 of the Edinburgh District Council Order Confirmation Act 1991, including registering premises for acupuncturists, ear piercers and electrolysis's;
- 245 enforcing the removal or discontinuation of advertisements under section 186 of the Town and Country Planning (Scotland) Act 1997;
246. removing or obliterating placards or posters in accordance with section 187 of the Town and Country Planning (Scotland) Act 1997;
247. appointing officer to carry out the functions of the Public Analyst and Food Examiner (Food Safety Act 1990) and Agricultural Analyst/Depute Agricultural Analyst (Agriculture Act 1970);
248. exercising the Council's statutory duties and functions under the Food Safety Act 1990 in relation to issues of food hygiene, food safety and food standards, including labelling;
249. burying or cremating the body of any person who has died or been found dead in the Council's area in any case where it appears to the Council that no suitable arrangements for the disposal of the body have been or are being made otherwise than by the Council, and recovering from the estate of the deceased person the expenses incurred in doing so (section 50 of the National Assistance Act 1948);
250. burying or cremating the body of any deceased person who immediately before his death was in the care of, receiving assistance from, or was a child being looked after by the Council, and recovering the expenses of doing so from the estate of the deceased person or from any person who was liable to maintain the deceased person immediately before his death expenses incurred (section 28 of the Social Work (Scotland) Act 1968);
251. maintaining cemeteries in accordance with section 10 of the Edinburgh District

Council Order Confirmation Act 1991;

252. awarding community grants from dedicated budgets;

~~226. providing and managing the Council's library services;~~

**Commented [LM(13)]:** This is duplicated in the section below on libraries

253. requiring any person to whom any article (other than a book or periodical) is lent to deposit with the Council a sum of money for the safe return of such article (section 6 of the City of Edinburgh District Council Order Confirmation Act 1991);

254. making a charge for notifying a person that an article reserved by him has become available for borrowing (section 6 of the City of Edinburgh District Council Order Confirmation Act 1991);

255. charging for the borrowing of any article (other than a book or periodical) or the provision of any service provided at libraries (section 6 of the City of Edinburgh District Council Order Confirmation Act 1991);

256. prescribing periods within which any article borrowed from a library must be returned, and exacting penalties for the retention by borrowers of any article beyond such period (section 39(1)(a) of the Edinburgh Corporation Order Confirmation Act 1967);

257. exercising the Council's functions under the Registration of Births, Deaths and Marriages (Scotland) Act 1965, including registering births and deaths, appointing a registrar and providing and maintaining a registration office;

258. appointing an officer to carry out the function of dealing with stray dogs, and dealing with dogs under sections 149, 150 and 151 of the Environmental Protection Act 1990;

259. exercising the Council's functions under the Public Health etc. (Scotland) Act 2008, including serving notices on owners or occupiers of infected premises, inspecting premises and recovering expenses, and providing mortuaries;

260 carrying out periodical inspections and exercising the Council's inspections functions under sections 9A to 12 of the Zoo Licensing Act 1981;

261. considering and deciding for the welfare of animals following the closure of a zoo

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under sections 16E and 16G of the Zoo Licensing Act 1981;

- 262. controlling noise from construction sites by investigating, and serving and publishing notices in accordance with section 60 of the Control of Pollution Act 1974;
- 263. considering applications for consents for works in accordance with section 61 of the Control of Pollution Act 1974;
- 264. investigating noise nuisance, serving warning notices and fixed penalty notices, and seizing and removing equipment in accordance with sections 41 to 54 of the Antisocial Behaviour etc (Scotland) Act 2004;
- 265. inspecting and investigating statutory nuisances in accordance with section 79 of the Environmental Protection Act 1990;
- 266. serving abatement notices and fixed penalty notices and initiating proceedings in relation to statutory nuisances in accordance with sections 80, 80ZA and 80A of the Environmental Protection Act 1990;
- 267. abating nuisances and recovering costs in relation to statutory nuisances in accordance with sections 81, 81A and 81B of the Environmental Protection Act 1990;
- 268. issuing fixed penalty notices for contravention of unauthorised or harmful depositing of waste in accordance with section 33A of the Environmental Protection Act 1990;
- 269. complying with the duty of care in relation to controlled waste in accordance with section 34 of the Environmental Protection Act 1990;
- 270. issuing notices and requiring the removal of waste unlawfully deposited in accordance with section 59 of the Environmental Protection Act 1990;
- 271. promoting the abatement of litter in accordance with section 87 of the Environmental Protection Act 1990;
- 272. issuing fixed penalty notices for leaving litter in accordance with section 88 of the

**Environmental Protection Act 1990;**

273. designating litter control areas in accordance with section 90 of the Environmental Protection Act 1990;

274. serving litter abatement notices in accordance with section 92 of the Environmental Protection Act 1990;

275. issuing street litter control notices in accordance with section 93 of the Environmental Protection Act 1990;

276. complying with regulations made by Scottish Ministers in relation to the display of advertisements in accordance with section 182 of the Town and Country Planning (Scotland) Act 1997;

277. removing abandoned vehicles in accordance with section 3 of the Refuse Disposal (Amenity) Act 1978;

278. disposing of removed vehicles in accordance with section 4 of the Refuse Disposal (Amenity) Act 1978;

279. recovering expenses in connection with removed vehicles in accordance with section 5 of the Refuse Disposal (Amenity) Act 1978;

280. dealing with graffiti in accordance with sections 58 to 65 of the Antisocial Behaviour (Scotland) Act 2004, including serving graffiti removal notices;

281. exercising the Council's functions and powers in relation to drains in accordance with sections 29 to 34 of the Edinburgh District Council Order Confirmation Act 1991, including removing obstructions and serving notices;

282. serving notices in relation to environmental matters in accordance with section 160 of the Environmental Protection Act 1990;

283. discharging the Council's functions in relation to genetically modified organisms, including entering and inspecting premises, in accordance with sections 114 to 117 of the Environmental Protection Act 1990;

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284. entering into agreements with Scottish Ministers to exercise the enforcement functions of the Scottish Ministers in relation to genetically modified organisms, in accordance with section 125 of the Environmental Protection Act 1990;
285. inspecting land in relation to contaminated land in accordance with section 78B of the Environmental Protection Act 1990;
286. serving notices to require the remediation of contaminated land in accordance with section 78E of the Environmental Protection Act 1990;
287. determining appropriate people to bear responsibility for remediation in accordance with section 78F of the Environmental Protection Act 1990;
288. consulting in relation to remediation notices in accordance with sections 78G and 78H of the Environmental Protection Act 1990;
289. serving remediation notices in relation to the pollution of controlled waters in accordance with section 78J of the Environmental Protection Act 1990;
290. serving remediation notices in relation to contaminating substances which escape to other land in accordance with section 78K of the Environmental Protection Act 1990;
291. carrying out remediation to the relevant land or water environment in accordance with section 78N of the Environmental Protection Act 1990;
292. recovering costs incurred in relation to remediation in accordance with section 78P of the Environmental Protection Act 1990;
293. exercising the Council's functions where remediation notices have been served and the land becomes special land, in accordance with section 78Q of the Environmental Protection Act 1990;
294. maintaining a register in relation to contaminated land in accordance with sections 78R, 78S and 78T of the Environmental Protection Act 1990;
295. providing SEPA with information when requested in accordance with section 78U of the Environmental Protection Act 1990;

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296. having regard to guidance issued by SEPA in accordance with section 78V of the Environmental Protection Act 1990;

297. exercising the Council's functions in relation to contaminated land in accordance with section 78X of the Environmental Protection Act 1990;

298. carrying out the Council's enforcement functions under sections 68, 71, 74 and 78 of the Antisocial Behaviour etc. (Scotland) Act 2004

299. carrying out the Council's enforcement functions in relation to fireworks in accordance with sections 2, 3 and 12 of the Fireworks Act 2003;

300. entering and inspecting premises, issuing fixed penalties and commencing legal proceedings in relation to smoking, in accordance with sections 1 to 10 of the Smoking, Health and Social Care (Scotland) Act 2005;

301. enforcing the safety provisions of the Motorcycle Noise Act 1987;

302. enforcing the provisions of the Tobacco Advertising and Promotion Act 2002 in accordance with sections 13 and 14 of that acts;

303. enforcing the duty to provide information on sale of houses, in accordance with sections 109 to 112 of the Housing (Scotland) Act 2006;

304. exercising the Council's enforcement functions in accordance with sections 25 and 26 of the Tobacco and Primary Medical Services (Scotland) Act 2010;

305. applying for tobacco retailing banning orders and ancillary orders in accordance with sections 15 to 19 of the Tobacco and Primary Medical Services (Scotland) Act 2010;

306. issuing fixed penalty notices in accordance with section 27 of the Tobacco and Primary Medical Services (Scotland) Act 2010;

307. exercising the Council's powers of entry in accordance with sections 28 to 31 of the Tobacco and Primary Medical Services (Scotland) Act 2010;

308. exercising the Council's enforcement powers in relation to copyright infringement



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in accordance with sections 107A and 198A of the Copyright, Designs and Patents Act 1988;

309. exercising the Council's enforcement functions and powers under the Enterprise Act 2002;

310. dealing with the clean-up of spills in accordance with the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998;

311. requiring the owner of a public building to execute works necessary to minimise the risk to the public in the event of danger in accordance with section 23 of the City of Edinburgh District Council Order Confirmation Act 1991;

312. requiring owners to carry out, or carrying out works to secure, restore or repair structures, fixtures, walls or fences that has become insecure, worn out, damaged or in need of repair, and recovering the costs of doing so, all in accordance with section 24 of the Edinburgh District Council Order Confirmation Act 1991;

313. giving notice to person requiring them to take steps to reduce the emission of dust in accordance with section 25 of the City of Edinburgh District Council Order Confirmation Act 1991;

314. serving notices in accordance with section 26 and in relation to sections 23 to 25 of the City of Edinburgh District Council Order Confirmation Act 1991;

315. cancelling and serving new notices under section 48 of the City of Edinburgh District Council Order Confirmation Act 1991;

316. entering premises to perform the Council's functions under the City of Edinburgh District Council Order Confirmation Act 1991 in accordance with section 53 of that act;

317. executing works and recovering the costs of doing so where an owner or occupier fails to do so after being served notice to do so in accordance with section 57 of the City of Edinburgh District Council Order Confirmation Act 1991;

318. enforcing powers (and any amendments) given to the Council for Coronavirus public health restrictions.

**Commented [LM(14):** Included as referenced in paragraph 4.9 and 4.10 of covering report

### **Parks and Greenspace**

319. approving in accordance with conditions considered appropriate to individual applications, and in accordance with Council Policy, all requests from organisations to make use of parks and recreational areas, subject to consultation with:
- (a) the Convener or vice-Convener of the Culture and Communities Committee;
  - (b) the Festival and Events Champion;
  - (c) local ward Councillors;
  - (d) as appropriate, other Council service areas; and/or
  - (e) as appropriate, Lothian and Borders Police (or its successor) and other emergency services;
320. issuing felling orders for trees affected by Dutch Elm Disease (sections 3(1) (2) and (4) and 5(1) of the Plant Health Act 1967 and section 20 of the Agricultural (Miscellaneous Provisions) Act 1972 (B) and Dutch Elm Disease (Amendment) (Local Authorities) Order 1975);
321. creating, maintaining, enhancing and removing physical and natural assets within the Council's parks and greenspaces;
322. creating, maintaining, enhancing and removing trees and other landscape features managed by the Council;
323. implementing the provisions of the Council's Park Management Rules;
324. implementing the provisions of the Allotments (Scotland) Acts and administering the Council's allotment regulations;
325. implementing the provisions of wildlife, nature, access and parks legislation, including:

- (a) Countryside (Scotland) Act 1967;
- (b) Wildlife and Countryside (Scotland) Act 1981;
- (c) National Parks and Access to the Countryside Act 1949;
- (d) Nature Conservation (Scotland) Act 2004;
- (e) Wildlife and Natural Environment (Scotland) Act 2011; and
- (f) Land Reform (Scotland) Act 2003;

326. drafting, managing and implementing Council approved policy and strategy that relates to parks and greenspace responsibilities;

327. managing the Council's Green Flag Award and other quality management programmes;

328. managing events and activities taking place within parks and greenspaces;

#### **Waste Services**

329. preparing specifications and award contracts for repairing and maintaining the Council's vehicles and plant fleet, and for buying replacements, all in accordance with the Contracts Standing Orders as amended from time to time;

330. discharging duties relating to the conduct of the Council's significant trading operations in accordance with section 10 of the Local Government in Scotland Act 2003;

331. specifying the level of services and other relevant details for providing waste management, street cleansing and refuse collection services;

332. negotiating variation orders for changes in the level of waste management, street cleansing and refuse collection services with approved contractors, within the contract prices approved by the Council;

333. setting the prices of trade waste services provided by the Council;
334. exercising statutory duties, functions and enforcement under the legislation listed in Part B of Appendix 10 that relate to waste management;
335. carrying out the Council's waste management functions in accordance with its approved integrated waste management plan, and providing the Scottish Ministers upon request with a statement setting out whether the Council is carrying out such functions (section 44Z of the Environmental Protection Act 1990);
336. collecting household, commercial or industrial waste, (including, where applicable, issuing reasonable charges for doing so), and exercising the Council's other ancillary powers all in accordance with section 45 of the Environmental Protection Act 1990;
337. arranging for the provision of receptacles to enable separate collection of dry recyclable waste and food waste in accordance with section 45C of the Environmental Protection Act 1990;
338. serving notice on occupiers regarding the placing of waste for collection in receptacles in accordance with section 46 of the Environmental Protection Act 1990;
339. supplying receptacles for commercial or industrial waste, and making reasonable charges for doing so, in accordance with section 47 of the Environmental Protection Act 1990;
340. arranging for the disposal of waste collected, providing places at which to deposit waste before the Council transfers it, providing places at which to dispose of or recycle waste and permitting another person to use the facilities provided by the Council, all in accordance with section 53 of the Environmental Protection Act 1990;
341. ensuring that land occupied by the Council and used as a site in or on which to deposit, treat, keep or dispose of controlled waste is used and operated in accordance with certain conditions, in accordance with section 54 of the Environmental Protection Act 1990;

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342. enabling waste to be recycled, used for the purpose of producing heat or electricity, buying or acquiring waste to be recycled and using, selling or disposing of waste belonging to the authority in accordance with section 56 of the Environmental Protection Act 1990;
343. carrying out the Council's duties in response to directions issued by the Scottish Ministers, in accordance with sections 57 and 58 of the Environmental Protection Act 1990;
344. consenting to people sorting or disturbing anything deposited at a place for the deposit of waste or anything deposited in a receptacle for waste, in accordance with section 60 of the Environmental Protection Act 1990;
345. carrying out the Council's duties in response to regulations issued by the Scottish Ministers, in accordance with section 62 of the Environmental Protection Act 1990;
346. minimising the quantities of controlled waste in the Council's area and contributing towards the expenses of doing so, in accordance with section 63A of the Environmental Protection Act 1990;
347. exercising the power to require any person to furnish information in accordance with section 71 of the Environmental Protection Act 1990;
348. participating in legal proceedings in accordance with section 73 of the Environmental Protection Act 1990;
349. carrying out the Council's duties in relation to keeping roads clear of litter and refuse in accordance with section 89 of the Environmental Protection Act 1990;
350. participating in legal proceedings arising from a person complaining that he is aggrieved by the defacement, by litter or refuse, of road or land in accordance with section 91 of the Environmental Protection Act 1990;
351. giving notice under section 99 of the Environmental Protection Act 1990 that the Council has resolved to use the powers to seize and remove shopping trolleys, and exercising such powers under Schedule 4 of that act;

**Building Standards**

- 352. submitting comments on relaxation applications determined by the Scottish Ministers;
- 353. signing certificates of evidence in relation to Sheriff Court procedures involving offences in terms of sections 8(2) and 21(5) of the Building (Scotland) Act 2003;
- 354. undertaking building standards assessments under section 6 of the Building (Scotland) Act 2003;
- 355. deciding on completion certificate submissions under section 18 of the Building (Scotland) Act 2003;
- 356. deciding on application under section 21(3) of the Building (Scotland) Act 2003 for a building to be temporarily occupied or used before a completion certificate under section 18 has been accepted;
- 357. deciding on the imposition of a continuing requirement in terms of section 22 of the Building (Scotland) Act 2003;
- 358. deciding on the discharge or variation of a continuing requirement in terms of section 23 of the Building (Scotland) Act 2003;
- 359. maintaining and administering a building standard register in terms of section 24 of the Building (Scotland) Act 2003;
- 360. serving enforcement notices in terms of sections 25, 26, 27, 28, 29, 30 and 42 of the Building (Scotland) Act 2003 and carrying out all consequential enforcement procedures;
- 361. signing certificates which certify the reason why occupants need to remove from a property as required by a notice under section 42 of the Building (Scotland) Act 2003;
- 362. processing section 50 certificates in relation to Building Standards in terms of the Licensing (Scotland) Act 2005;

363. granting or refusing applications for building warrants, amendments to warrants and extensions to the periods of validity of building warrants;

**Floods, Reservoirs and Coasts**

364. preparing, reviewing, updating and making available for inspection maps of relevant bodies of water and sustainable urban drainage systems (section 17 of the Flood Risk Management (Scotland) Act 2009);
365. assessing relevant bodies of water (other than canals) for the purpose of ascertaining whether the condition of any such body of water gives rise to a risk of flooding of land prepare schedules of inspection, clearance and repair works (section 18 of the Flood Risk Management (Scotland) Act 2009);
366. preparing maps and responding to the Scottish Environmental Protection Agency (“SEPA”) in accordance with section 19 of the Flood Risk Management (Scotland) Act 2009;
367. responding to consultations with SEPA in accordance with section 29 of the Flood Risk Management (Scotland) Act 2009 on the setting objectives and identification of measures under sections 27 and 29 of the Flood Risk Management (Scotland) Act 2009;
368. responding to consultations by SEPA in accordance with section 30(4)(c) of the Flood Risk Management (Scotland) Act 2009;
369. preparing local flood risk management plans to supplement the relevant flood risk management plan in accordance with section 34 of the Flood Risk Management (Scotland) Act 2009;
370. publishing a “draft supplementary part” of the local flood risk management plan as lead local authority in accordance with section 35 of the Flood Risk Management (Scotland) Act 2009 subject to the draft supplementary part being approved by Council or Committee;
371. responding to consultation by a lead local authority on the “draft supplementary part” of the local flood risk management plan in accordance with section 35 of the Flood Risk Management (Scotland) Act 2009;

372. publishing the local flood risk management plan as lead local authority in accordance with section 36(5) of the Flood Risk Management (Scotland) Act 2009 subject to the local flood risk management plan being approved by Council or Committee;
373. responding to consultation by a lead local authority on the finalising, publishing and reviewing of the local flood risk management plan in accordance with section 36 of the Flood Risk Management (Scotland) Act 2009;
374. reviewing the local flood risk management plan and, subject to Council or Committee approval, publish a report on the conclusions of the review in accordance with section 37 of the Flood Risk Management (Scotland) Act 2009;
375. publishing final reports in relation to the local flood risk management plan in accordance with section 38 of the Flood Risk Management (Scotland) Act 2009 subject to Council or Committee approval;
376. taking steps to co-operate with other local authorities where a local plan district covers more than one local authority's area with a view to assisting the preparation and review of the local flood risk management plan and the preparation of relevant reports in accordance with section 39 of the Flood Risk Management (Scotland) Act 2009;
377. taking steps to ensure the Council has regard to flood risk management plans in accordance with section 41 of the Flood Risk Management (Scotland) Act 2009;
378. providing SEPA and lead authorities with information and assistance in accordance with sections 43, 44, 45 and 46 of the Flood Risk Management (Scotland) Act 2009;
379. taking steps to secure appropriate consistence in the information contained in the plan with information contained in characterisations of river basin districts and river basin management plans in accordance with section 48(3) of the Flood Risk Management (Scotland) Act 2009;
380. sitting on the flood risk advisory group (section 49) and sub-district flood risk advisory group (section 50) on behalf of the Council in accordance with the Flood



Risk Management (Scotland) Act 2009;

381. taking steps to do anything which (a) will contribute to the implementation of current measures described in any relevant local flood risk management plan, (b) is necessary to reduce the risk of a flood in the Council's area which is likely to occur imminently and have serious consequences for human health, the environment, cultural heritage or economic activity, or (c) will otherwise manage flood risk in the Council's area without affecting the implementation of the measures described in any relevant local flood risk management plan, all in accordance with sections 56, 57 and 58 of the Flood Risk Management (Scotland) Act 2009;
382. carrying out works which the Council has a duty to carry out under section 59 of the Flood Risk Management (Scotland) Act 2009;
383. responding to consultation by the Scottish Ministers on flood protection schemes (section 60(5) of the Flood Risk Management (Scotland) Act 2009);
384. giving notice of proposed flood protection schemes, and making copies of proposed flood protection schemes available for public inspection, in accordance with Schedule 2, Paragraphs 1 and 2 of the Flood Risk Management (Scotland) Act 2009;
385. confirming or rejecting proposed flood protection schemes (where there have been no objections received following notice to the public) in accordance with Schedule 2, Paragraph 4 of the Flood Risk Management (Scotland) Act 2009;
386. keeping registers of flood protection schemes in accordance with sections 62 and 63 of the Flood Risk Management (Scotland) Act 2009;
387. recovering expenses incurred from owners and occupiers of land if such expense is as a result of the actions of such owner or occupier in accordance with section 67 of the Flood Risk Management (Scotland) Act 2009;
388. responding to consultations on flood warnings in accordance with section 77 of the Flood Risk Management (Scotland) Act 2009;
389. entering land for the purposes of section 79(2)(a) to (i) of the Flood Risk

Management (Scotland) Act 2009;

390. serving notice of right of entry in accordance with section 81 of the Flood Risk Management (Scotland) Act 2009;
391. paying compensation to persons who have sustained damage in accordance with sections 82 and 83 of the Flood Risk Management (Scotland) Act 2009;
392. assisting SEPA with transitional arrangements in accordance with section 85 of the Flood Risk Management (Scotland) Act 2009;
393. reporting incidents occurring at reservoirs in accordance with section 88 of the Flood Risk Management (Scotland) Act 2009;
394. discharging the duty to consider the environmental impact of a proposed flood protections scheme in accordance with Part II of the Flood Risk Management (Flood Protection Scheme, Potentially Vulnerable Areas and Local Plan Districts) (Scotland) Regulations 2010;
395. offering relevant objectors (within the meaning of Paragraph 5(4) of Schedule 2 of the Flood Risk Management (Scotland) Act 2009) the opportunity to withdraw the objection in accordance with section 13 of the Flood Risk Management (Flood Protection Scheme, Potentially Vulnerable Areas and Local Plan Districts) (Scotland) Regulations 2010;
396. requesting the Scottish Ministers to direct planning permission for any development described in a flood protection scheme in accordance with section 14 of the Flood Risk Management (Flood Protection Scheme, Potentially Vulnerable Areas and Local Plan Districts) (Scotland) Regulations 2010;
397. serving notices or other documents to be sent, served or given under the Flood Risk Management (Flood Protection Scheme, Potentially Vulnerable Areas and Local Plan Districts) (Scotland) Regulations 2010 or the Flood Risk Management (Scotland) Act 2009 in accordance with section 15 of the Flood Risk Management (Scotland) Act 2009;
398. in relation to the Braid Burn flood prevention scheme and the Water of Leith prevention scheme (which were confirmed under the Flood Prevention (Scotland)

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Act 1961) carrying out the powers and duties of the Council, including paying compensation under section 11 of the Flood Prevention (Scotland) Act 1961;

399. exercising the duties and powers of the enforcement authority and all duties of the reservoir undertaker (with respect to all reservoirs owned by the Council) under the Reservoirs Act 1975;

400. exercising the duties and powers of the Council in accordance with the Reservoirs (Scotland) Act 2011; and

401. carrying out the duties and powers of the coast protection authority in accordance with the Coast Protection Act 1949.

**City Strategy and Economy**

402. developing and advising on policies, strategies, programmes and projects for approval by Council or Committee in relation to economic development, external relations and inward investment, including working in partnership with external organisations (both public and private) that deliver economic development activities (including making financial contributions to these activities where appropriate by way of a loan or grant in accordance with criteria approved by Committee);

403. performing the Council's functions in respect of the East of Scotland Investment Fund, including authorising loans subject to annual reporting to the Economy Committee;

404. allocating space within property managed by Economic Development to relevant partners and agreeing the terms of such arrangements;

405. making changes to the opening hours of buildings managed by Economic Development as required for operational or budgetary reasons;

406. altering or waiving (in whole or in part) charges of hire of property managed by Economic Development where there are sound financial, operational or other justifiable reasons for doing so, subject to annual reporting to the Economy Committee;

**Culture**

- 407. devising and implementing cultural, heritage and events programmes;
- 408. organising museum and gallery exhibitions;
- 409. altering or waiving (in whole or in part) charges for hire of properties managed by the ~~Service Director: Culture and Wellbeing Director of Culture~~ where there are sound financial, operational or other justifiable reasons for doing so;
- 410. agreeing in principle and instructing the Executive Director of ~~Resources Place~~ to conclude temporary leases of property managed by the ~~Service Director, Culture and Wellbeing Director of Culture~~;
- 411. allocating space within property managed by the ~~Service Director: Culture and Wellbeing Director of Culture~~ to relevant partners and agreeing the terms of any such arrangements, taking advice as necessary from other service areas, and bringing those arrangements to conclusions as required;
- 412. making such changes to the opening hours of buildings operated by the ~~Service Director, Culture and Wellbeing Director of Culture~~ as are required for operational and budgetary reasons;
- 413. monitoring arms' length organisations which operate Culture facilities or services, or both, on the Council's behalf, including the Festival City Theatres Trust;
- 414. accepting and rejecting gifts or bequests to the Council's museums and galleries;
- 415. lending any object in the Council's museum and gallery collections to any gallery, museum or exhibition in accordance with section 7 of the Edinburgh District Council Order Confirmation Act 1991;
- 416. making recommendations and acting on the purchase of museum and gallery objects in accordance with Council Policy;
- 417. commenting on the impact of planning applications on Edinburgh's archaeology and historic environment in accordance with the Scottish Planning Policy (SPP) and

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accompanying Planning Advice Note (PAN2/2011), and the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008;

- 418. establishing Friends and other groups to support the work of the service area;
- 419. contributing up to £10,000 from the Jean F Watson Bequest trust funds to secure the purchase of any single work of art in accordance with the purposes of the trust, in consultation with the Convener of the Committee on the Jean F Watson Bequest;
- 420. buying individual items valued up to £1,000 for the Museum of Childhood collection using the Catherine E Cowper Trust's funds;

**Public Safety**

- 421. administering and issuing Safety Certificates and Special Safety Certificates, and carrying out inspection and enforcement duties relating to such certificates, for Designated Stadia and Regulated Stands in accordance with the Fire Safety and Safety of Places of Sports Act 1987, the Safety of Sports Grounds Act 1975 and the Safety of Places of Sports Regulations 1988; and
- 422. administering and issuing permits and carrying out inspection and enforcement duties relating to such permits, for raised structures built to accommodate people under section 89 of the Civic Government (Scotland) Act 1982.

**APPENDIX 6**

**CHIEF PLANNING OFFICER**

These are the functions referred to in paragraph 10 of the Scheme:

**Planning policy**

1. responding directly to consultations on development plans, planning applications, environmental assessments and planning guidance from neighbouring authorities at any stage in the process unless the **Chief** Planning Officer considers that:
  - (a) the consultation raises a significant planning issue (which may include transport and other infrastructure matters) for the Council which should be draw to the attention of the consulting authority;
  - (b) the consultation raises a matter which is potentially controversial or likely to be of significant public interest; or
  - (c) the Council should formally object to a proposed development plan;
2. responding directly to planning related consultations from the Scottish Government and Government Agencies unless the Chief Planning Officer considers that:
  - (a) the consultation raises a significant planning issue for the Council Which should be drawn to the attention of the Scottish Government/Government Agency; or
  - (b) the consultation raises a matter which is potentially controversial or likely to be of significant public interest;
3. determining whether a qualifying plan, programme or strategy, which is being prepared or modified, requires environmental assessment in accordance with the Environmental Assessment (Scotland) Act 2005 and to undertake environmental assessment where necessary, including preparing an environmental report and carrying out consultations;

**Local Development Plan Preparation**

- 4 considering the Local Development Plan Report of Examination, save where:
  - (a) grounds set out in the Town and Country Planning (Grounds for Declining to Follow Recommendations) (Scotland) Regulations 2009 are engaged.
- 5 Publishing the Local Development Plan as modified after examination

**Planning applications etc.**

6. determining applications (including retrospective applications) for planning permission, planning permission in principle, approval of matters specified in conditions, listed building consent, conservation area consent and consent to display an advertisement, provided that:
  - (a) the decision is in accordance with the statutory development plan (Strategic Development Plan and Local Development Plan);
  - (b) conditions added by the Development Management Sub-Committee are not removed or amended;
  - (c) where approval is recommended, not more than six material objections have been received from third parties except where the application is for listed building consent conterminous with an associated householder development;
  - (d) where approval is recommended and the application is for listed building consent conterminous with an associated householder development, not more than 20 material objections or a petition have been received from third parties;
  - (e) where refusal is recommended, not more than 20 material representations in support of the proposals have been received from third parties;
  - (f) where a petition has been submitted properly headed with material planning considerations, it has not more than 20 signatures of objection in relation to recommendations for approval and not more than 20 signatures of support in relation to recommendations for refusal, other than those cases relating to paragraph 6(d);

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- (g) Objections from statutory consultees, including community councils, are resolved in relation to applications recommended for approval and there are no outstanding support comments from community councils in relation to applications recommended for refusal.
- (h) the application does not fall within the definition of national developments as set out in the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009;
- (l) there is no legal agreement required in connection with the application where the financial value of the matters secured in the agreement will be in excess of, or estimated to be in excess of, £250,000, or where by virtue of any policy or non-statutory guidance on developer contributions there is a requirement to be met and, for whatever reason, that requirement is not being fully met;
- (i) no elected member has requested referral of the application to the Development Management Sub-Committee for material planning reasons, within 21 days, as set out in the relevant guidance note for elected members;
- (k) the application is not submitted by, or on behalf of, the Council (except for the approval of routine minor developments);
- (l) the application is not submitted by, or on behalf of, an elected member of the Council or by his/her partner, close friend or relative;
- (n) the application is not submitted by, or on behalf of, an officer involved in the statutory planning process, or by their partner, close friend or relative;
- (o) the application is not for Hazardous Substance Consent;
- (p) the Chief Planning Officer does not consider the application to be controversial or of significant public interest, or as having a significant impact on the environment; and
- (q) the application does not meet the criteria approved by the Planning Committee for a hearing by the Development Management Sub-Committee;

7. determining applications for certificates of lawful use or lawful development under

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sections 150 and 151 of the Town and Country Planning (Scotland) Act 1997 and applications for certificates of appropriate alternative development, provided that:

- (a) the application does not raise a significant planning matter, leading to advice to refuse or to object;
  - (b) the Chief Planning Officer does not consider the application to be potentially controversial, or likely to be of significant public interest, or as having a significant impact on the environment;
  - (c) the application does not fall within the definition of national developments as set out in the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009;
  - (d) no elected member has requested referral of the application to the Development Management Sub-Committee for material planning reasons, within 21 days, as set out in the relevant guidance note for elected members;
  - (e) the application is not submitted by, or on behalf of, the Council (except for the approval of routine minor developments);
  - (f) the application is not submitted by, or on behalf of, an elected member of the Council or by his/her partner, close friend or relative;
  - (g) the application is not submitted by, or on behalf of, an officer involved in the statutory planning process, or by their partner, close friend or relative; and
  - (h) the application does not meet the criteria approved by the Planning Committee for a hearing by the Development Management Sub-Committee;
8. determining whether an application for planning permission will need to be accompanied by an Environmental Impact Assessment Report and responding to requests for any associated scoping opinion;
9. issuing an opinion in respect of a Pre-Application Screening request;
10. deciding whether the method of consultation is acceptable, or more is needed in

respect of a Proposal of Application Notice;

11. deciding whether or not to decline to determine a repeat application for planning permission in any of the circumstances set out in Section 39 of the Town and Country Planning (Scotland) Act 1997;
12. signing a processing agreement in respect of a major application as defined in the hierarchy of development;
13. promoting a direction altering the duration of a planning consent;
14. determining whether a change to a granted planning application is material or not or whether changes are substantial;
15. deciding whether or not full details of a proposed agricultural building require to be submitted;
16. deciding whether or not full details of a proposed forestry building require to be submitted;
17. deciding whether or not full details of proposed buildings by gas and electricity undertakings, solely for the protection of plant and machinery, are required;
18. deciding whether or not, in the case of proposed demolition of residential property, to require a formal submission;
19. deciding whether or not, in the case of proposed toll facilities on toll roads, to require a detailed submission;
20. determining painting and sundry minor works requiring permission by reason of an Article 4 Direction;
21. determining that alterations to a listed building do not require Listed Building Consent
22. determining whether works or a change of use constitute permitted development;
23. determining the display of advertisements;

**Enforcement action**

24. acting as proper officer in terms of the signing and service of decision notices, enforcement notices and related notices under section 193 of the Local Government (Scotland) Act 1973 and appointing appropriate officers to prepare, sign and serve such notices on his behalf;

25. initiating, progressing, serving notices and concluding enforcement action, interdict action or direct action in connection with the following, provided that any significant case, or cases where it is in the public interest to do so, shall be reported to the Development Management Sub-Committee for consideration:

(a) Planning Contravention Notices;

(b) Enforcement Notices, including those relating to listed building and advertisements;

(c) advertisement discontinuation procedures;

(d) reporting to the procurator fiscal;

(e) Breach of Condition Notices;

(f) Amenity Notices;

(g) Stop Notices;

(h) Temporary Stop Notices;

(i) Fixed Penalty Notices;

(j) Hazardous Substances Contravention Notices;

(k) Tree Replacement Notices;

(l) prosecution in respect of the above as necessary and the giving of evidence in court; and

(m) powers of entry;

26. carrying out the following functions provided that any significant cases, or cases where it is in the public interest to do so, are reported to the Development Management Sub-Committee for consideration:

(a) withdrawing, relaxing, or varying an enforcement notice (section 129 of the Town and Country Planning (Scotland) Act 1997);

(b) undertaking work required by an enforcement notice and recovering the costs (section 135 of the Town and Country Planning (Scotland) Act 1997);

(c) serving notices in case of compliance or non-compliance with planning consent (section 145 of the Town and Country Planning (Scotland) Act 1997);

(d) lodging an interdict restraining a breach of planning control to the Court of Session/Sheriff Court (section 146 of the Town and Country Planning (Scotland) Act 1997);

(e) undertaking work required by non-compliance with a listed building enforcement notice (Town and Country Planning (Scotland) Act 1997 and section 38 of the Town and Country Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997);

(f) serving section 270 Notices and Planning Contravention Notices;

(g) determining whether or not it is expedient to take no further action in respect of a breach of control, having regard to the provisions of the development plan and other material planning considerations;

(h) after the service of a notice, taking all necessary subsequent steps to bring the matter to an acceptable conclusion;

(i) instituting any necessary action to remove or obliterate placards or posters which are displayed in contravention of the Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984 and the Town and Country Planning (Scotland) Act 1997;

- (j) undertaking and enforcing the procedures requiring developers to inform the Council of the initiation and completion of developments and in relation to the display of notices indicating the development being carried out; and
- (k) issuing and enforcing notices requiring the owner of land, where planning permission has not been granted but development has been carried out, to make an application for planning permission;

### **Landscape**

- 27. making Tree Preservation Orders (with the Planning Committee approving the final order taking into account objections or representations received);
- 28. authorising or refusing the felling, pruning, topping, lopping of trees or the carrying out of other prohibited works to trees protected by Tree Preservation Orders (including the imposition of conditions as appropriate);
- 29. determining notifications for the felling, pruning, topping, lopping of trees or the carrying out of other prohibited works to trees in conservation areas;
- 30. serving, progressing, and concluding actions in respect of tree replacement notices, including any necessary follow up direct action;
- 31. investigating unauthorised works to protected trees and reporting offences to the Procurator Fiscal where considered appropriate;
- 32. considering and determining all applications in respect of high hedge notices, taking any subsequent enforcement or other action and exercising powers of entry and other supplementary powers in accordance with the High Hedges (Scotland) Act 2013 provided that any significant cases, or cases where it is in the public interest to do so, are reported to the Development Management Sub-Committee for consideration;

### **Appeals**

- 33. determining what response should be made to the Directorate of Planning and Environmental Appeals in the case of appeals submitted in respect of the non-determination of an application and where the application could otherwise have been

dealt with under delegated powers;

### **Legal Agreements**

34. entering into a legal agreement with a developer, provided that:

(a) the agreement complies with the terms of government guidance, relevant development plan policies and supplementary guidance on developer contributions; and

(b) does not involve a financial sum or other contributions of a value exceeding £250,000;

35. entering into a discharge of a legal agreement granting partial or full discharge of the relevant party's obligations on the due performance by that party of such obligations;

36. modifying a legal agreement with the relevant party provided that:

(a) the terms of the modifications comply with the terms of government guidance, relevant development plan policies and supplemental guidance on developer contributions; and

(b) it does not involve reducing the financial sum or other contributions in the legal agreement;

37. extending the six-month period for concluding a legal agreement to nine months, provided meaningful progress is being achieved

### **Miscellaneous**

38. authorising Powers of Entry to land for any purpose (especially surveying) relating to the preparation of a development plan and general planning controls (sections 269 & 270 of the Town and Country Planning (Scotland) Act 1997);

39. allocating new street numbers and, in consultation with the appropriate local ward councillors, changing street numbers and naming new streets;

40. requiring proper maintenance of land affecting listed buildings or conservation areas

Appendix 6 – Delegation to the Chief Planning Officer

and to undertake necessary work and recover costs in cases of non-compliance (sections 135 and 179 of the Town and Country Planning (Scotland) Act 1997 and the Town and Country Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997);

### **Flooding**

41. requesting advice from SEPA as to flood risk under section 72 of the Flood Risk Management (Scotland) Act 2009.

**APPENDIX 7**

**STATUTORY FUNCTIONS AND STATUTORY OFFICERS**

<u>Statutory Function</u>	<u>Legislation</u>	<u>Officer</u>
Agricultural Analyst/Depute Agricultural Analyst	Section 67(3) of the Agriculture Act 1970	Scientific Bereavement and Registration Service Senior Manager and Operation Manager – Public Analyst
Assessor	Section 27 of the Local Government etc. (Scotland) Act 1994	Assessor of the Lothian Valuation Joint Board
Chief Inspector of Weights and Measures	Section 72 of the Weights and Measures Act 1985	Licensing and Trading Standards Service Manager
Inspector of Weights and Measures	Section 72 of the Weights and Measures Act 1985	Certain officers appointed by the Chief Inspector of Weights and Measures
Chief Social Work Officer	Social Work (Scotland) Act 1968	Chief Social Work Officer
Chief Education Officer	Education (Scotland) Act 2016	Chief Education Officer
Counting Officer	Parties, Elections and Referendums Act 2000	Chief Executive
Data Protection Officer	37-39 of General Data Protection Regulations	Information Governance Manager
Dog Catcher	section 149 of the Environmental Protection Act 1990	Dog Warden



Appendix 7 – Statutory Functions and Statutory Officers

Food Examiner	Section 30 of the Food Safety Act 1990	Scientific Bereavement and Registration Service Senior Manager and Operation Manager – Public Analyst
Head of Paid Service	Section 4(1) of the Local Government and Housing Act 1989	Chief Executive
Mental Health Officers	Section 32 of the Mental Health (Care and Treatment) (Scotland) Act 2003	Certain social workers as appointed by the Chief Social Work Officer.
Monitoring Officer	Section 5(1) of the Local Government and Housing Act 1989	<u>Service Director: Legal and Assurance</u> <u>Head of Legal and Risk</u>
Public Analyst	Sections 27 and 30 of the Food Safety Act 1990	Scientific Bereavement and Registration Service Senior Manager and Operation Manager – Public Analyst
Registrar of Births, Deaths and Marriages	Section 7 of the Registration of Births, Deaths and Marriages (Scotland) Act 1965	Chief Registrar/ Registration Services Manager
Returning Officer	Sections 25 and 41 of the Representation of the People Act 1983	Chief Executive

**APPENDIX 8**  
**PROPER OFFICER FUNCTIONS**

<u>Proper Officer Function</u>	<u>Legislation</u>	<u>Officer</u>
Declaration of acceptance of office	section 33A of the Local Government (Scotland) Act 1973	<a href="#">Service Director: Legal and Assurance</a> <del>Chief Executive</del>
Resignation of office by a member	section 34 of the Local Government (Scotland) Act 1973	Chief Executive
Circulating reports and agendas, supplying papers to the press and, where necessary, providing summaries of minutes	sections 50B(2), 50B(7) and 50C(2) of the Local Government (Scotland) Act 1973	<a href="#">Service Director: Legal and Assurance</a> <del>Chief Executive</del>
Compilation of background papers for inspection	section 50D of the Local Government (Scotland) Act 1973	All Executive Directors, Chief Executive
Members' rights of access to documents which enclose "exempt information"	section 50F (2) of the Local Government (Scotland) Act 1973	Chief Executive
Transfer of securities on alteration of area etc.	section 92 of the Local Government (Scotland) Act 1973	Executive Director of <a href="#">Resources</a> <del>Corporate Services</del>
Financial Administration	section 95 of the Local Government (Scotland) Act 1973	<a href="#">Service Director: Finance and Procurement</a> <del>Head of Finance</del>
Education endowments	section 128 of the Local Government (Scotland) Act 1973	<a href="#">Service Director: Legal and Assurance</a> <del>Head of Legal and Risk</del>
Ordnance Survey	section 145 of the Local Government (Scotland) Act 1973	Executive Director of <a href="#">Corporate Services</a> <del>Resources</del>

Appendix 8 – Proper Officer Functions

Service of legal proceedings etc.	section 190 of the Local Government (Scotland) Act 1973	<u>Service Director, Legal and Assurance</u> <u>Head of Legal and Risk</u>
Claims in sequestrations and liquidations	section 191 of the Local Government (Scotland) Act 1973	Executive Director of <u>Resources</u> <u>Corporate Services</u>
Authentication of documents and execution of deeds	sections 193 and 194 of the Local Government (Scotland) Act 1973 and the Requirements of Writing (Scotland) Act 2005	Executive Director of <u>Corporate Services</u> <u>Resources</u> and <u>Service Director, Legal and Assurance</u> <u>Head of Legal and Risk</u>
Inspection and deposit of documents	section 197 of the Local Government (Scotland) Act 1973	<u>Executive Director of Corporate Services and Service Director, Legal and Assurance</u> <u>Executive Director of</u>
Procedure for byelaws	sections 202 and 204 of the Local Government (Scotland) Act 1973	<u>Executive Director of Corporate Services and Service Director, Legal and Assurance</u> <u>Executive Director of</u>
Roll of honorary freemen	section 206 of the Local Government (Scotland) Act 1973	<u>Service Director, Legal and Assurance</u> <u>Chief Executive</u>
Notice of Meeting	Schedule 7 of the Local Government (Scotland) Act 1973	<u>Service Director, Legal and Assurance</u> <u>Chief Executive</u>
Politically restricted posts	section 2 of the Local Government and Housing Act 1989	Executive Director of <u>Resources</u> <u>Corporate Services</u>
Maintaining the register of members' interests	Regulation 6 of the Ethical Standards in Public Life etc. (Scotland) Act 2000 (Register of Interests) Regulations 2003	<u>Service Director, Legal and Assurance</u> <u>Chief Executive</u>

**APPENDIX 9**  
**LIST OF LEGISLATION**

**Part A**

1. Animal Boarding Establishments Act 1963;
2. Animal Health and Welfare (Scotland) Act 2006;
3. Breeding of Dogs Act 1973;
4. Cinemas Act 1985;
5. City of Edinburgh District Council Order Confirmation Act 1991;
6. Civic Government (Scotland) Act 1982;
7. Dangerous Wild Animals Act 1976;
8. Deer (Scotland) Act 1996;
9. Housing (Scotland) Act 2006;
10. Hypnotism Act 1952;
11. Performing Animals (Regulation) Act 1925;
12. Pet Animals Act 1951;
13. Petroleum (Transfer of Licences) Act 1936;
14. Riding Establishments Acts 1964 and 1970;
15. Theatres Act 1968; and
16. Zoo Licensing Act 1981.

**Part B**

1. Accommodation Agencies Act 1953;
2. Agriculture Produce (Grading and Marking) Acts 1928 and 1931;
3. Agriculture Act 1970;
4. Agriculture (Miscellaneous Provisions) Act 1968;
5. Animal Boarding Establishments Act 1963;
6. Animal Health Act 1981;

Appendix 9 – List of Legislation

7. Animal Health and Welfare (Scotland) Act 2006;
8. Breeding and Sale of Dogs (Welfare) Act 1999;
9. Breeding of Dogs Act 1973 and 1991;
10. Burial Grounds (Scotland) Act 1855;
11. Children and Young Persons (Protection from Tobacco) Act 1991;
12. Church of Scotland (Property and Endowment) Act 1925;
13. Cinemas Act 1985;
14. Civic Government (Scotland) Act 1982;
15. Civil Partnership Act 2004;
16. Clean Air Act 1993;
17. Control of Dogs (Scotland) Act 2010;
18. Consumer Credit Act 1974;
19. Consumer Protection Act 1987;
20. Cremation Acts 1902 and 1952;
21. Cremation (Scotland) Amendment Regulations 2003;
22. Dangerous Wild Animals Act 1976;
23. Development of Tourism Act 1969 (sections 17 and 18);
24. Dog Fouling (Scotland) Act 2003;
25. Education Reform Act 1988 (section 215);
26. Energy Conservation Act 1981 (section 20);
27. Environment and Safety Information Act 1988;
28. Estate Agents Act 1979;
29. European Communities Act 1972 (section 2(2));
30. Explosives Act 1875 (sections 74 and 78);
31. Fair Trading Act 1973;
32. Food and Environment Protection Act 1985 (sections 19(1B) and (1C));
33. Hallmarking Act 1973;

34. Housing (Scotland) Act 1987, Parts IV, V, VII and VIII
35. International Health Regulations 2005;
36. Marriage (Approval of Places) (Scotland) Regulations 2002;
37. Marriage (Scotland) Act 1977;
38. Medicines Act 1968;
39. Performing Animals (Regulation) Act 1925;
40. Pet Animals Act 1951;
41. Petroleum (Consolidation) Act 1928 (section 17);
42. Poisons Act 1972;
43. Prevention of Damage by Pests Act 1949;
44. Prices Act 1974 and 1975;
45. Private Rented Housing (Scotland) Act 2011;
46. Property Misdescriptions Act 1991;
47. Public Health (Aircraft) (Scotland) Regulations 1971;
48. Public Health (Ships) (Scotland) Regulations 1971;
49. Rent (Scotland) Act 1984;
50. Road Traffic (Vehicle Emissions) (Fixed Penalty) (Scotland) Regulations 2003);
51. Sewerage (Scotland) Act 1968;
52. Single Use Carrier Bags Charge (Scotland) Regulations 2014;
53. Telecommunications Act 1984 (section 30);
54. Theatres Act 1968;
55. Timeshare Act 1992;
56. Trade Descriptions Act 1968;
57. Trademarks Act 1994;
58. Video Recordings Acts 1984 and 1993;

Appendix 9 – List of Legislation

59. Water (Scotland) Act 1980;

60. Water Services etc. (Scotland) Act 2005;

61. Weights and Measures Act 198

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# The City of Edinburgh Council

10.00am, Thursday 26 August 2021

## Consultation Response to Ethical Standards Commissioner - Strategic Plan 2021-24

Executive/routine Wards Council Commitments	Executive All
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### 1. Recommendations

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- 1.1 To note an extension period has been agreed with the Acting Ethical Standards Commissioner to allow consideration of the consultation at Council.
- 1.2 To agree the proposed Council response to the consultation at Appendix 1.

**Stephen S. Moir**

Executive Director of Corporate Services

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Legal and Assurance Division, Corporate Services Directorate

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## Consultation Response to Ethical Standards Commissioner - Strategic Plan 2021-24

### 2. Executive Summary

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- 2.1 This report proposes a draft response to the Ethical Standards Commissioner's consultation on the Strategic Plan 2021-24 attached at appendix 1.

### 3. Background

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- 3.1 The Ethical Standards Commissioner is an independent regulator appointed by the Scottish Parliamentary Corporate Body, approved by MSPs and supported by legislation.
- 3.2 The Commissioner is supported by a team of staff who investigate complaints about the behaviour of MSPs, councillors, and board members of public bodies and also lobbyists, and help regulate how people are appointed to the boards of public bodies in Scotland.
- 3.3 The Acting Commissioner has published his [Strategic Plan 2021-24](#) for consultation.
- 3.4 On 4 February 2021, the Council approved its response to the [Scottish Government's consultation on the Councillors' Code of Conduct](#). As part of the response, Council agreed to specifically reference the Ethical Standards Commissioner and proposed a review of the office should take place.

### 4. Main report

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- 4.1 The consultation of the revised Ethical Standards Commissioner Strategic Plan 2021-21 was launched on 28 May 2021, earlier than anticipated by the usual planning cycle to reflect the altered operational context; specifically, an increase in complaints to the Commissioner about the ethical conduct of individuals in public life, a decision by Audit Scotland to extend the scope of their external audit to include a full wider scope review into the work of the office, and working within the context of a global pandemic.

- 4.2 The consultation document acknowledges some of the challenges faced by the office over recent years and aims to provide clarity on purpose, values and strategic objectives and sets out the resourcing requirements needed to meet these aims.
- 4.3 As noted above, as part of the Council's response to [Scottish Government's consultation on the Councillors' Code of Conduct](#), Council agreed to specifically reference the Ethical Standards Commissioner and proposed that a review of the office should take place. *'While the review to update the documents is helpful for the reasons above, the omission of a review of the effectiveness of the Ethical Standards Commissioner and Standards Commission itself means there is likely to remain a fundamental lack of confidence by many Councillors, Council staff and the public in issues being addressed swiftly and effectively. Following the conclusion of the review of the Councillors' Code of Conduct (if not before), there should be a review of the Commission and the activities of the Commissioner to examine the effectiveness of decision making, culture and approach of these institutions. Until this review is carried out, it is likely any changes to the Code itself will be meaningless in trying to provide effective protection for elected members, and most importantly, Council staff and the public'*
- 4.4 The consultation provides an opportunity to respond to the proposed Strategic Plan and expand on points noted above.
- 4.5 The consultation formally closes on 30 July 2021; however, the Acting Commissioner has provided an extension to take into account the Council recess period and full consideration by Council.

## **5. Next Steps**

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- 5.1 If approved, the consultation response will be submitted to the Commissioner.

## **6. Financial impact**

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- 6.1 There are no direct financial implications.

## **7. Stakeholder/Community Impact**

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- 7.1 Key officers and political groups have been consulted on the proposed response.

## **8. Background reading/external references**

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- 8.1 [Ethical Standards Commissioner – Draft Strategic Plan 2021-24 consultation](#)
- 8.2 [Councillors Code of Conduct Consultation Item 7.1](#) – The City of Edinburgh Council  
4 February 2021

## 9. Appendices

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- 9.1 Appendix 1 – Draft response to Ethical Standards Commissioner – Strategic Plan 2021-24

### **Ethical Standards Commissioner Strategic Plan 2021-24 draft consultation response.**

The City of Edinburgh Council welcomes the opportunity to contribute to the development of the Ethical Standards Commissioner's Strategic Plan 2021 – 24 and supports the need to bring forward consideration of this Plan ahead of the usual timetable to address the altered operational context, as set out within the consultation document.

Overall, the City of Edinburgh Council is supportive of the content of the Plan and welcomes the key changes set out on page 5 of the consultation document:

- Greater assurance on quality than currently provided via targets, indicators and review systems all of which will be consulted on and published;
- Improved governance designed to oversee and ensure delivery of our strategic objectives;
- Recruiting and developing staff to ensure consistent high quality of our professional skills base;
- Better complaints handling via a streamlined, high quality service
- More meaningful engagement with MSPs, local authority councillors and public body board members to inform and shape our work and our performance;
- Codifying a coherent, comprehensive suite of procedures which we'll publish so people know what to expect; and,
- Revising the Code and guidance on Ministerial Appointments to Public Bodies in Scotland and promoting and supporting its implementation.

We note the acknowledgement within the consultation document that the Commissioner's previous plan lacked a clear statement about how the Office would go about fulfilling its purpose and objectives. This has caused a lack of confidence in the Office and its ability to investigate complaints swiftly and effectively. The commitments, noted above, particularly to codify procedures and make these publicly available, alongside improved governance and assurance is therefore welcomed.

Regular quality assurance reporting will help to rebuild confidence in the Office, particularly if stakeholders are able to contribute to the scrutiny and review of this information. When improvement actions are required, clear milestones and targets should be set and publicly reported on.

The commitment to recruit and develop staff to ensure consistent high-quality investigations is also welcomed and will help rebuild the confidence in the investigation process and the Office's willingness to consider and respond to issues when raised. The implementation of a high-quality complaints system is also welcomed to consider feedback and builds trust that stakeholder views are being acted upon.

The City of Edinburgh Council intends to build a stronger, effective relationship with the Office and welcomes the commitment to consult comprehensively and the explicit commitment to engage meaningfully with local authorities. We anticipate that this engagement will be consistent and carried out on a regular basis with both officers and councillors and, at an early stage, when issues do arise, or complaints are received.

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# Rolling Actions Log

## The City of Edinburgh Council

May 2015 to June 2021

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	(a) 02-05-19	<a href="#">Review of Appointments to Committees, Boards and Joint Boards for 2019-2020</a>	<p>To continue for a further report to the next meeting on the legal opinion of agreeing changes to the Added Members for Education Matters on the Education, Children and Families Committee as follows –</p> <p>(a) To add an additional parent representative.</p> <p>(b) To add a senior pupil representative.</p> <p>(c) To make all Added Members for Education Matters</p>	Chief Executive		30 May 2019	<b>CLOSED</b>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			non-voting members.				
	(b) 30-05-19	<a href="#">Added Members and Voting Rights on the Education, Children and Families Committee – Legal Opinion</a>	<p>1) To delay the determination of whether to add members and whether or not to remove voting rights of added members to the August sitting of Council, to allow time for review of similar proposals being implemented by Perth and Kinross Council.</p> <p>2) To ask officers to update the report for the Meeting Papers of the August Council to include information on the outcomes of changes to voting rights of added members on the Education and Lifelong Learning</p>	Chief Executive	Ongoing		See Rolling Action 2 below



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Committee of Perth and Kinross Council.				
2	22.08.19	<a href="#">Added Members and Voting Rights on the Education, Children and Families Committee</a>	<p>1) To agree to continue the report and to organise a series of meetings with the Faith Community to examine their present relationship with the Council and explore how the engagement on the voting rights of the Religious Representatives could be modernised.</p> <p>2) To include consultation with young people and the parent community.</p> <p>3) To agree that the report be submitted to the meeting of the Council in November 2019.</p>	Interim Executive Director for Education and Children's Services	Ongoing		<p><b><u>Update July 2020</u></b></p> <p>Work on this was suspended as a result of the COVID emergency. As conditions change the work will resume. The Executive Director is currently discussing the timetable for resumption with the Convener and Vice Convener of the Education, Children and Families Committee</p>



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
4	28.07.20	<b>1140 Hours Provision of Early Learning and Childcare</b> – Motion by Councillor Laidlaw	<p>To ask the Executive Director for Communities and Families to report back within one cycle as to what provision could be made available to the families of Edinburgh and the costs and feasibility of providing the following options:</p> <ul style="list-style-type: none"> <li>• Full 1140 hours provision as envisaged</li> <li>• A phased scale-up across the 2020-21 academic year rising from 870 hours to 1140 hours</li> <li>• Provision of 1140 hours to the children of key workers</li> <li>• The new timetable for the delivery of</li> </ul>	Interim Executive Director of Education and Children's Services	March 2021	May 2021	<p><b>Recommended for closure</b></p> <p>A report was submitted to the Education Children and Families Committee on 18 May 2021.</p> <p><b><u>Update – 4 February 2021</u></b></p> <p>An update report was submitted to the Education, Children and Families Committee on 13 October 2020</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>the new early year's facilities planned for August 2020 but delayed by the pandemic</p> <p>This report to include how the use of outdoor spaces particularly forest kindergartens could be maximised for early learning and childcare as part of the 1140 hours provision.</p>				
5	17.09.20	<b>Community Councils - Motion by Councillor Rae</b>	To further agree to provide a report on funding for Community Councils detailing awards of grant for 2019/20 and 2020/21 with explanations of any alterations in the grants awarded and how support for Community Councils and other statutory voluntary bodies will be provided going forward	Chief Executive/ Executive Director of Corporate Services	March 2020 (Culture and Communities Committee)		<p><b>Recommended for closure</b></p> <p>A report was submitted to the Culture and Communities Committee on 16 March 2021.</p> <p><b><u>Update – 4 February 2020</u></b></p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			including what advice will be given about meetings in person and online. Report should also explore joining remote meetings by phone				A briefing was circulated to Members in November 2020 providing further details on joining Microsoft Teams meetings via phone and a report on Community Councils is scheduled for the March meeting of the Culture and Communities Committee.
6	19.11.20	<a href="#">Public Holidays 2021-2027</a>	To agree that a further report would be brought back to Council to consider the Edinburgh Spring Holiday in 2022	Executive Director of Corporate Services	Ongoing		<b><u>Update – August 2021</u></b>  Awaiting further clarification from CoSLA following a national survey on public holidays for all 32 Councils

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							and are expecting a further updated position in the Autumn.
7	04.02.21	Year of Childhood – Motion by Councillor Dickie	<p>1) Agrees that the Chief Executive report to Full Council in two cycles on the readiness of the Council for the commencement of the UNCRC Bill; progress with 'One Edinburgh'; and, building on 'What Kind of Edinburgh?' work, the assigning of children Ambassadors across all Council services.</p> <p>2) Agrees that a further report comes to the first Full</p>	<p>Chief Executive</p> <p>Executive Director of Corporate</p>	<p>April 2021</p> <p>February 2022</p>	<p>24 June 2021</p>	<p><b>Recommended for closure</b></p> <p>Report to Council on 24 June 2021</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Council in 2022, highlighting the impact of the UNCRC on Council wide services delivering for children in Edinburgh.	Services			
8	24.06.21	CEC Legal Challenge – Motion by Councillor Rose	Instructs the Monitoring Officer to bring a report to Council explaining the detailed conclusions of the court case and why the Council resisted the action it has now been instructed to carry out within one cycle. Acknowledging this report, or parts of it, may be covered in the B Agenda due to ongoing legal complexities of the judgement but requests as much of this information as possible is presented as openly as possible	Council Monitoring Officer	August 2021		<b>Recommended for closure</b>  Report on the agenda for this meeting





## City of Edinburgh Council

10:00am, Thursday, 26 August 2021

### Report in relation to a legal case

Executive/routine Wards Council Commitments	Executive
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#### 1. Recommendation

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1.1 To note the contents of this report.

#### Nick Smith

Service Director: Legal and Assurance and Council Monitoring Officer

Contact: Kevin McKee, Head of Legal Services and Deputy Monitoring Officer

Legal and Assurance Division, Corporate Services Directorate

E-mail: [kevin.mckee@edinburgh.gov.uk](mailto:kevin.mckee@edinburgh.gov.uk) | Tel: 0759 061 6424

## Report in relation to a legal case

### 2. Executive Summary

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- 2.1 On 23 June 2021 Sheriff Noble issued his judgment in the case of *John Travers v City of Edinburgh Council*.
- 2.2 On 24 June 2021 the Council instructed the Monitoring Officer to "*report to all members of Council explaining the detailed conclusions of the court case and why the Council resisted the action it has now been instructed to carry out*". The instruction referred to was to deliver to Mr Travers a copy of the report prepared by PwC dated June 2016 ("the PwC Report") referred to in the judgment. The PwC Report has been the subject of a previous Monitoring Officer Report to Council on 30 June 2016 (on a B agenda).
- 2.3 At the outset it is worth confirming that both Chief Executive and the Monitoring Officer have always maintained significant sympathy for Mr Travers and his family for what they have been through. The outcomes of the PwC report were very concerning and, as members will be aware, resulted in a formal section 5 report to Council in June 2016 citing maladministration. The actions of certain ex-Council officers as detailed in the PwC report were unacceptable. The Council takes this opportunity to again reiterate that it takes whistleblowing seriously and seeks to encourage whistleblowers to come forward and will protect them appropriately when they do so.
- 2.4 The Council's position, verified by extensive external legal advice, was that it could not accede to what Mr Travers wanted without placing the Council at significant risk of being in breach of its data protection obligations and other obligations (as detailed in the confidential B agenda supplementary report ). The Council accepts the Sheriff's judgement that the full unredacted PwC Report should now be provided to Mr Travers. The granting of an order requiring the release of the report by a court means that the Council will not be in breach of its data protection obligations by doing so.

- 2.5 A supplementary confidential report is provided to Council under B Agenda, detailing further relevant information which was considered by officers during the course of this case. This information is confidential and/or legally privileged.

### **3. Background**

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- 3.1 This report does not cover the detail of the PwC Report or the historic circumstances that gave rise to it. These matters were covered in the Monitoring Officer Report to Council dated 30 June 2016 citing maladministration and which was considered on a B agenda.
- 3.2 Mr Travers had for some time asserted that he was entitled to a full and unredacted copy of the PwC Report following the completion of the investigation that was undertaken by them. The Council did not have sufficient evidence to support Mr Travers' assertion. The reasons for this are more fully explained below.
- 3.3 Mr Travers raised proceedings against the Council in Edinburgh Sheriff Court in order to secure a full and unredacted copy of the PwC Report. His claim was based on what he asserted was his contractual right to be issued with a full and unredacted copy following discussions that had taken place between Mr Travers and the (then) Monitoring Officer on 18 November 2015 during the course of which Mr Travers asserted that he was advised he would be provided with a copy of the final PwC Report. Having taken comprehensive external legal advice, the Council defended Mr Travers' action on two main grounds.
- 3.4 The first ground was that the Council did not owe a contractual duty to provide Mr Travers with a copy of the PwC Report. The Council's former Monitoring Officer, who Mr Travers claimed promised him a copy of the report, could not recall making such a promise and considered it unlikely that he would have done so. Contemporary documentary evidence also indicated that no such promise appeared to have been made. The Council therefore considered that it did not have sufficient evidence that the alleged contractual obligation existed to justify voluntary release of the report to Mr Travers. See the confidential supplementary B agenda Report for further details of the potential consequences of doing so.
- 3.5 The second ground was that for the Council to agree to provide Mr Travers with an unredacted version of the PwC Report, the contract would have been contrary to public policy because it would involve the Council actively breaching Data Protection legislation. The PwC Report contains significant amounts of personal data belonging to Mr Travers and also to a number of other third parties who assisted PwC in their investigation. Given the sensitive nature of the issues considered in the course of the PwC investigation, individuals who had participated in the investigation did so on the reasonable understanding that their data would be used in relation to the Council's interests in the matters raised in the course of the

investigation. In summary, release of the PwC Report in full to Mr Travers would have involved the unauthorised release of a large amount of this third party personal data. The release of this data would have exposed the Council to potential claims of breach of statutory duty from the third parties whose data is included within the PwC Report. It is the second of these grounds which was the principal reason for the Council resisting the action raised by Mr Travers. Both of the Council's grounds for resisting Mr Travers' action are explained further in the main section of this report.

- 3.6 In his judgment Sheriff Noble concluded that, having considered the evidence, on the balance of probabilities he decided that the Council did in fact owe a contractual obligation to provide Mr Travers with an unredacted copy of the PwC Report. He also decided that given the existence of such an obligation, Data Protection legislation did not bar Mr Travers from receiving an unredacted copy of the PwC Report if the court so ordered its release.
- 3.7 In response to the Sheriff's judgment, a copy of the unredacted PwC Report has now been provided to Mr Travers.

## **4. Main report**

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- 4.1 The first ground of Mr Travers' claim was based upon discussions that took place between Mr Travers and the (then) Monitoring Officer in November 2015. On the basis of witness and documentary evidence, the view taken by the Council was that the available evidence did not support the existence of a binding contract between the Council and Mr Travers. This view was confirmed by external legal advice from Brodies LLP and a senior QC. For these reasons the Council resisted the first ground of Mr Travers' claim. The Council considered that any decision as to whether such a commitment was made would ultimately have to be made in court given the conflicting accounts and evidence available.
- 4.2 The Council's current Monitoring Officer had previously provided Mr Travers with a summary of the main findings of the PwC Report by email on 28 June 2016. In the absence of any other right to the information being established then Mr Travers had to be treated as any other requester of information and the relevant legislation (FOI and DPA) was applied.
- 4.3 On 29 August 2016 the Council provided Mr Travers with a redacted copy of the PwC Report in response to a subject access request. The intention of this, together with the summary outcomes email referred to above, was to provide Mr Travers with information on the findings of PwC and also provide access to his own personal data as contained within the PwC Report without breaching the Council's obligations to third parties under Data Protection legislation. Accordingly, by August

2016, Mr Travers had been provided with the summary outcomes, as well as all information from within the PwC report which related to him and his family.

- 4.4 The decision to provide Mr Travers with a redacted version of the PwC Report followed specialist external legal advice on the Council's duties under Data Protection legislation regarding third party personal data. See also the supplementary B agenda report in this regard. In summary, the Council was advised that the only way for the Council to release the full and unredacted report to Mr Travers without being at significant risk of breaching Data Protection legislation (and consequent action from an aggrieved party or the regulator), was if it was ordered to do so by a court.
- 4.5 On 6 October 2016, the Council also provided a comprehensive Freedom of Information response to Mr Travers' agents, providing detail on why the remainder of the report was not being provided to him.
- 4.6 In the event the Sheriff, taking account of evidence presented by Mr Travers and other witnesses, concluded on the balance of probabilities that Mr Travers had been advised at the November 2015 meeting that he would receive a copy of the PwC Report on the conclusion of PwC's investigations. The Sheriff also concluded that in that event, the Data Protection legislation did not bar Mr Travers from receiving an unredacted copy of the PwC Report should the court make such an order.
- 4.7 For the sake of completeness, Council is advised that, in an attempt to avoid litigation, both parties had proposed alternative methods of dealing with the Data Protection issues. Please see the confidential report under B agenda for further detail in this regard.
- 4.8 There is no doubt that in this case the Council found itself in an invidious position. There was genuine sympathy for what Mr Travers and his family had been through over a number of years. However, unfortunately in this particular situation, the Council was unable to provide Mr Travers with what he had requested because: (i) it did not have sufficient evidence of an obligation to do so; and (more importantly) (ii) it would have placed the Council at significant legal risk in relation to Data Protection obligations (and other obligations (see the confidential B agenda report)) if it had acceded to what he wanted. The Council's position was informed by specialist external legal advice (independently from two different firms), and advice from its appointed QC.
- 4.9 The Council's defence of Mr Travers' action was undertaken in good faith and on the basis of advice of having reasonably good prospects of success in court.

## **5. Next Steps**

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- 5.1 Following the judgment, Mr Travers has now been provided with an unredacted copy of the PwC Report.

## **6. Financial impact**

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- 6.1 No direct impact arises as a consequence of this report.

## **7. Stakeholder/Community Impact**

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- 7.1 No direct impact arises as a consequence of this report.

## **8. Background reading/external references**

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- 8.1 None

## **9. Appendices**

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- 9.1 None

by virtue of paragraph(s) 9, 12 of Part 1 of Schedule 7A  
of the Local Government(Scotland) Act 1973.

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# The City of Edinburgh Council

10.00am, Thursday 26 August 2021

## Treasury Management: Annual Report 2020/21 – referral from the Finance and Resources Committee

Executive/routine  
Wards  
Council Commitments

### 1. For Decision/Action

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- 1.1 The Finance and Resources Committee has referred a report on Treasury Management activity in 2020/21 to the City of Edinburgh Council for approval.

**Stephen S Moir**  
Executive Director of Corporate Services

Contact: Louise Williamson, Assistant Committee Officer  
Legal and Assurance Division, Corporate Services Division  
Email: [louise.p.williamson@edinburgh.gov.uk](mailto:louise.p.williamson@edinburgh.gov.uk)

# Referral Report

## Treasury Management: Annual Report 2020/21

### 2. Terms of Referral

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- 2.1 On 12 August 2021, the Finance and Resources Committee considered a report which provided an update on Treasury Management activity in 2020/21. The Council had adopted the CIPFA Code of Practice on Treasury Management in the Public Sector, and under the code, an Annual Report on Treasury Management must be submitted to the Council after the end of each financial year.
- 2.2 The Finance and Resources Committee agreed:
  - 2.2.1 To note the Annual Report on Treasury Management for 2020/21.
  - 2.2.2 To refer the report to Council for approval.
  - 2.2.3 To refer the report to the Governance, Risk and Best Value Committee for their scrutiny.

### 3. Background Reading/ External References

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- 3.1 [Finance and Resources Committee – 12 August 2021 - Webcast](#)
- 3.2 Minute of the Finance and Resources Committee of 12 August 2021

### 4. Appendices

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- 4.1 Appendix 1 – report by the Executive Director of Corporate Services

# Finance and Resources Committee

10:00am, Thursday, 12<sup>th</sup> August 2021

## Treasury Management: Annual Report 2020/21

Executive/routine Wards Council Commitments	Executive
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### 1. Recommendations

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- 1.1 It is recommended that the Committee:
- 1.2 Notes the Annual Report on Treasury Management for 2020/21;
- 1.3 Remits the report to Council for approval; and,
- 1.4 Refers the report to the Governance, Risk and Best Value Committee for their scrutiny.

#### **Stephen S. Moir**

Executive Director of Corporate Services

Contact: Innes Edwards, Principal Treasury and Banking Manager,  
Finance and Procurement Division, Corporate Services Directorate

E-mail: [innes.edwards@edinburgh.gov.uk](mailto:innes.edwards@edinburgh.gov.uk) | Tel: 0131 469 6291

## Treasury Management: Annual Report 2020/21

### 2. Executive Summary

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- 2.1 The purpose of this report is to give an update on Treasury Management activity in 2020/21.

### 3. Background

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- 3.1 The Council has adopted the CIPFA Code of Practice on Treasury Management in the Public Sector, and under the code, an Annual Report on Treasury Management must be submitted to the Council after the end of each financial year. A separate mid-term report will also be produced during the financial year.

### 4. Main report

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#### **Prudential Indicators**

- 4.1 Treasury Management is undertaken with regard to the CIPFA Code of Practice for Treasury Management in the Public Services and CIPFA's Prudential Code. Appendix 1 contains Prudential Indicators showing the actual out-turn for 2020/21.

#### **Borrowing Out-turn**

- 4.2 Appendix 2 gives a short economic review of the year, including a commentary from the Council's Treasury Advisors.
- 4.3 Appendix 3 gives an overview of the Council's borrowing for 2020/21. The Council borrowed £10m from the PWLB towards the end of the financial year utilising the infrastructure rate available and completed the drawdown of the £60m forward borrowing in October 2020.
- 4.4 The Council's debt outstanding increased slightly during the year due to the offset of the drawdown of the pre-borrowing and small amount of PWLB borrowed towards the end of the financial year and maturing debt. Interest costs for the year were broadly similar to 2019/20. At year end, the Council's debt was £134m below

its Capital Financing Requirement (its underlying need to borrow). A list of the Council's borrowing at 31 March 2021 is included in Appendix 5.

### **Investment Out-turn**

- 4.5 Appendix 4 shows the Investment Out-turn for 2020/21.
- 4.6 The Council's money is invested via the Treasury Cash Fund. The Cash Fund encompasses a number of organisations, including Lothian Pension Fund. Interest is accrued on a monthly basis and performance is evaluated against a benchmark, which going forward will be 7-day compounded SONIA (sterling overnight index average) less 6.25 basis points, this was changed at the end of the 20/21 financial year from 7-day LIBID (London Interbank Bid Rate) as it's calculated from LIBOR (London Interbank Offered Rate) which is being phased out.
- 4.7 The average interest rate on the fund for the year was 0.25%. This continued to show outperformance against the benchmark which was 0.001% for the year.

### **Post Year End Activity**

- 4.8 Appendix 6 notes that £140m in new PWLB borrowing has been taken early in the 2021/22 financial year to mitigate the Council's interest rate risk.

### **Conclusions**

- 4.9 The Council undertook £10m borrowing from the PWLB and the drawdown of the £60m advance borrowing was completed in October 2020.
- 4.10 The investment return for 2020/21 continued to show out-performance against the Fund's benchmark, although low in absolute terms, while maintaining the security of the investments.

## **5. Next Steps**

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- 5.1 The Treasury team will continue to operate its Treasury Cash Fund with the aim of out-performing its benchmark of 7-day compounded SONIA less 6.25 basis points and manage the Council's debt portfolio to minimise the cost to the Council while mitigating risk.

## **6. Financial impact**

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- 6.1 The Treasury Cash Fund has generated significant additional income for the Council.

## **7. Stakeholder/Community Impact**

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- 7.1 There are no adverse stakeholder/community impacts arising from this report.

## **8. Background reading/external references**

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8.1 None

## **9. Appendices**

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9.1 Appendix 1: Prudential Indicators Out-turn

9.2 Appendix 2: Economic Review of 2020/21

9.3 Appendix 3: Borrowing Out-turn 2020/21

9.4 Appendix 4: Investment Out-turn 2020/21

9.5 Appendix 5: Outstanding Debt as at 31<sup>st</sup> March 2021

9.6 Appendix 6: Post Year End Activity

## Appendix 1

### Prudential Indicators Out-turn

#### (a) Prudential Indicator 1 - Estimate of Capital Expenditure

This gives a breakdown of the actual capital expenditure incurred during 2020/21.

	2019/20 Actual £'000	2020/21 Original £'000	2020/21 Revised £'000	2020/21 Actual £'000
<b>General Fund</b>				
Communities and Families	64,321	114,331	96,026	87,439
Place	109,606	201,611	138,457	131,292
Place - Tram York Place to Newhaven	25,187	70,721	59,648	53,071
Place - Lending	28,138	56,139	31,329	19,313
Resources - Asset Management Works	48,547	16,704	9,014	14,517
Resources - Other	2,873	6,051	1,682	478
Contingency		4,242	0	0
<b>Total General Services Capital Expenditure</b>	<b>278,562</b>	<b>469,799</b>	<b>336,441</b>	<b>306,110</b>
Housing Revenue Account	111,854	96,468	56,969	41,456
<b>Total</b>	<b>390,416</b>	<b>566,267</b>	<b>393,410</b>	<b>347,567</b>

**Table A1.1 – Capital Expenditure 2020/21**

The capital programme is re-phased annually once the unaudited out-turn of the previous year is known. The original estimates above reflect the budget position as reported in the Treasury Strategy in March 2020, with the revised figures representing the projected position reported to the Finance and Resources Committee in August 2020 following the re-phasing of the programme. The 2020/21 Actual is the capital outturn reported in the Capital Report.

The following table shows how the £347.6m of capital expenditure incurred in 2020/21 was funded and the movement in the Net Capital Advances outstanding:

	General Fund £'000	HRA £'000	CEC Total £'000	Police £'000	Total £'000
<b>Net Cap Adv (01/04/20)</b>	<b>968,770</b>	<b>395,163</b>	<b>1,363,933</b>	<b>10,667</b>	<b>1,374,600</b>
<b>Gross Cap Ex</b>	306,110	41,456	<b>347,566</b>	0	<b>347,566</b>
<b>Cap Income</b>	-155,504	-43,035	<b>-198,539</b>	0	<b>-198,539</b>
<b>Net Cap Ex</b>	150,606	-1,579	<b>149,027</b>	0	<b>149,027</b>
<b>Capital Repaid</b>	-33,617	-8,771	<b>-42,388</b>	-544	<b>-42,932</b>
<b>Net Cap Adv (01/04/21)</b>	<b>1,085,759</b>	<b>384,813</b>	<b>1,470,572</b>	<b>10,123</b>	<b>1,480,695</b>

**Table A1.2 – Source of Funding for Capital Expenditure 2020/21**

The CEC Total column shows expenditure of £347.6m being partly funded by capital grants and capital receipts, leaving £149.0m to be funded by borrowing. The Council repaid principal of £42.4m for previous capital advances, giving net increase in the need to borrow of £106.6m. In addition, previous capital advances of £0.5m were repaid on behalf of the former Police Joint Board, giving a total net increase in the need to borrow of £106.1.

**(b) Indicator 2 - Ratio of Financing Costs to Net Revenue Stream**

This gives an indication of the cost of the Council's debt relative to its income.

	<b>2019/20 Actual %</b>	<b>2020/21 Estimate %</b>	<b>2020/21 Actual %</b>
General Services	10.50	10.48	6.82
Housing Revenue Account	37.65	35.57	32.92

**Table A1.3 – Ratio of Financing Costs to Net Revenue Stream**

**(c) Indicator 3 - Capital Financing Requirement (CFR)**

This shows the Council underlying need to borrow / take on other forms of Capital funding.

	<b>2019/20 Actual £'000</b>	<b>2020/21 Estimate £'000</b>	<b>2020/21 Actual £'000</b>
General Services (incl. finance leases)	1,133,084	1,453,000	1,227,367
Edinburgh Living LLP	19,023	66,000	38,076
NHT LLPs	94,264	108,000	87,551
Housing Revenue Account	395,163	418,000	384,813
<b>Total</b>	<b>1,641,534</b>	<b>2,045,000</b>	<b>1,737,807</b>

**Table A1.4 – Capital Financing Requirement**

In preparing Tables A1.4 and A1.5, all finance lease liabilities have been included for both current and prior year figures as required by the new Borrowing Regulations in Scotland, rather than other long-term liabilities as defined by CIPFA's Prudential Code.

	<b>2019/20 Actual £'000</b>	<b>2020/21 Actual £'000</b>
General Services Capital Advances	968,770	1,085,759
HRA Capital Advances	395,163	384,813
<b>Total CEC Borrowing CFR</b>	<b>1,363,933</b>	<b>1,470,572</b>
Other Finance Lease Liabilities	277,601	267,237
<b>Total CEC Debt CFR</b>	<b>1,641,534</b>	<b>1,737,809</b>

**Table A1.5 – Split of CEC Capital Financing Requirement**



The Council operated within both the Authorised Limit and the Operational Boundary at all times during the year and there were no breaches of the Council's Treasury Management Policy.

## Appendix 2

### Economic Review of 2020/21

The Council's treasury advisor, Arlingclose, has provided the following economic review of the year:

*The coronavirus pandemic dominated 2020/21, leading to almost the entire planet being in some form of lockdown during the year. The start of the financial year saw many central banks cutting interest rates as lockdowns caused economic activity to grind to a halt. The Bank of England cut Bank Rate to 0.1% and the UK government provided a range of fiscal stimulus measures, the size of which has not been seen in peacetime.*

*Some good news came in December 2020 as two COVID-19 vaccines were given approval by the UK Medicines and Healthcare products Regulatory Agency (MHRA). The UK vaccine rollout started in earnest; over 31 million people had received their first dose by 31<sup>st</sup> March.*

*A Brexit trade deal was agreed with only days to spare before the 11pm 31<sup>st</sup> December 2020 deadline having been agreed with the European Union on Christmas Eve.*

*The Bank of England (BoE) held Bank Rate at 0.1% throughout the year but extended its Quantitative Easing programme by £150 billion to £895 billion at its November 2020 meeting. In its March 2021 interest rate announcement, the BoE noted that while GDP would remain low in the near-term due to COVID-19 lockdown restrictions, the easing of these measures means growth is expected to recover strongly later in the year. Inflation is forecast to increase in the near-term and while the economic outlook has improved there are downside risks to the forecast, including from unemployment which is still predicted to rise when the furlough scheme is eventually withdrawn.*

*Government initiatives supported the economy and the Chancellor announced in the 2021 Budget a further extension to the furlough (Coronavirus Job Retention) scheme until September 2021. Access to support grants was also widened, enabling more self-employed people to be eligible for government help. Since March 2020, the government schemes have help protect more than 11 million jobs.*

*Despite the furlough scheme, unemployment still rose. Labour market data showed that in the three months to January 2021 the unemployment rate was 5.0%, in contrast to 3.9% recorded for the same period 12 months ago. Wages rose 4.8% for total pay in nominal terms (4.2% for regular pay) and was up 3.9% in real terms (3.4% for regular pay). Unemployment is still expected to increase once the various government job support schemes come to an end.*

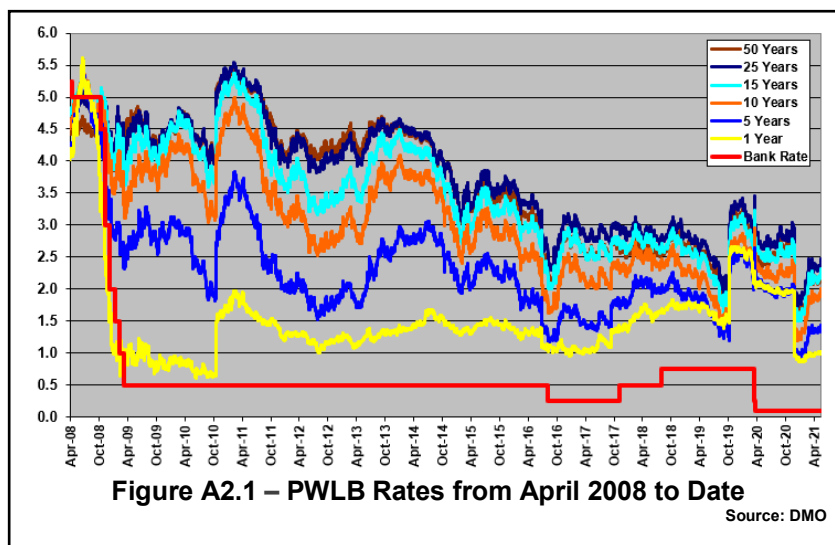
*Inflation has remained low over the 12 month period. Latest figures showed the annual headline rate of UK Consumer Price Inflation (CPI) fell to 0.4% year/year in February, below expectations (0.8%) and still well below the Bank of England's 2% target. The ONS' preferred measure of CPIH which includes owner-occupied housing was 0.7% year/year (1.0% expected).*

After contracting sharply in Q2 (Apr-Jun) 2020 by 19.8% q/q, growth in Q3 and Q4 bounced back by 15.5% and 1.3% respectively. The easing of some lockdown measures in the last quarter of the calendar year enabled construction output to continue, albeit at a much slower pace than the 41.7% rise in the prior quarter. When released, figures for Q1 (Jan-Mar) 2021 are expected to show a decline given the national lockdown.

After collapsing at an annualised rate of 31.4% in Q2, the US economy rebounded by 33.4% in Q3 and then a further 4.1% in Q4. The US recovery has been fuelled by three major pandemic relief stimulus packages totalling over \$5 trillion. The Federal Reserve cut its main interest rate to between 0% and 0.25% in March 2020 in response to the pandemic and it has remained at the same level since. Joe Biden became the 46<sup>th</sup> US president after defeating Donald Trump.

The European Central Bank maintained its base rate at 0% and deposit rate at -0.5% but in December 2020 increased the size of its asset purchase scheme to €1.85 trillion and extended it until March 2022.

Figure A2.1 below shows PWLB borrowing rates since 2008. This clearly shows an increase in borrowing rates mainly due to the COVID-19 vaccine roll out and expected economic recovery.



## Appendix 3

### Borrowing Out-turn 2020/21

#### Background to 2020/21 Borrowing

The strategy for 2020/21 approved in March 2020 was, subject to appropriate rates being available, to:

- Fund the 2020/21 requirement by reducing cash deposits further;
- Borrow for each tranche of LLP housing subject to with meeting the viability test for the tranche;
- Seek to mitigate risk on major projects as the requirement becomes more certain.

On the 26<sup>th</sup> November 2020, the UK Treasury decreased the margin applied to all PWLB loans by 100 basis points with immediate effect provided the Local Authority borrowing can confirm that it does not plan to purchase 'investment assets primarily for yield'. This comes after the margin was increased by the same amount in October 2019. The authority is now required to provide more detailed capital expenditure details when applying for the PWLB's Certainty Rate to give access to the reduced rate.

Due to grant income and therefore increased cash balances and the drawdown of advance borrowing the Council did not require to borrow from the PWLB. The only borrowing completed was £10m in March 2021 for 30 years. This was to utilise the Councils allocation to the lower interest rate available through the Infrastructure Rate for financial year 2020/21.

Table A3.1 below summarises the movements in the Council's borrowing during the year.

Type of Loan	Balance 01.04.2020 £m	Borrowing Raised £m	Borrowing Repaid £m	Balance 31.03.2021 £m
PWLB - fixed	1,100.21	10.00	-58.81	1,051.40
Salix Finance Ltd	1.06		-0.32	0.74
Market	234.90	60.00		294.90
	<u>1,336.17</u>	<u>70.00</u>	<u>-59.13</u>	<u>1,347.04</u>
Capital Advances	<u>1,373.37</u>			<u>1,480.80</u>
Under-borrowed	<u>37.20</u>	Under-borrowed		<u>133.76</u>

Table A3.1 – Outstanding Debt Portfolio 2020/21

The following chart gives the following sources of the Council's borrowing at the end of the financial year:

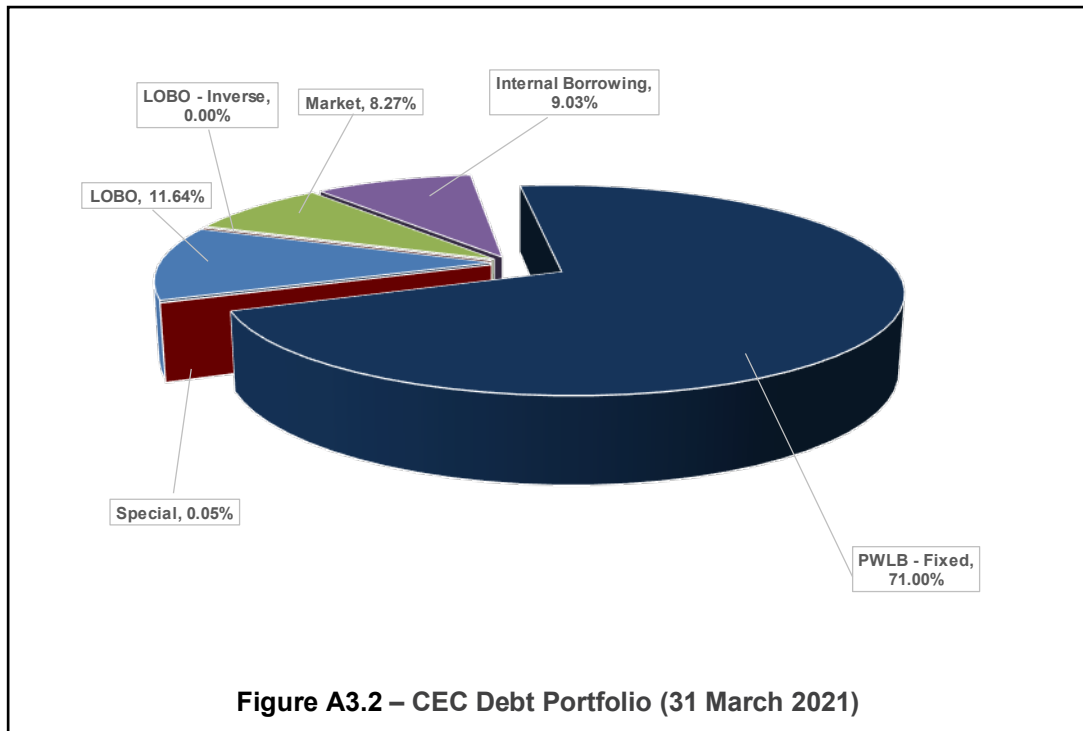
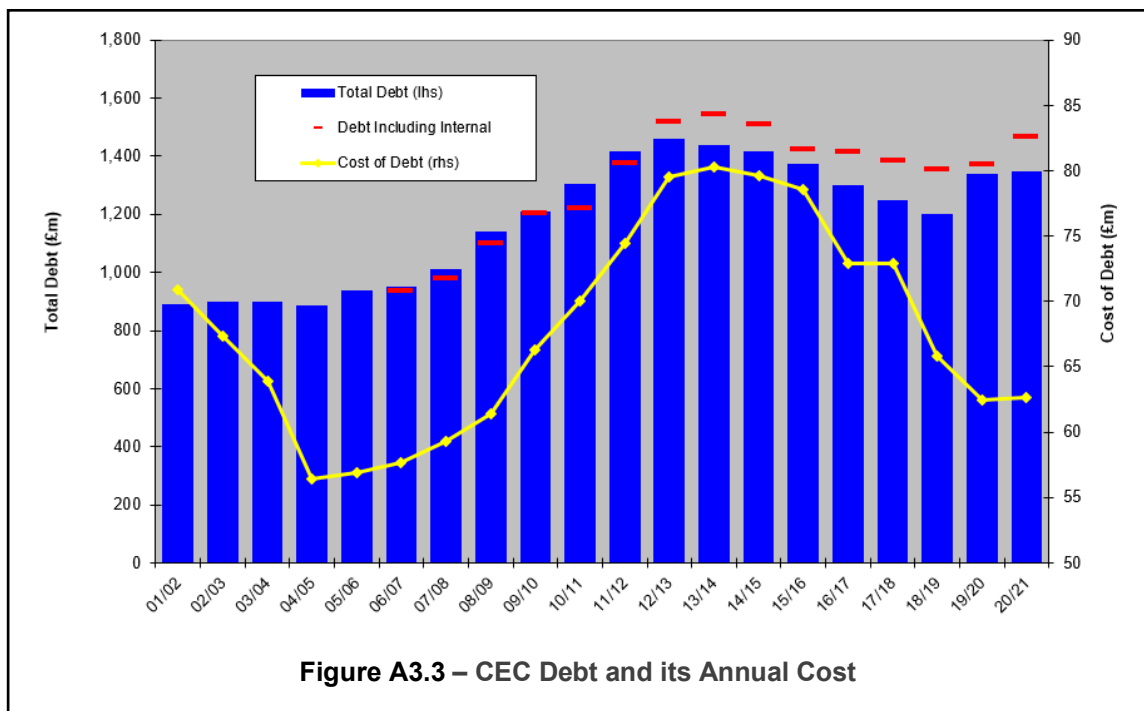


Figure A3.3 below shows the Council’s borrowing and the annual interest cost of that borrowing. The cost of borrowing has edged up. This is due to the full year cost of the 2019/20 borrowing and falling out of the one-off revenue element of the savings achieved by the LOBO restructuring in 2019/20.



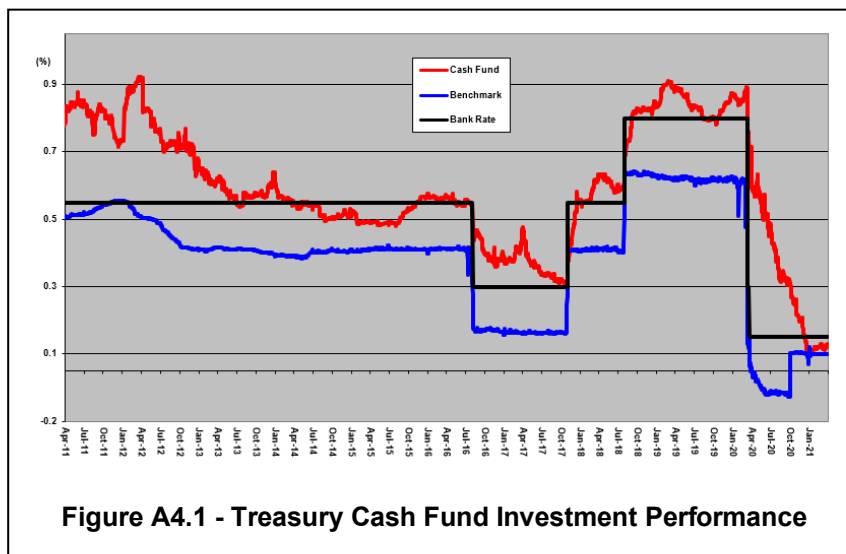
## Appendix 4

### Investment Out-turn 2020/21

The Council's money is invested via the Treasury Cash Fund. The Cash Fund encompasses a number of organisations, including Lothian Pension Fund. Interest is accrued on a monthly basis and performance is evaluated against a benchmark, which is 7-day compounded SONIA less 6.25 basis points.

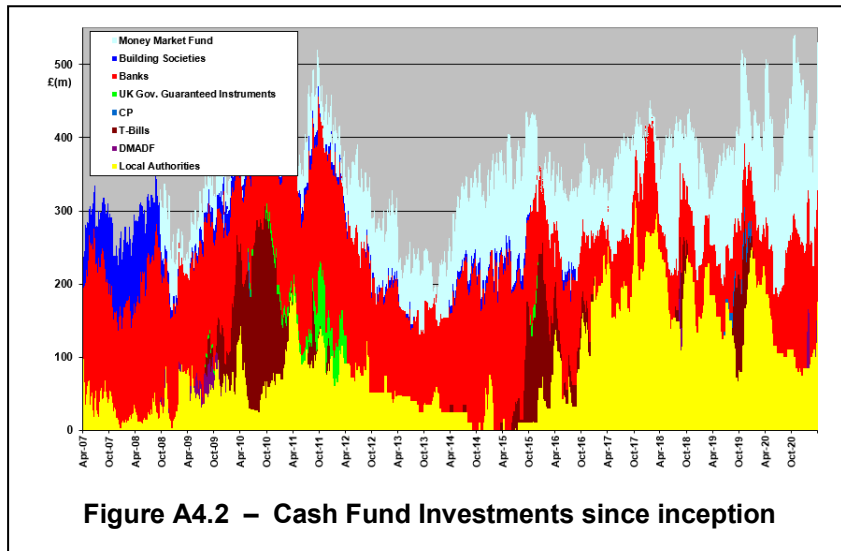
As COVID-19 continues to cause disruption to economies the Bank of England's Monetary Policy Committee (MPC) has maintained UK Bank Rate at 0.10% since the 19<sup>th</sup> March 2020. The annual CPI rate of inflation was 1.4% in February 2021.

Figure A4.1 below shows investment performance since April 2011.

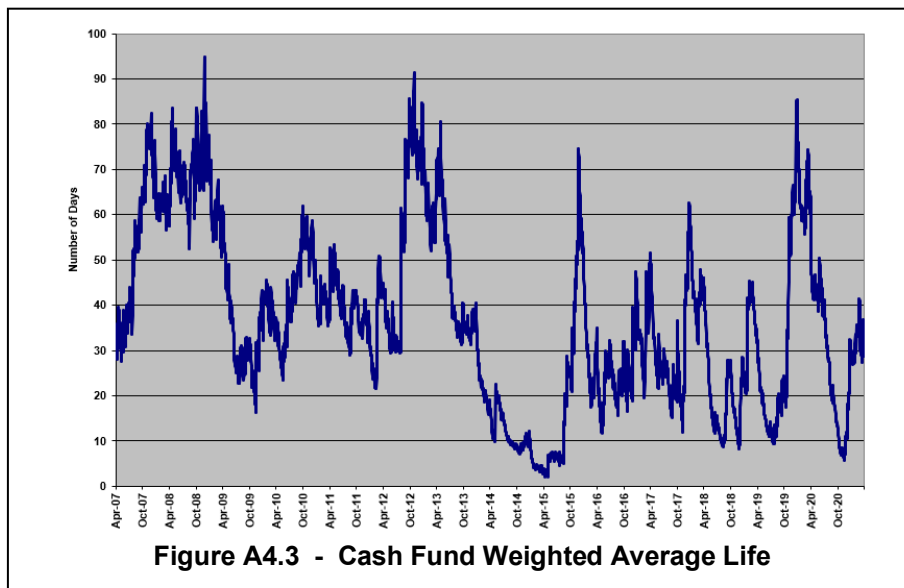


The average interest rate on the Cash Fund for the year was 0.25%, which continued to outperform the benchmark of 0.001%. The fund generated income of just over £585k for the financial year to CEC.

The emphasis remained on security during the financial year with the return of the principal sum being the main concern. With the Strategy being around the security of the investments, Cash Fund money has been invested with banking institutions which was held on instant access call and a 31 day notice account with a highly credit rated institution, money market funds and a large percentage of the fund was held with other Local Authorities on short term fixed deposits and notice accounts. Figure A4.2 below shows the distribution of the Cash Fund investments since April 2007.



The strategy remains to seek trades which add value relative to MMF/Bank rates and make a positive contribution towards out-performance while maintaining the security of funds.



As can be seen in Figure A4.3 the weighted average life of the fund increased to above 40 days towards the end of the financial year. The inter local authority market tightened for a while in the middle of March and advantage was taken of this to make further loans to other local authorities.

## Appendix 5

### Outstanding Debt as at 31<sup>st</sup> March 2021

PWLB PROFILE	START DATE	MATURITY DATE	PRINCIPAL OUTSTANDING £	INTEREST RATE %	ANNUAL INTEREST £
A	10/05/2010	10/05/2021	265,710.97	3.09	4,105.23
M	21/10/1994	15/05/2021	10,000,000.00	8.625	431,250.00
M	10/03/1995	15/05/2021	11,900,000.00	8.75	520,625.00
M	12/06/1995	15/05/2021	10,000,000.00	8.00	400,000.00
M	02/06/2010	02/06/2021	5,000,000.00	3.89	97,250.00
M	16/08/1994	03/08/2021	2,997,451.21	8.50	127,391.68
M	28/04/1994	25/09/2021	5,000,000.00	8.125	203,125.00
M	23/04/2009	23/04/2022	5,000,000.00	3.76	188,000.00
M	12/06/1995	15/05/2022	10,200,000.00	8.00	816,000.00
M	14/06/2010	14/06/2022	10,000,000.00	3.95	395,000.00
M	31/03/1995	25/09/2022	6,206,000.00	8.625	535,267.50
M	16/02/1995	03/02/2023	2,997,451.21	8.625	258,530.17
M	24/04/1995	25/03/2023	10,000,000.00	8.50	850,000.00
M	05/12/1995	15/05/2023	5,200,000.00	8.00	416,000.00
M	20/09/1993	14/09/2023	2,997,451.21	7.875	236,049.28
M	20/09/1993	14/09/2023	584,502.98	7.875	46,029.61
M	08/05/1996	25/09/2023	10,000,000.00	8.375	837,500.00
M	13/10/2009	13/10/2023	5,000,000.00	3.87	193,500.00
M	05/12/1995	15/11/2023	10,000,000.00	8.00	800,000.00
M	10/05/2010	10/05/2024	10,000,000.00	4.32	432,000.00
M	28/09/1995	28/09/2024	2,895,506.10	8.25	238,879.25
M	14/05/2012	14/11/2024	10,000,000.00	3.36	336,000.00
A	14/12/2009	14/12/2024	3,218,399.79	3.66	138,009.52
M	17/10/1996	25/03/2025	10,000,000.00	7.875	787,500.00
M	10/05/2010	10/05/2025	5,000,000.00	4.37	218,500.00
M	16/11/2012	16/05/2025	20,000,000.00	2.88	576,000.00
M	13/02/1997	18/05/2025	10,000,000.00	7.375	737,500.00
M	20/02/1997	15/11/2025	20,000,000.00	7.375	1,475,000.00
A	01/12/2009	01/12/2025	5,645,240.95	3.64	214,778.35
M	21/12/1995	21/12/2025	2,397,960.97	7.875	188,839.43
M	21/05/1997	15/05/2026	10,000,000.00	7.125	712,500.00
M	28/05/1997	15/05/2026	10,000,000.00	7.25	725,000.00
M	29/08/1997	15/11/2026	5,000,000.00	7.00	350,000.00
M	24/06/1997	15/11/2026	5,328,077.00	7.125	379,625.49
M	07/08/1997	15/11/2026	15,000,000.00	6.875	1,031,250.00
M	13/10/1997	25/03/2027	10,000,000.00	6.375	637,500.00
M	22/10/1997	25/03/2027	5,000,000.00	6.50	325,000.00
M	13/11/1997	15/05/2027	3,649,966.00	6.50	237,247.79
M	17/11/1997	15/05/2027	5,000,000.00	6.50	325,000.00
M	13/12/2012	13/06/2027	20,000,000.00	3.18	636,000.00



M	12/03/1998	15/11/2027	8,677,693.00	5.875	509,814.46
M	06/09/2010	06/09/2028	10,000,000.00	3.85	385,000.00
M	14/07/2011	14/07/2029	10,000,000.00	4.90	490,000.00
E	14/07/1950	03/03/2030	2,274.85	3.00	73.94
M	14/07/2011	14/07/2030	10,000,000.00	4.93	493,000.00
E	15/06/1951	15/05/2031	2,460.69	3.00	75.58
M	06/09/2010	06/09/2031	20,000,000.00	3.95	790,000.00
M	15/12/2011	15/06/2032	10,000,000.00	3.98	398,000.00
M	15/09/2011	15/09/2036	10,000,000.00	4.47	447,000.00
M	22/09/2011	22/09/2036	10,000,000.00	4.49	449,000.00
M	10/12/2007	10/12/2037	10,000,000.00	4.49	449,000.00
M	08/09/2011	08/09/2038	10,000,000.00	4.67	467,000.00
M	15/09/2011	15/09/2039	10,000,000.00	4.52	452,000.00
M	06/10/2011	06/10/2043	20,000,000.00	4.35	870,000.00
M	09/08/2011	09/02/2046	20,000,000.00	4.80	960,000.00
M	23/01/2006	23/07/2046	10,000,000.00	3.70	370,000.00
M	23/01/2006	23/07/2046	10,000,000.00	3.70	370,000.00
M	19/05/2006	19/11/2046	10,000,000.00	4.25	425,000.00
M	07/01/2008	07/01/2048	5,000,000.00	4.40	220,000.00
A	24/03/2020	24/03/2050	14,609,352.77	1.64	237,972.00
A	26/03/2020	26/03/2050	4,866,712.87	1.49	72,011.97
A	26/03/2021	26/03/2051	10,000,000.00	1.75	173,884.91
M	27/01/2006	27/07/2051	1,250,000.00	3.70	46,250.00
M	16/01/2007	16/07/2052	40,000,000.00	4.25	1,700,000.00
M	30/01/2007	30/07/2052	10,000,000.00	4.35	435,000.00
M	13/02/2007	13/08/2052	20,000,000.00	4.35	870,000.00
M	20/02/2007	20/08/2052	70,000,000.00	4.35	3,045,000.00
M	22/02/2007	22/08/2052	50,000,000.00	4.35	2,175,000.00
M	08/03/2007	08/09/2052	5,000,000.00	4.25	212,500.00
M	30/05/2007	30/11/2052	10,000,000.00	4.6	460,000.00
M	11/06/2007	11/12/2052	15,000,000.00	4.70	705,000.00
M	12/06/2007	12/12/2052	25,000,000.00	4.75	1,187,500.00
M	05/07/2007	05/01/2053	12,000,000.00	4.80	576,000.00
M	25/07/2007	25/01/2053	5,000,000.00	4.65	232,500.00
M	10/08/2007	10/02/2053	5,000,000.00	4.55	227,500.00
M	24/08/2007	24/02/2053	7,500,000.00	4.50	337,500.00
M	13/09/2007	13/03/2053	5,000,000.00	4.50	225,000.00
A	14/10/2019	10/04/2053	107,942,304.56	2.69	2,889,530.19
M	12/10/2007	12/04/2053	5,000,000.00	4.60	230,000.00
M	05/11/2007	05/05/2057	5,000,000.00	4.60	230,000.00
M	15/08/2008	15/02/2058	5,000,000.00	4.39	219,500.00
A	25/01/2019	25/01/2059	2,655,284.60	2.65	71,164.31
A	11/06/2019	11/06/2059	1,253,893.84	2.23	27,846.24
A	01/10/2019	01/10/2059	1,320,070.03	1.74	22,865.72
A	02/10/2019	02/10/2059	39,309,771.67	1.80	704,427.87
A	05/11/2019	05/11/2059	7,048,165.68	2.96	207,906.10
A	28/11/2019	28/11/2059	1,289,237.57	3.03	38,931.27

A	02/12/2019	02/12/2059	2,775,526.71	3.03	83,812.94
A	20/01/2020	20/01/2060	1,965,263.65	1.77	34,629.41
A	20/01/2020	20/01/2060	452,227.68	2.97	13,384.94
M	04/10/2019	04/04/2060	40,000,000.00	1.69	676,000.00
M	02/12/2011	02/12/2061	5,000,000.00	3.98	199,000.00
M	26/03/2020	26/03/2070	10,000,000.00	1.29	129,000.00
			1,051,403,958.56		

<b>Non LOBO Profile</b>	<b>Start Date</b>	<b>Maturity Date</b>	<b>Principal Outstanding £</b>	<b>Interest Rate %</b>	<b>Annual Interest £</b>
M	30/06/2005	30/06/2065	5,000,000.00	4.40	220,000.00
M	07/07/2005	07/07/2065	5,000,000.00	4.40	220,000.00
M	21/12/2005	21/12/2065	5,000,000.00	4.99	249,500.00
M	28/12/2005	24/12/2065	12,500,000.00	4.99	623,750.00
M	14/03/2006	15/03/2066	15,000,000.00	5.00	750,000.00
M	18/08/2006	18/08/2066	10,000,000.00	5.25	525,000.00
M	01/02/2008	01/02/2078	10,000,000.00	3.95	395,000.00
M	08/10/2020	08/10/2045	60,000,000.00		
			122,500,000.00		

<b>LOBO Profile</b>	<b>Start Date</b>	<b>Maturity Date</b>	<b>Principal Outstanding £</b>	<b>Interest Rate %</b>	<b>Annual Interest £</b>
M	12/11/1998	13/11/2028	3,000,000.00	4.75	142,500.00
M	15/12/2003	15/12/2053	10,000,000.00	5.25	525,000.00
M	18/02/2004	18/02/2054	10,000,000.00	4.54	454,000.00
M	28/04/2005	28/04/2055	12,900,000.00	4.75	612,750.00
M	01/07/2005	01/07/2065	10,000,000.00	3.86	386,000.00
M	24/08/2005	24/08/2065	5,000,000.00	4.40	220,000.00
M	07/09/2005	07/09/2065	10,000,000.00	4.99	499,000.00
M	13/09/2005	14/09/2065	5,000,000.00	3.95	197,500.00
M	03/10/2005	05/10/2065	5,000,000.00	4.375	218,750.00
M	23/12/2005	23/12/2065	10,000,000.00	4.75	475,000.00
M	06/03/2006	04/03/2066	5,000,000.00	4.625	231,250.00
M	17/03/2006	17/03/2066	10,000,000.00	5.25	525,000.00
M	03/04/2006	01/04/2066	10,000,000.00	4.875	487,500.00
M	03/04/2006	01/04/2066	10,000,000.00	4.875	487,500.00
M	03/04/2006	01/04/2066	10,000,000.00	4.875	487,500.00
M	07/04/2006	07/04/2066	10,000,000.00	4.75	475,000.00
M	05/06/2006	07/06/2066	20,000,000.00	5.25	1,050,000.00
M	05/06/2006	07/06/2066	16,500,000.00	5.25	866,250.00
			172,400,000.00		

<b>SPECIAL FIXED/ VAR</b>	<b>START DATE</b>	<b>MATURITY DATE</b>	<b>PRINCIPAL OUTSTANDING £</b>	<b>INTEREST RATE %</b>	<b>ANNUAL INTEREST £</b>
F	07/01/2015	01/09/2021	39,478.57	0	0
F	31/03/2015	01/04/2023	450,724.35	0	0
F	22/09/2015	01/10/2023	131,879.82	0	0
F	29/03/2019	01/04/2029	118,981.81	0	0
			741,064.56		

## **Appendix 6**

### **Post Year End Activity**

The 2021/22 Treasury Management Strategy showed that if the capital programme is delivered as forecast over £1bn of new borrowing will be required over the next four years. With interest rates at historic lows, there is a balance to be struck between the cost of carry of new borrowing which is not yet needed to finance capital expenditure and the wish to lock out the low rates.

As interest rate came down, three packages of interest rate risk were taken off the table. The borrowing undertaken was:

June:

£50m 32Year Annuity 1.98%

July:

£40m 30Year Annuity 1.78%

£50m 50Year Maturity 1.74%

The first of these closed out the interest rate risk on the remaining tranche of borrowing required for the capital advances in respect of the Trams to Newhaven project at an interest rate which was over 0.25% below the assumption in the final financial model. To allow the Council to take advantage of the PWLB's HRA Interest Rates in 2020/21 when those rates were not available to the Council's General Fund, the Council's Loans Pool was frozen and two new pools – one for the HRA and one for the General Fund were created. This necessitates that separate borrowing decisions are taken for the HRA in a way that was not required before. The 30Year annuity loan has been borrowed and applied to the HRA pool, and the 50Year maturity loan has been borrowed for and applied to the General Fund pool.

Further detail on this will be included in the Mid-Year Report which reviews the activity in the first half of 2021/22.

# The City of Edinburgh Council

10.00am, Thursday 26 August 2021

## Revenue Monitoring 2020/21 – Outturn Report – referral from the Finance and Resources Committee

Executive/routine  
Wards  
Council Commitments

### 1. For Decision/Action

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- 1.1 The Finance and Resources Committee has referred a report on Revenue Monitoring 2020/21 – outturn report to the City of Edinburgh Council for approval of a contribution of up to £21,660 to support the Edinburgh Boundaries Extension and Tramways Act 1920 Centennial commemorations.

**Stephen S Moir**  
Executive Director of Corporate Services

Contact: Louise Williamson, Assistant Committee Officer  
Legal and Assurance Division, Corporate Services Division  
Email: [louise.p.williamson@edinburgh.gov.uk](mailto:louise.p.williamson@edinburgh.gov.uk)

# Referral Report

## Revenue Monitoring 2020/21 – Outturn Report

### 2. Terms of Referral

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- 2.1 On 12 August 2021, the Finance and Resources Committee considered a report which set out the provisional 2020/21 revenue outturn position for the Council based on the unaudited annual accounts. This position showed an overall underspend of £8.080m, of which £7m, following approval by Council on 27 May 2021, will be used to fund a range of largely one-off service investments in 2021/22.
- 2.2 The Finance and Resources Committee agreed:
- 2.2.1 To note that, following the receipt of significant additional grant funding late in the year, the provisional outturn position for 2020/21 showed an overall underspend of £8.080m and that this sum had been set aside in reserves, with £7m used to fund the range of service investment approved by Council on 27 May 2021.
- 2.2.2 To note the contributions to and from the General Fund in 2020/21 as detailed in the report by the Director of Corporate Services.
- 2.2.3 To note that the Housing Revenue Account was balanced after making a contribution of £11.103m towards in-year and future capital investment.
- 2.2.4 To approve, subject to confirmation of the audited outturn and onward ratification by Council, a contribution of up to £21,660 to support the Edinburgh Boundaries Extension and Tramways Act 1920 Centennial commemorations.
- 2.2.5 To note the intention to submit the audited annual accounts and annual auditor's report initially to the Governance, Risk and Best Value Committee and thereafter to the Finance and Resources Committee in November 2021, for approval.
- 2.2.6 To refer the report to the Governance, Risk and Best Value Committee as part of its workplan.

### 3. Background Reading/ External References

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- 3.1 [Finance and Resources Committee – 12 August 2021 - Webcast](#)

3.2 Minute of the Finance and Resources Committee – 12 August 2021

## **4. Appendices**

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4.1 Appendix 1 – report by the Executive Director of Corporate Services

# Finance and Resources Committee

10.00am, Thursday, 12 August 2021

## Revenue Monitoring 2020/21 – outturn report

Executive/routine Wards Council Commitments	Executive
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### 1. Recommendations

- 1.1 Members of the Finance and Resources Committee are recommended to:
  - 1.1.1 note that, following the receipt of significant additional grant funding late in the year, the provisional outturn position for 2020/21 shows an overall underspend of £8.080m and that this sum has been set aside in reserves, with £7m used to fund the range of service investment approved by Council on 27 May 2021;
  - 1.1.2 note the contributions to and from the General Fund in 2020/21 as detailed in the report;
  - 1.1.3 note that the Housing Revenue Account was balanced after making a contribution of £11.103m towards in-year and future capital investment;
  - 1.1.4 approve, subject to confirmation of the audited outturn and onward ratification by Council, a contribution of up to £21,660 to support the Edinburgh Boundaries Extension and Tramways Act 1920 Centennial commemorations;
  - 1.1.5 note the intention to submit the audited annual accounts and annual auditor's report initially to the Governance, Risk and Best Value Committee and thereafter to the Finance and Resources Committee in November 2021, for approval; and,
  - 1.1.6 refer this report to the Governance, Risk and Best Value Committee as part of its workplan.

**Stephen S. Moir**  
Executive Director of Corporate Services

Contact: Hugh Dunn, Service Director: Finance and Procurement,  
Finance and Procurement Division, Corporate Services Directorate  
E-mail: [hugh.dunn@edinburgh.gov.uk](mailto:hugh.dunn@edinburgh.gov.uk) | Tel: 0131 469 3150



## Revenue Monitoring 2020/21 – outturn report

### 2. Executive Summary

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- 2.1 The report sets out the provisional 2020/21 revenue outturn position for the Council based on the unaudited annual accounts. Following the receipt of significant COVID-related funding late in the year, this position shows an overall underspend of £8.080m, of which £7m, following approval by Council on 27 May 2021, will be used to fund a range of largely one-off service investments in 2021/22.

### 3. Background

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- 3.1 The Council's statement of accounts for 2020/21 was passed to the external auditor by the statutory deadline of 30 June. This report sets out the provisional outturn position for the revenue budget as detailed therein.
- 3.2 The supplementary provisions contained within the Coronavirus (Scotland) Act 2020 have been extended until 30 September 2021 and allow local authorities, in consultation with their external auditors, to defer submission of their unaudited annual accounts by up to two months. As for the 2019/20 audit year, however, the Council submitted the unaudited accounts by the statutory deadline.
- 3.3 The two-month permitted extension has, however, been requested by the external auditor for the audit stage, meaning that the audited accounts will be considered initially by the Governance, Risk and Best Value Committee and subsequently presented to the Finance and Resources Committee for approval in November 2021.
- 3.4 The unaudited annual accounts required to be published on the Council's website by no later than 30 June 2021 and thereafter made available for public inspection for a period of 15 working days. These requirements were met, with the inspection period running from Thursday 1 July to Wednesday 21 July 2021 inclusive. Due to the on-going pandemic and as permitted by the Coronavirus (Scotland) Act, this year's inspection process was again undertaken largely by electronic means.
- 3.5 Correspondence was received from three individuals on two different subjects during this period, resulting in the lodging of two objections, the outcome of which will be reported at the conclusion of the audit process.

## 4. Main report

### Overall position

- 4.1 The unaudited outturn position for 2020/21 shows an overall underspend of £8.080m, equating to 0.68% of the Council's total net expenditure. Table 1 below summarises the outturn, with further details provided in Appendix 1. Members should note, however, that £0.148m of this total relates to unrealised IFRS 9-related gains and is thus not available to fund additional investment in services. As approved by Council on 27 May 2021, £7m of the remaining £7.932m will be applied to fund a range of largely one-off service investments in 2021/22.

**Table 1 – Summarised Unaudited Outturn Statement, 2020/21**

	Revised Budget	Outturn	Outturn Variance (favourable)/ unfavourable
	£000	£000	£000
Directorate-specific budgets	991,292	986,792	(4,500)
Non-directorate specific budgets	175,555	137,588	(37,967)
Transfers to / (from) reserves	16,282	55,477	39,195
Sources of funding	(1,183,129)	(1,187,937)	(4,808)
<b>In-year (surplus) / deficit</b>		<b>(8,080)</b>	<b>(8,080)</b>

- 4.2 Following confirmation of the receipt of significant additional in-year funding in January and February 2021, the Revenue Budget Update considered by the Finance and Resources Committee on 4 March pointed to a projected balanced overall position, with no requirement to draw down unplanned sums from the Council's earmarked or unallocated reserves. It was additionally anticipated that, given the amount of further funding received, there would be a significant increase in the level of the Council's reserves but with a significant element of this increase being used to bolster the level of contingency incorporated within the budget framework in respect of continuing COVID-related impacts.
- 4.3 Given the carrying-forward through reserves of the unspent element of additional COVID funding, the £8.1m subsequent improvement by the year-end primarily represented a combination of the favourable movement in service outturns (£6.2m) and additional Council Tax income (£1.8m).

### Impact of COVID-19

- 4.4 Following the onset of the pandemic in March 2020, the audited outturn for 2019/20 reflected £8.4m of COVID-related expenditure and, more particularly, losses of

income (principally reductions in parking income and not receiving the planned Lothian Buses dividend).

- 4.5 Given the public health measures in place throughout the year, these impacts increased substantially in 2020/21, totalling nearly £69m as shown in Appendix 2. These impacts comprised a combination of additional expenditure for Council services, further support for, or loss of income from, its Arm's-Length External Organisations (ALEOs) and, most materially, significant reductions in income from fees and charges.

#### **Directorate variances**

- 4.6 As noted in Table 1, the Council's main Directorates showed an overall underspend of £4.500m (0.45%) during the year. Commentaries on the main factors comprising these variances are included in Appendix 3. Additional detail will be reported as appropriate to relevant Executive Committees.
- 4.7 Members should note that these variances relate to core activities, with full provision incorporated within revised Directorate budgets for the £69m of COVID-related impacts.

#### **Edinburgh Integration Joint Board (EIJB)**

- 4.8 Council-delegated services reported a break-even position for the year, after the application of £29.0m of COVID-19 funding highlighted through Mobilisation Plans. As with the Council, wherever possible COVID-related costs were captured separately and reported on the appropriate expenditure lines. For some other areas of expenditure, a degree of estimation was required, considering any offsetting cost reductions.
- 4.9 The principal areas of variance were in line with those reported throughout the year, namely:
- (i) **External services (£7.3m unfavourable variance)** – in the main, the additional expenditure was attributable to spot purchasing, predominantly care at home/care and support, residential services and direct payments. Although significant growth was apparent during 2020/21, this was largely in line with planning assumptions. The variance therefore relates to slippage in the delivery of savings as the workforce was focused on continuity of service during the pandemic. Accordingly, the purchasing-related savings target has been recognised in the 2021/22 financial plan and the savings target rolled over to the new financial year;
  - (ii) **Internal services (£1.7m favourable variance)** – continued vacancy levels across a range of services, including homecare, and reduced costs in services which have not been fully operational (e.g. day services). These reductions offset COVID-related costs also shown in this area; and

- (iii) **Income (£3.6m under-recovery)** – including the funding shortfall related to implementation of the Scottish Local Government Living Wage. The overall variance also reflects reduced income due to lower use of residential and day care services during the pandemic, offset by an increased recovery of income for the equipment store.

4.10 The net pressure of £9.2m above was offset by the receipt of corresponding funding through the Mobilisation Plan.

#### **Other areas**

4.11 Given that confirmation of the majority of the additional funding was received late in the financial year, savings across a number of corporate budgets had previously been agreed to form a key element of the Council's strategy in mitigating the level of in-year pressure. The outturn position therefore also reflects the following:

- (i) **Loans charge expenditure (£11.586m underspend)**

The saving results from a combination of the enforced deferral of significant levels of planned capital expenditure in 2020/21, continuing low interest rates and proactive treasury management activity in addressing the Council's overall funding requirements;

- (ii) **Council Tax (£4.808m additional income)**

An updated assessment of the Council Tax base in light of the 2019/20 outturn (and thus after the budget was set) resulted in the identification of additional properties. While the pandemic impacted in-year Council Tax collection levels, the year-on-year decrease of 0.99% was lower than in many other comparable authorities, with £2.430m of additional Council Tax Reduction Scheme funding also received during the year; and

- (iii) **Interest and investment income (£4.383m income shortfall)**

As in 2019/20, the Council did not receive the planned £6m in-year dividend from Lothian Buses. This shortfall was, however, offset in part by additional investment income received as a result of continuing outperformance against the Treasury cash fund benchmark and receipt of a £1.5m dividend payment from EDI to mirror the profile of expenditure incurred on the replacement Castlebrae High School. This income is offset, in overall terms, by a corresponding contribution to the project's budget.

4.12 The outturn position also reflects £30.369m of savings in **other non-service specific budgets**. This total reflects a number of further savings identified as part of the Council's in-year strategy to mitigate the additional net cost impacts of the pandemic, including (i) the unallocated element of the additional General Revenue Funding received after the Council's budget had been set, (ii) planned slippage in repairs and maintenance expenditure, (iii) reduced calls against inflation-based provisions due to wider economic trends and (iv) timing-related savings where the

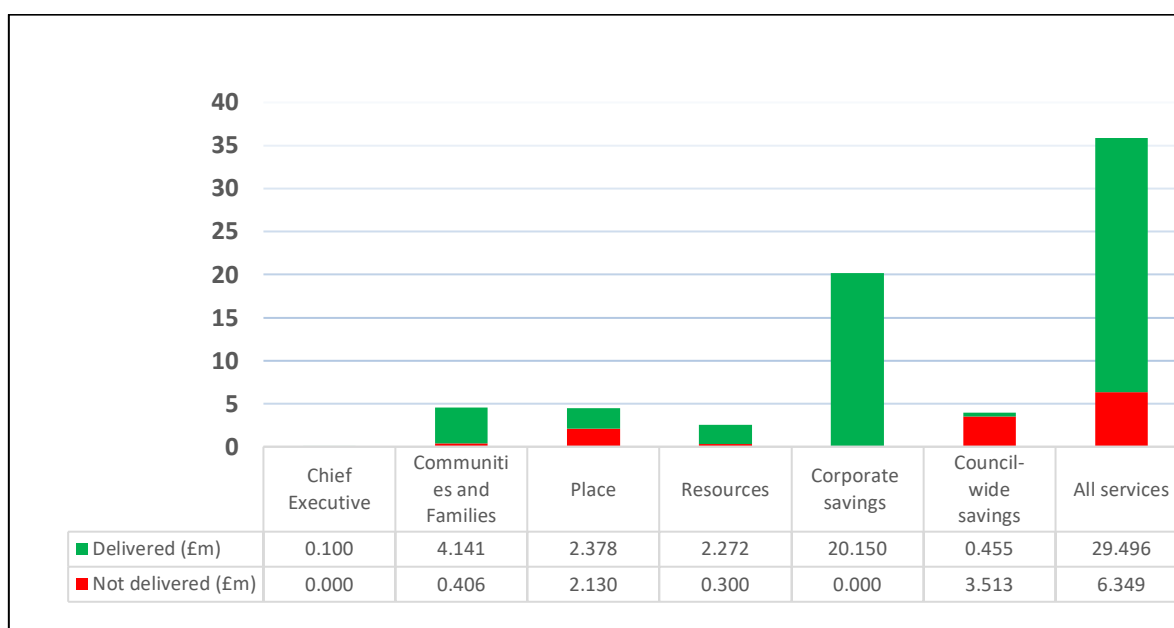
associated liability will now fall to be met later than anticipated. The favourable variance also reflects the receipt in 2020/21 of COVID-related funding sufficient to meet, in full, relevant costs previously incurred in 2019/20. This, in turn, has allowed the Council to reinstate the sums drawn down from reserves in 2019/20, with this offsetting transfer included in the figure in the following paragraph.

- 4.13 Members of the Committee may note that the outturn reflects an additional **transfer to reserves** of £39.195m relative to the approved budget. This sum primarily represents the element of COVID-related funding received during 2020/21 but, in accordance with the basis on which it was provided, transferred to reserves to be applied against relevant costs in 2021/22 and subsequent years. These funds were included in the sums allocated by members on 27 May 2021.

### Approved budget savings delivery

- 4.14 In total, the approved budget was predicated on the delivery of some £35.8m of directorate-specific and corporate savings. As shown in Exhibit 1 below, the final outturn position for 2020/21 indicates that 82% of approved savings by value were delivered. This marks a continuation of the improving trend relative to the equivalent figures for 2019/20 (77%) and 2018/19 (60%). Of those savings not delivered, the majority were linked directly or indirectly to the impacts of the pandemic.

**Exhibit 1 – Delivery of approved budget savings, 2020/21**



- 4.15 The principal areas of shortfall were:
- (i) various savings across the **Place Directorate** totalling £2.1m, including a number linked to an inability to deliver additional income and/or organisational reviews as a result of the pandemic or where otherwise mitigated on a non-recurring basis; and,

- (ii) **Council-wide savings** of £3.5m, primarily those linked to planned efficiency, income maximisation and senior management-related initiatives which were either unable to proceed or delayed, such that the associated savings were not delivered in 2020/21.

4.16 As part of setting the 2021/22 revenue budget, full provision was made on a recurring basis for the impact on the budget framework of non-delivery of the Council-wide savings noted above. A further £5.8m was included within the Place Directorate budget in recognition of the impact of recurring pressures. In combination with a higher required level of assurance for new savings to be included in the framework, it is hoped that these measures will have the effect of reducing the level of risk within the approved budget, albeit there remain risks around the adequacy of COVID-related provisions while the longer-term impacts remain uncertain.

### **Spend to Save Fund**

- 4.17 As part of the 2018/19 and 2019/20 revenue outturn reports, members of the Committee considered a short summary of progress in taking forward projects supported through the Spend to Save Fund. In 2020/21, due to necessary prioritisation of other activity, use of the fund for new projects was more limited, with £0.050m used to support approved investment for the Waste Management Phase 2 scheme and £0.286m received from repayments for previously-supported projects, resulting in a year-end fund balance of £2.971m.
- 4.18 On 28 July 2020, Council approved a motion requesting that details be brought forward on funds, including spend to save, available to support a green recovery. While not ultimately utilising Spend to Save funding, a number of projects and supporting this aim were subsequently agreed by Council on 18 February 2021 as part of the initial revenue budget approval and, in particular, in allocating a total of £21m of additional investment on 27 May.

### **Housing Revenue Account (HRA)**

- 4.19 The approved HRA budget for 2020/21 reflected the longer-term strategy approved by Council in February 2020 and comprised a budgeted revenue income of £103.138m and costs of £92.540m. This enabled a planned contribution of £3.656m revenue towards in-year capital investment and £6.942m to the Strategic Housing Investment Fund in accordance with the finance strategy for future planned investment. The total budgeted contribution from 2020/21 revenue was therefore £10.598m.
- 4.20 The unaudited outturn (compared to the budget and forecast reported at month nine) shows a favourable movement of £0.505m, allowing an increased contribution of £11.103m to the Strategic Housing Investment Fund.

## Reserves

- 4.21 As at 31 March 2021, the General Fund reserves had increased substantially to £217.827m, a movement of £96.482m from the preceding year. This sum reflects, however, a significant element of COVID-related funding received in 2020/21 but to be applied against additional expenditure (and income losses) in 2021/22 and subsequent years. This movement mirrors the wider position across Scotland, given the receipt between January and March 2021 of £385m of additional COVID-related funding. Appendix 4 provides greater detail of these reserve movements.
- 4.22 The unallocated General Fund stands at £25.025m as of 31 March 2021, an increase of £11.098m relative to the balance the previous year. This increase reflects the realignment of the Council's reserves approved as part of setting the Council's 2021/22 budget on 18 February 2021. The remaining balance of £192.802m is earmarked for specific purposes, these being:
- (i) **Balances set aside to manage financial risks and for specific investment which are likely to arise in the medium-term future**, including maintenance of an insurance fund, dilapidations and workforce transformation. The Council holds £137.982m against these future risks, including £78.635m of COVID- and other pressures-related funding to be applied against expenditure and income losses in future years;
  - (ii) **Balances set aside from income received in advance**, including the Council Tax Discount Fund and City Strategic Investment Fund. The Council holds £46.412m of such income;
  - (iii) **Balances set aside to support investment in specific projects**, such as Spend to Save, which will deliver savings in future years. The Council holds £3.720m for such projects; and
  - (iv) **Balances held under the Devolved School Management Scheme and unallocated Pupil Equity Funding**. The Council holds £4.688m of these funds.

## Common Good

- 4.23 During 2020/21, the Common Good Fund generated an overall surplus of £0.003m. A more detailed commentary on the outturn and related current financial and other issues will be included within the Common Good Annual Performance Report, anticipated at this stage to be considered by the Committee in November.

## Edinburgh Boundaries Extension and Tramways Act 1920 Centennial

- 4.24 On 20 September 2018, Council considered a report on proposals to mark the centenary of the Edinburgh Boundaries Extension and Tramways Act 1920 and agreed in-principle underwriting support of up to £0.100m whilst actively exploring opportunities for external funding and sponsorship.

- 4.25 An update report on the commemorations was considered by the Culture and Communities Committee on 15 June 2021. Due to the impact of the pandemic, a series of planned physical events was largely replaced by a programme of online events as part of the “ReDrawing Edinburgh” project. It is intended, however, that the culmination of the commemorations will be marked by a series of outdoor events across Leith, Cramond, Corstorphine, Colinton and Liberton in September 2021.
- 4.26 The estimated cost of the events is £36,000, with £14,340 of external funding confirmed to date and a number of other applications pending. It is hoped that these remaining bids will reduce, or address in full, the remaining funding shortfall and an update will be provided at the Committee’s next meeting on 7 October. Should sufficient funding not be received, however and subject to onward ratification by Council, approval of the Committee is sought to earmark up to £21,660 of the overall unallocated underspend for 2020/21 to address this shortfall.

## **5. Next Steps**

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- 5.1 The Unaudited Accounts are currently the subject of consideration by the Council’s external auditor. The supplementary provisions contained within the Coronavirus (Scotland) Act 2020 allow local authorities, in consultation with their external auditors, to defer reporting to those charged with governance (in the Council’s case, members of the Governance, Risk and Best Value Committee) by up to two months. It is anticipated that the audited accounts will be considered initially by the Governance, Risk and Best Value Committee and subsequently presented to the Finance and Resources Committee for approval in November 2021.

## **6. Financial impact**

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- 6.1 The report identifies a provisional surplus for the year of £8.080m. Members should note, however, that £0.148m of this total relates to unrealised IFRS 9-related gains and is thus not available to fund additional investment in services.
- 6.2 This net surplus has been set aside in reserves. As approved by Council on 27 May 2021, £7m of this sum will be applied to fund a range of largely one-off service investments in 2021/22.

## **7. Stakeholder/Community Impact**

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- 7.1 There is no direct relevance of the report’s contents, although the Council’s wider approach to community engagement and empowerment will be specifically considered as part of both the wider scope aspects of this year’s external audit process and progress in implementing the recommendations contained within the Council’s Best Value Assurance Report (BVAR).



## **8. Background reading/external references**

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- 8.1 [Unaudited Annual Accounts 2020/21](#), The City of Edinburgh Council, 24 June 2021
- 8.2 [Financial Update](#), Edinburgh Integration Joint Board, 22 June 2021
- 8.3 [ReDrawing Edinburgh \(Edinburgh Boundaries Extension and Tramways Act 1920 Centennial\) Update Report](#), Culture and Communities Committee, 15 June 2021
- 8.4 [Revenue Budget Framework 2021/26 Update](#) – referral from the Finance and Resources Committee, The City of Edinburgh Council, 27 May 2021
- 8.5 [Revenue Budget 2020/21 and 2021/26 Budget Framework Update](#), Finance and Resources Committee, 4 March 2021
- 8.6 [Coalition Budget Motion](#), The City of Edinburgh Council, 18 February 2021

## **9. Appendices**

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- 9.1 Appendix 1 - Unaudited Revenue Budget outturn statement, 2020/21
- 9.2 Appendix 2 - COVID-related losses of income and expenditure, 2020/21
- 9.3 Appendix 3 - Service outturn commentaries, 2020/21
- 9.4 Appendix 4 - Transfers to and from usable reserves, 2020/21

## Unaudited Revenue Budget outturn statement, 2020/21

	Revised Budget	Outturn	Outturn Variance (favourable)/ unfavourable
<b>Directorates (Note 1)</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Chief Executive's Service	9,884	9,725	(158)
Communities and Families	474,060	471,737	(2,323)
Health and Social Care	228,156	228,156	-
Place	94,098	94,630	531
Resources	181,288	178,739	(2,549)
Lothian Valuation Joint Board	3,805	3,805	-
<b>Directorate totals</b>	<b>991,292</b>	<b>986,792</b>	<b>(4,500)</b>
<b>Non-directorate specific areas</b>			
Loan Charges	90,650	79,064	(11,586)
Other non-service specific costs	63,583	33,214	(30,369)
Council Tax Reduction Scheme (Note 2)	28,470	28,075	(395)
Net Cost of Benefits	(127)	(127)	-
Interest and investment income	(7,021)	(2,638)	4,383
<b>Non-directorate specific areas total</b>	<b>175,555</b>	<b>137,588</b>	<b>(37,967)</b>
<b>Movements in reserves</b>			
Net contribution to / (from) earmarked funds	17,167	56,362	39,195
Contribution to / (from) Capital Fund	(885)	(885)	-
<b>Movements to/ (from) reserves total</b>	<b>16,282</b>	<b>55,477</b>	<b>39,195</b>
<b>Sources of funding</b>			
General Revenue Grant	(637,444)	(637,444)	-
Non-Domestic Rates	(238,922)	(238,922)	-
Council Tax	(306,763)	(311,571)	(4,808)
<b>Sources of funding total</b>	<b>(1,183,129)</b>	<b>(1,187,937)</b>	<b>(4,808)</b>
<b>In-year (surplus) / deficit</b>	<b>-</b>	<b>(8,080)</b>	<b>(8,080)</b>

Note 1 – Directorate budgets have been adjusted to reflect the net impact of the pandemic on expenditure and income, meaning that the outturn variance shown relates to “core” activities. All figures shown are subject to rounding differences.

Note 2 – uncommitted funds linked to the in-year underspend in respect of the Council Tax Reduction Scheme of £0.395m were transferred to an earmarked reserve and are included in the balance shown within the “Movements in reserves” section.

## COVID-related increases in expenditure and losses of income, 2020/21

Area	Description	Actual cost £m
Parking	Loss of income from on-street car parking due to the suspension of city-wide charges until 22 June 2020, with continuing shortfalls in income for the remainder of the year due to reduced demand and/or space availability.	12.297
Temporary Accommodation	Additional temporary accommodation costs required to observe social distancing, primarily representing a combination of the provision of additional accommodation for those rough sleeping, those with no recourse to public funds and a wider lack of move-on or settled accommodation.	8.839
Commercial portfolio rentals	Reductions in investment estate income due to agreed rental holidays and concessions, write-offs, voids and provision for bad debts.	7.072
Trams	In-year financial support for Edinburgh Trams, including invoice write-offs, covering in particular the period from April to June 2020 where capacity and demand were severely reduced and offsetting Transport Scotland funding was not available.	6.000
Lothian Buses	Loss of planned dividend	6.000
Waste and cleansing	Additional refuse collection vehicles, fuel, external contractors, PPE, etc. Sum also includes agency staffing and overtime expenditure linked to the reopening of Community Recycling Centres and for providing wider absence cover, as well as a reduction in income from sale of recyclates, based on depressed state of market. It furthermore includes (i) the financial impacts of greater-than-normal waste tonnages collected, (ii) necessarily-reduced enforcement activity and (iii) the net in-year impact of refunds for garden waste customers.	4.007
Cultural venues, museums and galleries	Full-year loss of income through sales, rentals and admissions, offset by savings in casual staffing costs, net of furlough income.	3.534
Edinburgh Leisure	Additional in-year support recognising increased net costs of operation due to enforced facility closure and public health restrictions in place throughout the remainder of the year.	3.000
Free school meal vouchers and wider food support advice and distribution	Cost represents payment for children eligible for free school meals (FSM) which, following the receipt of additional ringfenced Scottish Government funding, was in place until mid-August. It also includes provision for income support measures and food distribution to vulnerable and/or at-risk groups (including those self-isolating as part of the Test and Protect scheme).	2.866
Housing	Reduction in sums chargeable to the Housing Revenue Account, reflecting reduced work volumes and prioritisation of essential repairs.	2.207
Council Tax/Non-Domestic Rates	Reduction in associated intervention income due to reduced liabilities and rescheduling of recovery activity.	1.574
Outdoor Centres	Loss of fees and charges income for full financial year, net of furlough income.	1.539
Roads	Reduction in staff salaries chargeable to the Capital Programme.	1.488
Planning and Building Standards	Reduction in planning applications submitted due to construction shutdown.	1.477
Licensing	Refunds/extensions for all licences, including cab, liquor and HMO, expressed net of contributions from earmarked reserves.	1.141
Parking	Loss of parking fine income, net of reduced enforcement costs.	1.082
Children's Services	Additional agency, locum and overtime to cover internal staff absences; additional costs from external providers and/or need to identify alternative accommodation for children needing to isolate; costs of additional placements due to illness and self-isolation; and emergency respite for children with disabilities.	0.808
Other net costs (various)	Includes savings in energy and non-domestic rates costs due to reduced building usage and availability of national reliefs.	4.036
<b>Total COVID-related costs, 2020/21</b>		<b>68.967</b>

NB These costs are in addition to £8.4m of impacts in 2019/20.

### Directorate outturn commentaries

**Chief Executive's Service** (£0.158m underspend, representing 1.6% of net service budget)

Overall expenditure was maintained within budgeted levels primarily through employee cost savings arising from vacancy management across the Strategy and Communications Division.

**Communities and Families** (£2.323m underspend, representing 0.5% of net service budget)

The Communities and Families unaudited outturn position for 2020/21 shows a net underspend of £2.323m.

These savings were largely attributable to two main factors:

**Early Years** - £1.3m - vacancies in core services, further impacted by recruitment delays due to COVID restrictions; and

**General vacancy control** - £1.0m – favourable variances across a numbers of areas, including Community Justice, Family and Household Support, Children's Social Work and some central schools posts.

**Place** (£0.531m overspend, representing 0.6% of net budget)

A range of mitigating actions was identified and implemented in-year to offset pressures across the service. Additional expenditure incurred as part of the city's response to severe weather experienced in February, however, meant that it was not possible to mitigate these sums in full.

**Resources** (£2.549m underspend, representing 1.4% of net budget)

The overall underspend comprised a number of elements, including the following:

- (i) a £0.950m in-year saving resulting from the extension to the Council's current Information and Communications Technology (ICT) partnership with CGI as approved by the Finance and Resources Committee on 27 August 2020;
- (ii) savings in employee costs across all Divisions of the Directorate achieved through control of recruitment to all non-essential vacant posts and agency worker use to offset anticipated pressures elsewhere within the Council;
- (iii) savings in discretionary expenditure within the Customer and Digital Services Division to offset pressures with regard to intervention income (noted in the COVID costs analysis at Appendix 2); and
- (iv) additional income from recharges to Directorates and the Capital Investment Programme.

## Reserve balances, 31 March 2021

	Balance at 31-Mar-20 £000	Inter-Fund Transfers 2020/21 £000	Transfers Out 2020/21 £000	Transfers In 2020/21 £000	Balance at 31-Mar-21 £000
<b>Balances Set Aside to Manage Financial Risks and for Specific Investment</b>					
Balances set aside for specific inv.	44,690	(33,148)	(2,667)	17,155	26,030
Workforce management	13,358	(2,500)	0	0	10,858
Council Priorities Fund	757	(757)	0	0	0
IFRS9 Gains	230	0	0	148	378
Dilapidations fund	3,228	(710)	(67)	50	2,501
Insurance funds	20,097	0	(1,572)	1,055	19,580
Covid and wider pressures contingency	0	26,017	0	52,618	78,635
	<u>82,360</u>	<u>(11,098)</u>	<u>(4,306)</u>	<u>71,026</u>	<u>137,982</u>
<b>Balances Set Aside from Income Received in Advance</b>					
Licensing and Registration income	2,982	0	0	991	3,973
Lothian Buses	308	0	(308)	0	0
Pre-paid PPP monies	3,318	0	0	351	3,669
Unspent grants	3,175	0	(2,112)	6,946	8,009
Council Tax Discount Fund	4,304	0	(520)	2,279	6,063
Other minor funds	204	0	(29)	0	175
City Strategic Investment Fund	2,795	0	(906)	145	2,034
Covid and wider pressures funding	0	0	0	22,489	22,489
	<u>17,086</u>	<u>0</u>	<u>(3,875)</u>	<u>33,201</u>	<u>46,412</u>
<b>Balances Set Aside for Investment in Specific Projects which will Generate Future Savings</b>					
Energy efficiency	295	0	(28)	44	311
Salix / CEEF	271	0	(98)	265	438
Spend to save	2,735	0	(50)	286	2,971
	<u>3,301</u>	<u>0</u>	<u>(176)</u>	<u>595</u>	<u>3,720</u>
<b>Balances Set Aside under Devolved School Management Scheme and Pupil Equity Fund</b>					
Devolved School Management	4,671	0	(4,671)	4,688	4,688
	<u>13,927</u>	<u>11,098</u>	<u>0</u>	<u>0</u>	<u>25,025</u>
<b>Unallocated General Reserve</b>					
	<u>121,345</u>	<u>0</u>	<u>(13,028)</u>	<u>109,510</u>	<u>217,827</u>

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# City of Edinburgh Council

10.00am, Thursday 26 August 2021

## Strategic Review of Parking – Results of Phase 2 Consultation and General Update– referral from the Transport and Environment Committee

Executive/routine

Wards

All

Council Commitments

### 1. For Decision/Action

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- 1.1 The Transport and Environment Committee has referred a report on the Strategic Review of Parking – Results of Phase 2 Consultation and General Update for consideration.

**Stephen S Moir**

Executive Director of Corporate Services

Contact: Louise Williamson, Assistant Committee Officer  
Legal and Assurance Division, Corporate Services Division

Email: [louise.p.williamson@edinburgh.gov.uk](mailto:louise.p.williamson@edinburgh.gov.uk)

# Referral Report

## Strategic Review of Parking – Results of Phase 2 Consultation and General Update

### 2. Terms of Referral

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- 2.1 On 9 August 2018 the Transport and Environment Committee had approved the commencement of a Strategic Review of Parking that would look at parking pressures across the entire Edinburgh area.
- 2.2 On 12 September 2019 the Committee had considered the full results of the review process, approving four phases of new parking controls, with initial consultation on the proposals for Phase 1 to begin in Autumn of 2019
- 2.3 On 19 August 2021, the Committee considered an update on progress on the Strategic Review which included the results of the Phase 2 consultation process, making a series of recommendations based on the consultation results and, where appropriate, on other strands of work arising from, or linked to, the Strategic Review of Parking.
- 2.3 In accordance with Standing Order 33.1, presentations were heard from Ward Councillors Douglas and McLellan.
- 2.5 The Transport and Environment Committee agreed:

#### **Motion**

- 1) To note the results of the informal consultation for the Phase 2 area as detailed in Appendix 1 to the report by the Executive Director of Place.
- 2) To note that the report formed the second part of a city-wide strategic review of parking being conducted in 4 different stages and previously approved in 2018.
- 3) To note the degree of consultation and engagement which had taken place and the consultation results for the Phase 2 schemes.
- 4) To request officers undertook further engagement with resident's groups and other local stakeholders, such as Community Councils, on the final designs for Phase 2.
- 5) To request an additional report in Autumn 2022 at the latest (including feedback on the implementation on phase 1) to allow Committee to review



the designs for the TRO process for Phase 2 schemes following the engagement set out in 4) above and prior to a traffic order being issued. These designs should be consistent with the implementation of the pavement parking ban.

- 6) To note the intention to further defer consideration of the Stadiums Review, as detailed in the report.
- 7) To approve the setting of charges related to permits and pay-and-display as detailed in Appendix 4 of the report.
- 8) To note the details in Appendix 5 to the report, which outlined the progress made since the previous report in January 2021.

- moved by Councillor Macinnes, seconded by Councillor Doran

#### **Amendment 1**

- 1) To note the results of the informal consultation for the Phase 2 area as detailed in Appendix 1 to the report by the Executive Director of Place.
- 2) To note that the Council had traditionally only introduced new parking restrictions in areas where there was significant support amongst residents for such restrictions.
- 3) To consider that the results of the consultation for phase 2 showed a significant majority of respondents were opposed to these plans and therefore conclude that there was not significant public demand for their implementation.
- 4) To agree not to proceed with the implementation of parking controls in the Phase 2 area.

- moved by Councillor Hutchison seconded by Councillor Whyte

#### **Amendment 2**

- 1) To note the results of the informal consultation for the Phase 2 area as detailed in Appendix 1 to the report by the Executive Director of Place.
- 2) Having considered the consultation results, the policy justification behind the measures proposed by the Strategic Review of Parking, and the potential for parking migration between areas, to approve commencement of the legal process to introduce parking controls into all areas covered by the Phase 2 proposals.
- 3) To note the operational details for the proposed parking controls for the Phase 2 area, as detailed in Appendix 3 to the report.
- 4) To note the recommended changes arising from the consultation process to the proposed designs as detailed in Appendix 1 to the report.
- 5) To note the intention to further defer consideration of the Stadiums Review, as detailed in the report.

- 6) To approve the setting of charges related to permits and pay-and-display as detailed in Appendix 4 to the report.
- 7) To note the details in Appendix 5 to the report which outlined the progress made since the previous report in January 2021.
- 8) To agree that high quality public engagement during the roll-out of these proposals would be crucial to its success, and therefore call for a comprehensive public engagement programme to be brought forward, in particular focusing on the policy justifications for the extension of the CPZ and the likely knock-on effect of adjacent zones coming into operation.
- 9) To further agree that the roll-out of the extension of the CPZ could be used as an opportunity to encourage vehicle owners to consider more sustainable transport options, and therefore to agree to investigate the potential to collaborate with public transport operators, the City Car Club and active travel organisations to provide information and incentives to residents to choose more sustainable travel options at the point of CPZ extension.

- moved by Councillor Booth, seconded by Councillor Corbett

In accordance with Standing Order 21(12), Amendment 2 was accepted as an addendum to the motion

## **Voting**

### **First Vote**

For the Motion (as adjusted)	-	5 votes
For Amendment 1	-	4 votes
For Amendment 2	-	2 votes

(For the Motion: Councillors Bird, Child, Doran, Gordon and Macinnes.

For Amendment 1: Councillors Hutchison, Lang, Smith and Whyte.

For Amendment 2: Councillors Booth and Corbett.)

There being no overall majority, Amendment 2 fell and a second vote was taken between the Motion (as adjusted) and Amendment 1.

### **Second Vote**

For the Motion (as adjusted)	-	5 votes
For Amendment 1	-	4 votes
Abstentions	-	2

(For the Motion: Councillors Bird, Child, Doran, Gordon and Macinnes.

For Amendment 1: Councillors Hutchison, Lang, Smith and Whyte.

Abstentions: Councillors Booth and Corbett.)

## Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the results of the informal consultation for the Phase 2 area as detailed in Appendix 1 to the report by the Executive Director of Place.
- 2) To note that the report formed the second part of a city-wide strategic review of parking being conducted in 4 different stages and previously approved in 2018.
- 3) To note the degree of consultation and engagement which had taken place and the consultation results for the Phase 2 schemes.
- 4) To request officers undertake further engagement with resident's groups and other local stakeholders, such as community Councils, on the final designs for Phase 2.
- 5) To request an additional report in Autumn 2022 at the latest (including feedback on the implementation on phase 1) to allow Committee to review the designs for the TRO process for Phase 2 schemes following the engagement set out in 4) above and prior to a traffic order being issued. These designs should be consistent with the implementation of the pavement parking ban.
- 6) To note the intention to further defer consideration of the Stadiums Review, as detailed in the report.
- 7) To approve the setting of charges related to permits and pay-and-display as detailed in Appendix 4 of the report.
- 8) To note the details in Appendix 5 to the report, which outlined the progress made since the previous report in January 2021.
- 9) To agree that high quality public engagement during the roll-out of these proposals would be crucial to its success, and therefore call for a comprehensive public engagement programme to be brought forward, in particular focusing on the policy justifications for the extension of the CPZ and the likely knock-on effect of adjacent zones coming into operation.
- 10) To further agree that the roll-out of the extension of the CPZ could be used as an opportunity to encourage vehicle owners to consider more sustainable transport options, and therefore to agree to investigate the potential to collaborate with public transport operators, the City Car Club and active travel organisations to provide information and incentives to residents to choose more sustainable travel options at the point of CPZ extension.

2.6 In terms of Standing Order 31.1 the requisite number of members required that the decision be referred to the Council for approval.

### **3. Background Reading/ External References**

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[Minute of the Transport and Environment Committee of 9 August 2021](#)

[Minute of the Transport and Environment Committee of 12 September 2019](#)

Minute of the Transport and Environment Committee of 9 August 2018

### **4. Appendices**

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Appendix 1 – report by the Executive Director of Place

# Transport and Environment Committee

10.00am, Thursday, 19 August 2021

## Strategic Review of Parking – Results of Phase 2 Consultation and General Update

Executive/routine	
Wards	All
Council Commitments	

### 1. Recommendations

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- 1.1 It is recommended that the Transport and Environment Committee:
- 1.1.1 notes the results of the informal consultation for the Phase 2 area as detailed in Appendix 1;
  - 1.1.2 having considered the consultation results, the policy justification behind the measures proposed by the Strategic Review of Parking, and the potential for parking migration between areas, approves commencement of the legal process to introduce parking controls into all areas covered by the Phase 2 proposals;
  - 1.1.3 notes the operational details for the proposed parking controls for the Phase 2 area, as detailed in Appendix 3;
  - 1.1.4 notes the recommended changes arising from the consultation process to the proposed designs as detailed in Appendix 1;
  - 1.1.5 notes the intention to further defer consideration of the Stadiums Review, as detailed in this report;
  - 1.1.6 approves the setting of charges related to permits and pay-and-display as detailed in Appendix 4 of this report;

1.1.7 notes the details in appendix 5, which outlines the progress made since the previous report in January 2021.

**Paul Lawrence**

Executive Director of Place

Contact: Gavin Brown, Network Management and Enforcement Manager

E-mail: [gavin.brown@edinburgh.gov.uk](mailto:gavin.brown@edinburgh.gov.uk) | Tel: 0131 469 3823

## Strategic Review of Parking – Results of Phase 2 Consultation and General Update

### 2. Executive Summary

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- 2.1 In [August 2018](#), Committee approved the commencement of a Strategic Review of Parking that would look at parking pressures across the entire Edinburgh area. This review would help to form a citywide strategy for addressing parking pressures, taking a proactive approach on policy and strategy grounds.
- 2.2 In [September 2019](#), Committee considered the full results of the review process, approving four phases of new parking controls, with initial consultation on the proposals for Phase 1 to begin in Autumn of 2019.
- 2.3 This report provides an update on progress on the Strategic Review and considers the results of the Phase 2 consultation process, making a series of recommendations based on the consultation results and, where appropriate, on other strands of work arising from, or linked to, the Strategic Review of Parking.
- 2.4 This report seeks a decision on the proposed introduction of parking controls in the Phase 2 area, based on the consultation results. Depending on that decision, authority is further sought to commence the necessary legal processes that would introduce parking controls in the Phase 2 area, with the operation details and amendments noted in this report. It also provides an update on general progress made on the Strategic Review of Parking.

### 3. Background

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- 3.1 In August 2018, Committee approved the commencement of a Strategic Review of parking that would look at parking pressures across the entire Edinburgh area. In approving the review, it was recognised that there was a need to take a more strategic look at parking problems across the city.

- 3.2 From enquiries received by the Council, and from discussions with ward Councillors, Community Councils and residents it was apparent that there was increasing support for new parking controls in many areas as a result of the significant and widespread impacts of non-residential parking. Several key areas (such as Corstorphine, Shandon and Leith) had shown interest in the introduction of parking controls it was considered that there was clear justification for the Council to take a different approach from its previous stance, where applications for new parking controls were subject to certain qualifying requirements.
- 3.3 The full results of the review were reported to Committee in September 2019, with proposals for new parking controls being recommended for a number of areas that were shown to be subject to parking pressures.

## 4. Main report

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- 4.1 The Strategic Review of Parking took a holistic approach to the parking situation across Edinburgh, assessing parking pressures on a street by street and area by area basis. The result of this process was, for the first time, to paint an overall picture of the relative parking pressures for the entire city and its outlying towns and villages.
- 4.2 This report updates Committee on progress made since the results of the Phase 1 consultation results were considered in January 2021. This report and its accompanying Appendices will provide detail and, where necessary, make recommendations linked, but not limited, to:
- 4.2.1 the Phase 2 Consultation results;
  - 4.2.2 linkages with the City Mobility Plan;
  - 4.2.3 the proposed changes arising from the Phase 2 consultation;
  - 4.2.4 the course of action for each of the areas forming part of Phase 2 of the Strategic Review of Parking;
  - 4.2.5 detailed proposals for the possible operation of controlled parking within the Phase 2 area, including details of hours of operation, lengths of stay and the extents of the proposed Zones;
  - 4.2.6 permit and pay-and-display charges associated with the operation of controlled parking in the Phase 2 area.
- 4.3 This report provides an overview of the different elements that form part of, or are directly associated with, the proposals arising from the Strategic Review. Further detail on each element can be found in the appendices to this report.

### **Background to the Strategic Review**

- 4.4 The Strategic Review split the Edinburgh Council area into five Review Areas. Those areas were further subdivided into 124 Investigation Areas. Each street in each Investigation Area was assessed in terms of the observed parking demand,



with the collective results being used to generate an overall parking pressure rating for the investigation area. Heat maps generated for each area showed the relative parking pressures on a street by street level.

- 4.5 In September 2019, Committee considered a detailed report on the results for areas 4 and 5 of the Strategic Review. The results for Areas 1 through 3 had been previously reported to Committee in [March](#) and [June](#) of 2019. The September 2019 report considered the collated results for all five of the review areas, drawing together the results for all of the separate investigation areas. Considering the entirety of the results, that report then made a series of recommendations for new parking controls with the aim of addressing the identified parking pressures, whilst linking with and supporting Council policies relating to delivering a safer, greener city.
- 4.6 Four phases of implementation of new parking controls were approved, along with a timetable for delivering those four phases. Committee approval was obtained to continue the process of design and informal consultation for those four phases.

#### **General Update**

- 4.7 In January 2021, Committee approved the commencement of the legal process to introduce parking controls in the Phase 1 area.
- 4.8 In accordance with the revised timetable reported to that Committee, an informal consultation exercise was conducted in those areas covered by Phase 2 proposals in March of 2021 and in Phase 3 during May 2021. At the time of writing, a further informal consultation exercise is also under way in those areas covered by Phase 4.

#### **City Mobility Plan**

- 4.9 Since the Strategic Review of Parking was initiated in 2018, the Council has approved its City Mobility Plan (CMP). The Plan strengthens the Council's commitment to policies on private car usage and encouraging use of active travel and public transport.
- 4.10 More importantly, there are key policies within the CMP that link directly to the introduction of parking controls and their use as a direct means of influencing behaviour:
- Movement 33 Parking Controls: Extend the coverage and operational period of parking controls in the city to manage parking availability for the benefit of local residents and people with mobility issues
  - Movement 34 Residents Parking Permits: Manage the way residents parking permits are issued based on demand, location and vehicle emissions.
  - Movement 36 Parking, Waiting and Loading Restrictions: Review, apply and enforce parking, waiting and loading restrictions whilst balancing the needs of local businesses and residents and people with mobility difficulties.

- Place 5 Streets for People: Create more liveable places by reducing the level of on street parking in areas well served by public transport whilst enabling parking for local residents and people with mobility difficulties.

4.11 Where the Strategic Review had its origins in addressing the concerns of residents, it must now be considered that the primary aim of the Review as it moves forward must be to support and deliver upon the policies within the CMP.

### **Integration with other Projects**

4.12 The Parking Operations team continue to work with colleagues across other parts of the Council to integrate aspects of other projects into the design. The aim of that integration remains to provide and deliver, as far as is possible, single proposals that encompass a range of changes and improvements.

4.13 The proposals that are either being brought forward under the umbrella of the Strategic Review, or where changes have been made to the proposals from the Strategic Review include:

4.13.1 revised bin and recycling locations proposed under the Council's Communal Bin Review (CBR);

4.13.2 waiting restrictions, parking places and loading places approved as part of the Trams to Newhaven Project, where those proposals lie outside of the Tram's Limit of Deviation;

4.13.3 proposed cycle hangar locations;

4.13.4 proposed city car club locations;

4.13.5 proposed on-street EV charging points;

4.13.6 Leith Connections, where restrictions on that route will be progressed separately to the Strategic Review; and

4.13.7 Proposals relating to the potential introduction of Low Traffic Neighbourhoods in the Leith and Corstorphine areas, where work will ensure that these projects could proceed separately and without conflict.

4.14 The design process has incorporated, as far as is possible, all impacted elements of these different projects.

### **Phase 2 Consultation and resulting proposal**

4.15 In terms of recommending possible next steps, our consultant has not only detailed the consultation responses themselves, but has also considered the policy linkages behind the Strategic Review of Parking and, in particular, how parking controls support the objectives within the City Mobility Plan. Their findings are detailed within Appendix 1, with those findings concluding that there is policy justification for parking controls in the two separate and distinct areas covered by Phase 2 (the A8 corridor and those areas adjacent to Phase 1 in Leith).

4.16 It is clear from the consultation responses that there is a majority of respondents who do not believe that the introduction of parking controls is warranted at this time.

However, it is also clear that there are many residents who do report that they experience parking difficulties or who suggest that there are issues with commuter parking, as well as with other forms of inconsiderate, obstructive or unsafe parking in their area.

- 4.17 The results of the consultation therefore warrant detailed consideration, particularly in the context of the data gathered by the review process and, most significantly, in conjunction with the policy justification behind the introduction of parking controls. These aspects are discussed in detail within Appendix 2 to this report, as well as the potential implications for Areas within Phase 2 of neighbouring or nearby areas being included in current and/or future phases of proposed parking controls.
- 4.18 Further detail is also provided in Appendix 2 to the implications of considering each individual area of Phase 2 on their own, with special regard given to the potential for migration.
- 4.19 Migration of parking pressures is a significant concern in terms of how that migration might undermine the policy objectives of introducing parking controls, but also in terms of the likely impact that migration could have on residents and businesses within the affected areas.
- 4.20 Parking migration is effectively the result of non-residents who are used to parking in an existing uncontrolled area being faced with the prospect of that area no longer being available to them. If there are similarly uncontrolled areas nearby, then the obvious temptation is for that parking to move, or “migrate”, to the next uncontrolled area, taking with it the pressures and inconsiderate parking that controls are designed to resolve.
- 4.21 There is a general perception evident within the consultation results across many of the Phase 2 areas that there are no existing problems in their area and that there is no justification for controls at this time. However, with the gathered evidence showing many streets and areas in Phase 2 already subject to high demand, the addition of migrated parking would significantly impact parking availability in such areas. It is our experience that migration of parking will occur as new zones are introduced and that the lengthy legal processes required to introduce parking controls will mean that it may not be possible to react quickly to problems as they arise.
- 4.22 The following table takes information from Appendix 2, considering the main factors behind the proposal in each area, based on:
- Review Result: Parking pressures identified from the original surveys;
  - Migration Risk; Likelihood that existing pressures will move to new areas; and
  - Policy Impact; Alignment with City Mobility Plan objectives:

Area	Review Results		Migration risk	Policy Impact
	Placing	Rating		
Roseburn	2	High	High	High
Willowbrae North	5	High	High	High
Bonnington	11	High	High	High
West Leith	12	Medium	High	High
Easter Road	15	Medium	High	High
Saughtonhall	26	Medium	Medium	High
Corstorphine	27	Medium	Medium	High
Murrayfield (B9)	37	Medium	Medium	High
Murrayfield	96	Low	Medium	High

Note: Refer to Appendix 2 for further detail.

- 4.23 While the Strategic Review of Parking commenced in advance of the Council adopting the City Mobility Plan, the aims of the review support many of its policy objectives, delivering a sustainable transport hierarchy and changing emphasis away from private car usage.
- 4.24 In addition to the policy justifications, there is significant likelihood that parking pressures from Phase 1 areas will move into the areas covered by Phase 2 and that inaction now would see parking pressures and difficulties exacerbate existing parking problems in these areas, or create a deterioration in parking that would necessitate further action.
- 4.25 On the basis of meeting policy objectives, as well as addressing existing pressures and protecting against the impacts of migration, it is proposed that each of the areas included in Phase 2 should move forward to legal process, on the basis of introducing Controlled Parking Zones in those areas.
- 4.26 Detailed consideration of the potential benefits and impacts for each of the areas included in Phase 1 can be found in Appendix 2 to this report. A description of how parking controls would be expected to operate within the Phase 2 areas is detailed in Appendix 3.
- 4.27 Appendix 3 also contains the results of additional work carried out to ascertain the suitability of each of the Review areas in terms of identifying the layout of potential new “Zones”. As in Phase 1, that work has been led by the need to consider how each of those Zones might work in terms of supplying sufficient space for those residents who might have a need to park on-street. Appendix 3 provides a detailed analysis of the available data, in conjunction with the proposed design, resulting in recommendations as to possible new Zones.

- 4.28 The findings of that work show that, based on available data for vehicle ownership within the affected areas, there should be sufficient on-street space available to accommodate the anticipated demand from residents.
- 4.29 The general proposal largely mirrors those arrangements already in place in the neighbouring extended zones of the CPZ, where controls operate Monday to Friday between 8.30am and 5.30pm.

### **Phase 2 Design Changes**

- 4.30 A number of changes have also been recommended, with those changes arising from the consultation process. Should it be decided to proceed with any part, or all, of Phase 2, those changes would be incorporated into the detailed design. Those changes are detailed in Appendix 1. The list of changes is not exhaustive, with potential to make further amendments to improve the operation of restrictions prior to advertising the draft Order.
- 4.31 While the initial design included CBR locations as part of the proposed layout of parking places, further design revisions may also be required to incorporate cycle hangars, as outlined earlier in this report, prior to any potential advertising of Phase 2 proposals.

### **Industry Specific Parking Permits**

- 4.32 The report on the Phase 1 results highlighted the need to consider a new form of permit that would allow businesses offering garage type services the ability to park customer vehicles on-street during the hours of restriction in any new area of parking controls.
- 4.33 That approach has now been included within the Phase 1 proposals and in the advertised traffic order.
- 4.34 The same approach is being taken within Phase 2 where, depending on the decision of this Committee, businesses in the Phase 2 area will be contacted in order to better understand their potential need for on-street space.
- 4.35 As described within the proposal for Phase 1, the proposed permit would be available to businesses offering garage services, allowing them to continue current activities within a CPZ by offering permits that would allow their customers to park. The approach will be tailored by individual location and/or business, but would generally consist of:
- 4.35.1 an allowance for customers to park within shared-use parking places in specified streets or specified locations in the vicinity of the business to which the permits are issued;
  - 4.35.2 the creation of specific parking places that can be used by customer vehicles bearing the new permit type; and
  - 4.35.3 a combination of the allowance and the specific parking places outlined above.

- 4.36 Further work will be undertaken to identify garage businesses and to determine the best approach for each location, taking into account parking pressures and availability of space.

### **Stadiums Review**

- 4.37 Separately to the Strategic Review of Parking, an investigation has also taken place into the potential for event, or match-day restrictions at Edinburgh's three main sporting venues:
- 4.37.1 Tynecastle;
  - 4.37.2 Easter Road; and
  - 4.37.3 Murrayfield.
- 4.38 The stadiums Review was led by concerns within the area surrounding Murrayfield, that certain events, not limited to major rugby matches, were having a significant impact on parking in the vicinity of the stadium.
- 4.39 All three stadiums lie within areas covered by separate proposals within the Strategic Review of Parking. There is an obvious linkage between parking controls designed to address daytime pressures and measures that might be adopted in order to address weekend or evening parking issues related to one-off or repeated events.
- 4.40 Whilst it had been intended to bring a full update on the stadiums review, with associated recommendations, to this Committee, with the obvious linkage referred to in the previous paragraph meaning that there was benefit in co-ordinating the stadiums proposals with the proposals for Phases 1 and 2 of the wider Strategic Review. However, there are a number of other considerations, not least of which are the results of the Phase 2 consultation, where the likely outcome is likely to be determined by this report.
- 4.41 In addition to the consultation results and the need for a decision to be reached in terms of how Phase 2 is moved forward, there are other aspects of the potential introduction of event-based restrictions that will require further consideration:
- Conflicting proposals – With the areas likely to be affected by stadiums proposals covering areas within Phase 1 and Phase 2 of the Strategic Review, there will be restrictions in terms of how the different proposals can be moved forward. Legally, it is unlikely, for example, that separate traffic orders could be processed at the same time for both Strategic and Stadiums review proposals. Logistically, the proposals for stadium controls and Strategic Review controls will need to complement each other and, with the latter likely to have wider implications in terms of the extent of those controls, there is a need to understand the wider controls before a decision can be reached in terms of how stadiums controls would operate;
  - Form of proposals –how potential event restrictions might be integrated with Phase 2 proposals, depending on the outcome of the consideration of the consultation results and the proposals for the different areas affected

(especially where stadiums restrictions might straddle areas of different restrictions). There would be benefits with integrating proposals with areawide controls, for example.

- Initial Costs – Integrating stadium controls with wider parking controls would provide for an economy of scale, but there are likely to be legal restrictions in terms of what can be done in conjunction with proposals for Phase 1 and 2 of the Strategic Review. With the preferred approach expected to be to introduce Stadiums restrictions in the area around each stadium, consideration must be given to aligning the different legal processes and the impact that this will have on set-up costs.
- Ongoing Costs – current arrangements for both sporting and entertainment events require significant input from the Council in terms of event management and enforcement. Permanent event restrictions might reduce some of the current management input but would increase on-street management and enforcement. Consideration requires to be given to how the Council would meet the ongoing costs of such arrangements, including the application of management fees payable by event organisers and potential permit costs payable by residents in affected areas.

4.42 Consideration of suitable measures designed to address event day parking issues should also explore the potential for improved sustainable transport options.

4.43 In the report to Committee in January 2021 it was explained that consideration of the Stadiums Review was being postponed until consideration was given to Phase 2 of the Strategic Review, on the basis that the situation would be clearer in terms of the likely return of sporting and other event types. That approach would also have allowed the stadium proposals to be tied closely to the proposals for Phase 2.

4.44 At the time of writing, and with no decision having yet been reached on the future of the phase 2 proposals, it is now proposed to postpone reporting of the Stadiums review until after the decision on Phase 2. This approach will allow the proposals arising from the Stadiums review to be adjusted as required to take account of the Phase 2 decision and for further consideration to be given to the issues outlined above.

4.45 It remains the intention to conduct further investigations into the potential need for event-related restrictions in the vicinity of Meadowbank Stadium at an appropriate time.

## **5. Next Steps**

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- 5.1 Depending on the outcome of the Committee, any approved legal processes to introduce parking controls or waiting restrictions into those areas covered by Phase 2 of the Strategic Review of Parking will now be commenced. Further detail of those parking controls is explained within this report and its Appendices, with a final decision on the form and extent of those controls to be taken by Committee.
- 5.2 Consultation and design elements for forthcoming phases will continue as described in the report to this Committee in January 2021.

## **6. Financial impact**

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- 6.1 All costs incurred by The Strategic Review of Parking are in line with projections and have been met from within the existing budget allocation for Parking. Those costs primarily relate to consultant's fees for undertaking the initial review, preparing designs, conducting consultations, as well as ancillary works associated with data collection and analysis, as well as preparation of reports linked to delivering the desired outcomes from the Review.
- 6.2 There will be ongoing costs involved in carrying out the next stages of the review. Those next stages will involve further consultation and engagement exercises, assistance with preparing the draft Traffic Orders and additional design work associated with ongoing and future phases. The cost of this work will also be met from within the existing budget allocation for parking.
- 6.3 The proposed parking controls for Phase 2, subject to Committee approval, will incur implementation costs and ongoing operational costs, whilst also resulting in potential new revenue streams for the Council. It is anticipated that those costs and likely revenue will be detailed in future reports, at the point where Committee is asked to decide on the outcomes of the legal processes for each proposed Phase of implementation.

## **7. Stakeholder/Community Impact**

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- 7.1 An informal consultation exercise on the possible introduction of parking controls in the Phase 2 area was conducted in February and March 2021. That exercise saw leaflets delivered to all addresses within the affected areas, with residents and businesses invited to:
  - 7.1.1 view details of the proposal online;
  - 7.1.2 complete a detailed online questionnaire;
  - 7.1.3 leave comments on an interactive map of the draft proposals;
  - 7.1.4 provide further feedback via the dedicated website; and



- 7.1.5 attend virtual drop-in sessions attended by Council and Consultancy staff, where attendees were given a short presentation and given the opportunity to ask questions that were answered by staff in attendance.
- 7.2 The results of that consultation are contained within this report.
- 7.3 Further consultations will take place as part of any legal process, where interested parties will have opportunities to view the revised proposals and to make comments and/or objections to the detail of the proposals.
- 7.4 Informal consultations are to take place in a similar way to those carried out for Phase 2 for the remaining phases, with a continued emphasis on an online offering in line with current advice on large gatherings.
- 7.5 The proposals for parking controls are anticipated to result in a positive impact in respect of carbon impacts, and adaptation to climate change, discouraging commuting to work and encouraging increased use of public transport and other, more sustainable form of transport.
- 7.6 The potential adverse impact of the proposals could be that migration of parking pressures moves to neighbouring area. Monitoring processes are already in place to ensure that, should any such migration occur, then steps can be taken to identify that migration and take further action to address parking pressures that arise in those areas.

## **8. Background reading/external references**

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- 8.1 Report on the results of the Strategic Review of Parking – [September 2019](#)

## **9. Appendices**

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- 9.1 Appendix 1 - Results of Phase 2 Consultation
- 9.2 Appendix 2 – Option Assessment for Phase 2
- 9.3 Appendix 3 - General Proposal for Phase 2 Area
- 9.4 Appendix 4 – Charges
- 9.5 Appendix 5 – Progress Update

## **Appendix 1 – Results of Phase 2 Consultation**

This Appendix contains details of the analysis of the responses received to the consultation on Phase 2 of the Council's Strategic Review of Parking.

It consists of a report prepared by our consultants, with appendices detailing the content of the responses received and the changes proposed to the design as a result of suggestions made.



## Strategic Review of Parking

Consultation and engagement on proposed changes to the operation of parking controls around Edinburgh City Centre – Phase 2

The City of Edinburgh Council

Document Reference: 100006447  
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## 1. EXECUTIVE SUMMARY

### Background

In August 2018, the City of Edinburgh Council's Transport & Environment Committee approved the commencement of a Strategic Review of Parking that would look at parking pressures across the entire Edinburgh area. The review identified several areas across the city to be developed across four phases.

Phase 1 engagement of this four-phase project, concluded in November 2019 with the findings being presented at Committee on 28<sup>th</sup> January 2021.

Proposals for Phase 2 were consulted on over a four-week period from Monday 15<sup>th</sup> February to Sunday 28<sup>th</sup> March 2021. Phase 3 is currently underway, and Phase 4 will commence later in 2021.

The proposals suggested a range of changes to the operation of parking controls in Edinburgh, all of which are linked to delivering on the commitments in the current Local Transport Strategy and the forthcoming City Mobility Plan.

### Consultation Approach

The consultation provided residents of the eight areas in Phase 2 with an opportunity to view and comment upon the proposals. Feedback was submitted through a wide range of channels, including a dedicated consultation website with interactive maps outlining the proposals for each area, through 16 virtual engagement session events and via email.

A map of the proposal areas is available in the supplementary document, **Appendix A**, page 1.

### Consultation Summary

- **16,678** leaflets were distributed across the eight areas advertising the consultation and providing location details of drop-in sessions. A copy of one of these leaflets can be found in **Appendix A**, page 2.
- **2,694** responses were received via the online survey with a further **497** emails received containing further comments and questions. An overview of these emails can be found in **Appendix C**.
- Combining the free text comments from the online survey with emails received that were not specific questions meant there were **3,171** comments in total to analyse.
- **2,424** of the responses came from residents within the areas.
- An additional **2,283** comments were left across the eight interactive maps.

## Conclusion

The outcome of the consultation and engagement programme for the second phase of the Strategic Review of Parking has highlighted that residents and local communities are aware of the challenges to parking within Edinburgh and welcome the opportunity to provide feedback at an early stage. Though some specific aspects of the proposals were felt by some residents to be inappropriate for their local area, there were some residents that were broadly supportive of the review.

Many respondents provided comments specifically regarding their road or roads around their homes. Issues experienced included evening and overnight saturation and problems on event days. There were some pocket areas that believed there were no issues with parking in their area, which could be true due to the size of the area of consideration.

## 2. INTRODUCTION

The City of Edinburgh Council has recently undertaken a Strategic Review of Parking in the City and are proposing new areas of parking control, in order to manage the rising parking demands of both residents and commuting workers, who reside and work in the areas out with the existing parking zones.

The Council appointed Project Centre in September 2019 to undertake a programme of informal consultations and engagement on the key elements of the proposals.

These key elements include the introduction of:

- Permit Holder Parking
- Shared use Parking
- Pay & Display
- No Waiting at Any Time Restrictions (double yellow lines)
- Time Banded No Waiting Restrictions (single yellow lines)

The consultation and engagement programme has been split into four phases, with each phase focusing on a group of different areas. These areas were determined by extensive on-street parking surveys<sup>1</sup> carried out in 2018/2019 and the phases split by priority of issues. This engagement gave members of various resident groups, community councils, businesses and residents the opportunity to view, comment and advise on the Council's proposals for their area(s) at an early stage of conception.

The feedback received from the consultation and engagement programme will be carefully reviewed to inform the design proposals and to enable the Council to consider any amendments that may need to be incorporated ahead of reporting to Committee.

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<sup>1</sup> [https://consultprojectcentre.co.uk/parkingph2/news\\_feed/parking-pressure-survey-results-2018-2019](https://consultprojectcentre.co.uk/parkingph2/news_feed/parking-pressure-survey-results-2018-2019)



### 3. CONSULTATION METHODOLOGY

#### Consultation channels

Just over **16,600** leaflets were delivered to addresses across all the areas in Phase 2 over a two-week period (from **11<sup>th</sup> to 19<sup>th</sup> February 2021**), with the proposal details and area maps included. A copy of this can be found in **Appendix A** (supplementary PDF).

These stakeholders included residents, businesses, places of worship, schools and community groups.

The consultation was initially open for four weeks from **Monday 15<sup>th</sup> February** to **Sunday 14<sup>th</sup> March 2021** but was extended until **Sunday 28<sup>th</sup> March 2021**, per the Council's recommendation.

The stakeholders were invited to view the proposals for the parking changes on Project Centre's consultation platform Engagement HQ (<https://consultationprojectcentre.co.uk/parkingph2>), where respondents were able to make comments on the proposals through the online survey, as well as the use of interactive maps.

Eight interactive maps, showing each zone that was being consulted on were available to view via the website. They offered the chance for the responder to plot comments in specific areas relating to the type of proposal in that location. A total of **2,283** comments were left across the eight maps. These comments have been analysed for each area and are available to view, un-edited, in **Appendix B** (supplementary PDF).

A designated project email address was set up at [Edinburgh.Consultation@projectcentre.co.uk](mailto:Edinburgh.Consultation@projectcentre.co.uk), which enabled those who could not attend a drop-in session, or were uncomfortable with the online mapping, to communicate via this channel. In total **497** emails were received which are in **Appendix C** (supplementary PDF).

Project Centre hosted 16 virtual public drop-in sessions via Microsoft Teams, carried out over eight days, to allow stakeholders to discuss the proposals with council officials and Project Centre's parking consultants. Two sessions for each area were held at an early afternoon time, as well as an early evening time to allow for flexibility of attendance.

The times of the sessions for each area are listed below:

- Monday 22<sup>nd</sup> February 1-3pm – Corstorphine
- Monday 22<sup>nd</sup> February 6-8pm – Saughtonhall
- Tuesday 23<sup>rd</sup> February 1-3pm – Murrayfield
- Tuesday 23<sup>rd</sup> February 6-8pm – Roseburn
- Wednesday 24<sup>th</sup> February 1-3pm – Bonnington
- Wednesday 24<sup>th</sup> February 6-8pm – West Leith
- Thursday 24<sup>th</sup> February 1-3pm – Easter Road
- Thursday 24<sup>th</sup> February 6-8pm – Willowbrae North
- Monday 1<sup>st</sup> March 1-3pm – Roseburn
- Monday 1<sup>st</sup> March 6-8pm – Bonnington
- Tuesday 2<sup>nd</sup> March 1-3pm – West Leith
- Tuesday 2<sup>nd</sup> March 6-8pm – Easter Road
- Wednesday 3<sup>rd</sup> March 1-3pm – Willowbrae North
- Wednesday 3<sup>rd</sup> March 6-8pm – Murrayfield
- Thursday 4<sup>th</sup> March 1-3pm – Saughtonhall
- Thursday 4<sup>th</sup> March 6-8pm – Corstorphine

The sessions were well attended with some sessions having over 80 participants.

## 4. CONSULTATION FINDINGS

### Drop-in Sessions

Feedback received throughout the 16 virtual engagement sessions was mixed and largely dependent on the area being discussed.

In each of the sessions, Council officials and consultants outlined the aims and objectives of the Strategic Review of Parking for the City of Edinburgh, to ensure the proposals were explained to attendees effectively. This was done in the form of a presentation, with facts specific to each area.

After the presentation, people were split into smaller breakout rooms where there was one council official and one member of PCL staff to facilitate the discussions. The public were able to raise their hand virtually and the facilitator would call upon people to speak.

At the end of each meeting, there was a short demonstration on how to use the interactive map. All questions that were typed into the chat box were logged. Many of the questions received were useful for future FAQs<sup>2</sup>.

### Respondents Location Analysis

Respondents were asked to state the area that they were responding in reference to and if they were a resident, worker, visitor or other within that area. In total, **90%** of respondents identified themselves as residents of the area they were responding to. Response location maps and analysis can be found in **Appendix D** (supplementary PDF).

The maps are accompanied with tables which show the total number of responses for each area. A separate column in the table lists the number of people who provided postcodes compared to the total number of responses received for each area. Similarly, another column lists the total number of postcodes that are from within the proposal area compared to the total number of postcodes received.

A breakdown of respondent type is also provided for each area. A pie chart showing the percentage of respondents who are residents, workers, business owners, visitors or 'other' is shown. The respondents who selected the 'other – please specify' option is also identified on an individual basis.

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<sup>2</sup> <https://consultprojectcentre.co.uk/parkingph3>

The percentage of respondents who said they experience parking problems in each area is provided.

### Questionnaire Responses

There were **2,694** responses to the online survey in total, once blank and duplicate answers were removed.

These responses have been analysed and a breakdown of each area is available in **Appendix E** (supplementary PDF).

### Responder type and location

Corstorphine (**26%**) was the area with the highest level of responses.

**98%** of respondents identified as residents of the area they were responding to.

### Vehicles

Of the **2,511** respondents who stated that they have a vehicle, **61%** have access to or use of one vehicle. **34%** own two vehicles and **3%** own three or more. **12%** of respondents states they do not own a vehicle.

**7%** of respondents from the Corstorphine area said they had or used three or more vehicles, meanwhile **19%** of those from Easter Road do not own a vehicle, which is the highest in relation to total number of responses for an area.

### Off-street parking

Overall, **56%** of respondents do not have access to off-street parking or a garage with the Willowbrae North and West Leith areas (**80%** and **75%** respectively) being the areas with the least access to off-street parking.

**44%** of respondents (**1,159 people**) stated they do have access to off street parking or a garage, while **2%** provided no answer to the question. All **2,644** responses for this question were cross tabulated with how many vehicles they own and which area they belong to – see section 1.6.4 of **Appendix E** (supplementary PDF).

### Car Club

**98%** of respondents (**2,585 people**) are not currently members of the car club. Out of the **2,648** people who were not members, **88%** said they would not join a car club even if more vehicles were accessible in their area. **6%** said they would, while **1%** left the answer blank.

### Parking issues

**24%** of respondents (**643 people**) said they do experience parking problems, while another **75% (2015)** of people said they do not experience parking problems. **1%** of responses (**31 people**) left the question blank.

Responses from residents<sup>3</sup> who say they do experience parking problems were highest in the Corstorphine and Willowbrae North areas, with **24%** and **33%** of respondents in those areas stating they experience parking problems.

A multiple-choice question was posed to those who said they experience parking problems asking them to tick a list of problems they experience. The biggest problem respondents said they faced is commuter parking. In total, **354** out of the **643** respondents who face parking issues said they experience this problem – this accounts for **55%** of the respondents. Dangerous parking (**53%**) and not being able to park near their home (**50%**) were second and third biggest issues, respectively.

### Issue times

Most of these problems are encountered weekday mornings, afternoon, and evenings. There is a steady decline of respondents stating they experience these problems in the weekend. During the weekend, there is a slight rise in Saturday afternoon and evening time slots. Section 1.12.2 of **Appendix E** (Supplementary PDF) provides a full analysis of each problem and the time periods they are encountered.

### Improvements and timescales

A multiple-choice question was asked to all respondents asking what parking improvements they would like to see in their area. **30%** of respondents would like to see more action taken against inconsiderately or dangerously parked vehicles. This was followed by **15%** who said improved access to parking for residents would be helpful.

Question 16 referred to preferred timescales. Although a range of timescales were provided, **64%** of respondents (**1,528 people**) made 'other' comments enabling them to enter their own free text, while **11%** of respondents (**291 people**) left the question blank.

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<sup>3</sup>Referring to responses from people who identified as a resident and whose postcode falls within the consultation area.

Excluding 'Other' and blank responses, **874** respondents did select a timeframe that was provided in the survey. Out of this, **66% (575)** selected the 8:30am – 5:30pm M-F option. This figure accounts for **24%** of all responses to this question. This was followed by **8%** of people (**69** out of **575**) who selected the 8:00am – 6:30pm M-Su. A full analysis of every response in Q16 is provided in sections 1.14.1 – 1.14.14 of **Appendix E** (supplementary PDF).

### **Interactive Map Responses**

Across the eight interactive maps, **2,306** points were plotted by **1,549** people. Not every plot had a comment. **2,229** comments were left on the maps, **73** of these comments were left anonymously. A full breakdown and analysis of interactive map comments can be found in **Appendix B** (supplementary PDF)

## 5. DESIGN AMENDMENTS

Comments received via the interactive map are to be taken into account in the design review. Main suggestions from these comments and comments made at drop-in sessions are noted below.

### Bonnington

- Review of land ownership in EH6 5TG. Residents note parking provision forms part of Title Deeds
- Disabled parking provision to be reviewed in EH6 5TG & EH6 5QB. Comments received stating some are no longer required and others stating additional spaces now required.
- Reduce length of parking provision on crest at Connaught Place to maximise visibility.
- Consider Bollard removal in Bonnington Grove to maximise accessibility.
- Consider additional spaces in Ashley Place which is shown as adopted verge however, has dropped kerb access and bituminous surfacing.
- Consider extended double yellows on Connaught Place to ensure access to cycleway is maintained. Single yellow present due to substation however, off road parking is present.

### Corstorphine

- Review Disabled parking provision in Barony Terrace EH12 8RE for current blue badge holders.
- Review carriageway width Barony Terrace between No. 1 to 8 with potential to stagger parking areas further where pinch points are present. Ensure sufficient clearance for emergency services is maintained.
- Review permit holder area on Barony Terrace (No. 22 & 24) as comments received claims it blocks driveway entrances.
- Review access/egress (vehicle tracking) to driveways in Corstorphine Bank Avenue and proximity of parking bays to driveways.
- Review Shared use availability in Gordon Loan. Comments received from home carer highlighting no allowance in current proposals. Opportunity for additional space on south side of street.
- Review overall parking provision at Sycamore Terrace outside properties. No parking bays proposed currently.
- Review permit holder parking on Carrick Knowe Avenue and Traquair Park West junction and ensure line of sight from Traquair Alley Cycleway is not impeded.

- Review access/egress to driveways in Traquair Park West (No's 40, 40A & 42) as current proposals appear to block driveway with parking bay.
- Additional yellow line required in Traquair Park West adjacent to No 37.
- Review access/egress to driveways on Forrester Road as comments received believe parking provision impedes access. Additionally, review carriageway width provided and ensure accessibility for emergency services.
- Consider staggering of bays in Pinkhill to ensure free flow of traffic is maximised.
- Review disabled bay allocation in Pinkhill, comments received believes a space should be available outside 5 Pinkhill.
- Review planning applications for new driveways in Corstorphine Park Gardens to ensure design is accurate for ongoing developments.
- Review extent of double yellows in relation to driveways on Old Kirk Road (No's 18 & 18A.)
- Review driveway locations at 18 Kaimes Road. Comments received indicate the drop kerb arrangement is incorrect and that additional permit parking space could be allocated.
- Communicate restrictions associated with single yellow lines outside private driveways and garages. General feedback received raises numerous queries about associated restrictions related to these markings.

### **Easter Road**

- Review of land ownership in Thorntreeside & Lawrie Reilly Place. Thorntreeside residents state parking provision forms part of Title Deeds. Lawrie Reilly place currently has no proposals however, developer has advised residents that the road was adopted.

### **Murrayfield (B9)**

- Review driveway access at 73 Murrayfield Gardens as it is claimed a new driveway has been installed and is not reflected in the current proposals.
- Review parking locations and potential impacts to drivers visibility in Coltbridge Avenue
- Review two lane parking provision in Upper Coltbridge Terrace and ensure sufficient width to accommodate accessibility for Emergency Services
- Review proximity of parking bays to 11 Murrayfield Road to ensure safe access / egress from private driveway.
- Communicate restrictions associated with single yellow lines outside private driveways and garages. General feedback received raises numerous queries about associated restrictions related to these markings.



### Roseburn

- Review of land ownership in Russel Gardens. Residents state some areas of parking provision where proposals lie form part of the development.

### Saughtonhall

- Review planning application for 4 Balgreen Avenue. Resident states they are preparing to replace existing garage with larger double garage and would require a larger access provision than that shown on current plans.
- Request for plans to be considered in conjunction with EVCP development.
- Communicate restrictions associated with single yellow lines outside private driveways and garages. General feedback received raises numerous queries about associated restrictions related to these markings.
- Review Shared-Use allocation on Balgreen Avenue of note around No's 2 & 4.
- Review parking proposal outside Murrayfield Nursery and consider some restrictions immediately outside. Concerns raised over safety.

### West Leith

- Review Car Club uptake in Restalrig/ryehill areas and consider whether increased provision is required.
- Review proposals outside Hermitage Park Primary and option of maintaining keep clear marking to address concerns over safety.
- Review vehicle tracking through Ryehill Grove and accessibility to driveways due to proximity of parking bays. Consider reducing parking provision to accommodate improved manoeuvrability.
- Review potential conflict with two-way flow and passing opportunities on Restalrig Road between No's 1 to 62. Consider staggering of parking bays.
- Review potential conflict with two-way flow and passing opportunities on Ryehill Terrace. Consider staggering of parking bays.
- Consider addition of double yellows on Lochend Road (No's 42, 44 & 34) between driveways particularly opposite Upper Hermitage junctions
- Communicate restrictions associated with single yellow lines outside private driveways and garages. General feedback received raises numerous queries about associated restrictions related to these markings.
- Request for plans to be considered in conjunction with EVCP development.

### Willowbrae North

- Continue double yellow provision from Abercorn Road in to Lilyhill Terrace due to limited carriageway width.
- Request for plans to be considered in conjunction with EVCP development
- Review parking arrangement at offline parking area in Lilyhill Terrace and whether sufficient space is available for cars to park perpendicular to the carriageway.
- Review parking arrangements on Queen's Park Court and ensure sufficient available width provided for emergency service access. Consider parking provision on one side of the road only.
- Review parking arrangements on Scone Gardens and ensure sufficient available width provided for emergency service access. Consider parking provision on one side of the road only or staggering of parking bays.
- Consider moving of shared use bays on Willowbrae Avenue from existing location (No's 21 to 35) to between Glenlee Gardens and Glenlee Avenue junctions to allow direct access to resident parking from street facing properties.

## 6. STRATEGIES INTEGRATION

### Introduction

While Controlled Parking Zones are an effective tool towards managing the supply and demand on on-street parking, they can also contribute towards both National and Local policies and objectives. They can improve road safety by discouraging parking in unsafe locations, support active travel projects, reduce congestion by discouraging demand and contribute to improved air quality amongst other benefits.

### National Objectives

The Climate Change Secretary Roseanne Cunningham said *“There is a global climate emergency. This is not just about government action. And it is not something that only affects Scotland. All countries must act and must do so quickly and decisively. We all have a part to play, individuals, communities, businesses, other organisations. And opposition parties also have a responsibility to look at their own approaches”*<sup>4</sup>.

Scotland has a number of policy documents which provide objectives to improve air quality. These policy documents are based around cleaner air for Scotland as well as improved health, which is linked to cleaner air. The Cleaner Air for Scotland Strategy encompasses the guidance set out in the National Modelling Framework (NMF) and the National Low Emissions Framework (NLEF) and provides a number of key objectives which it aims to achieve across Scotland as a whole.

### Cleaner Air for Scotland Strategy (2015)

- The cleaner air for Scotland policy document sets out a number of objectives which include:
- % change in NO<sub>2</sub> at each monitoring location, averaged over a three-year period;
- % change in PM<sub>10</sub> at each monitoring location, averaged over a three-year period;
- Share of public transport journeys in the overall modal split - % change and/or comparison to the national average;
- Share of low emission vehicles in the overall modal split - % change and/or comparison to the national average; and
- Share of walking and cycling journeys in the overall modal split - % change and/or comparison to the national average.

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<sup>4</sup> [The Global Climate Emergency - Scotland's Response: Climate Change Secretary Roseanna Cunningham's statement - gov.scot \(www.gov.scot\)](https://www.gov.scot/Statement-roseanna-cunningham)

## **Local Air Quality Management**

Since the Local Air Quality Management (LAQM) review and assessment process was introduced, local authorities across Scotland have been required to review and assess the air quality within their geographical areas. The process is designed to identify any exceedances of the UK Air Quality Strategy Objectives and to enable any local authority that identifies such an area to develop and implement a plan with stakeholder to improve air quality within the area (([www.gov.scot](http://www.gov.scot)), n.d.).

## **Air Quality Management Areas**

Under section 83(1) of the Environment Act 1995, Local Authorities have a duty to designate any relevant areas where the air quality objectives are not (or are unlikely to be) being met as Air Quality Management Areas (AQMAs). AQMAs must be designated officially by means of an 'order'. The extent of the AQMA may be limited to the area of exceedance or encompass a larger area. Following the declaration of an AQMA, the local authority is required to develop and implement a plan (Air Quality Action Plan) to improve air quality in that area.<sup>5</sup>

## **The National Transport Strategy**

The National Transport Strategy has a strong focus towards evolving travel patterns and public demands which the introduction of an CPZ would support. Under the Priorities 'Takes Climate Action' and 'Improves Our Health and Wellbeing' the Strategy is clear that to tackle the climate issue and improve wellbeing, the demand for travel by car must be tackled to reduce congestion, equally reducing congestion is noted as an enabler to 'help deliver inclusive economic growth' As Edinburgh was the sixth most congested City in the UK, there are opportunities for the introduction of a CPZ to contribute towards these priorities. The Strategy specifically mentions that the cost of parking could influence individuals' and businesses' travel choices.

To support the National Transport Strategy the Scottish Government have defined 'A Long-term Vision for Active travel in Scotland 2030'. This document clearly emphasises the need to encourage active travel through a number of means, several of which would be supported by the introduction of a CPZ. The introduction of a CPZ would allow parking to be managed in such a way to enable new cycling infrastructure, improved and enhanced environments creating a sense of place

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<sup>5</sup> [Cleaner air for Scotland: the road to a healthier future - gov.scot \(www.gov.scot\)](http://www.gov.scot)

## **Local Level – Edinburgh City**

Edinburgh Council aims to set out how it will use Controlled Parking Zones (CPZs) as one of the main tools to reduce pollution and encourage mode shift in the city. There are a number of challenges in the city that need to be tackled and have been outlined below:

### **City Plan 2030**

The Council is preparing a new Local Development Plan for Edinburgh called the City Plan 2030, which will set out policies and proposals for development in Edinburgh between 2020 and 2030. Alignment with local air quality management and The City of Edinburgh Council LAQM Annual Progress Report 2020 in developing local and national air quality strategies will be crucial to ensuring sustainable economic growth.

The Council aims to reduce car dependency and encourage a public mode shift to sustainable transport methods by implementing actions including, Controlled Parking Zones (CPZ), increased cycle parking and repurposing use of kerb space for public realm uses.

People will be able to make travel choices that minimise the long-term impacts on our climate and the wellbeing of future generations. We face a global climate emergency. Scotland must transition to a net-zero emissions economy for the benefit of our environment, our people and our future prosperity.

Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys. This helps people make healthy living choices and assists in delivering places that are happier, more inclusive and equal, and more prosperous. Travelling by foot or cycle, or with a personal mobility aid such as a mobility scooter, is a realistic option for all local journeys as individuals. People are confident to walk and cycle more often and they value and use their local transport networks (streets, roads and path networks), which offer safe, high quality, realistic and predictable journey options for active travel.<sup>6</sup>

### **CEC City Mobility Plan (2020)**

The City Mobility Plan (CMP) replaces the 2014-2019 Local Transport Strategy and provides a strategic framework for the safe and effective movement of people and

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<sup>6</sup> [active travel.pdf \(transport.gov.scot\)](#) pg.16

goods around the city up until 2030. The CMP addresses the relationship between transport and environmental emissions and alongside partnering policies aim to achieve carbon neutrality by 2030. The core objectives of the CMP are:

- To improve health, wellbeing, equality and inclusion
- To protect and enhance Edinburgh's environment and respond to climate change
- To support inclusive and sustainable economic growth

The CMP action plans is set out in a three-stage vision, which sets out key milestones for 2022, 2025 and 2030. Some of these milestones include the review of citywide bus routes and existing active travel schemes, reformation of council owned transport companies and the implementation of a Low Emissions Zone. Longer term milestones being a full delivery of cycling and walking networks and a largely car-free city centre by 2030.

#### **Air Quality: Action Plan (Revised 2008)**

The Air Quality Action Plan presented a number of initiatives and actions designed to mitigate air quality impacts and assist in the meeting of air quality objectives. These included encouraging a cleaner fleet focusing on bus and freight through forming Quality Partnerships, greater consideration of the impact of developments, Transport Planning initiatives including;

- Park & ride and associated bus priority
- Differential parking charges
- Cycle share scheme
- Tram line introduction

#### **Low Emission Zone Proposal**

The City of Edinburgh Council LEZ seeks to improve air quality by restricting the most polluting vehicles. The LEZ can help to realise a number of benefits including reduction in non-complaint vehicles entering the zones, a reduction on the number of harmful pollutants and a reduction in total traffic numbers in the zone.

The introduction of a LEZ in Edinburgh helps to realise some of Scotland's National objectives and Edinburgh's local objectives.

The current proposal is that only a tight city centre zone would apply to all vehicles (with exceptions). The introduction of a CPZ can support the aims of the LEZ by

focusing on wider areas which will encourage commuters and visitors to consider if they really need to bring a car into the City or, if there are alternative modes of transport they can use.

## **Conclusion**

A wide variety of responses were received for this consultation, sometimes with conflicting comments regarding the proposals for certain areas. For example, a group of residents in an area would respond saying there was a real need for restrictions, while another group from the same area responded that there were no issues and controls were unnecessary. Responses could vary from no to many issues from street to street in some areas.

Many specific comments were received regarding certain aspects of the designs and where the current proposals are incorrect, for example where a proposed parking bay may have been drawn across a current driveway. These comments will be reviewed as per the feedback received and improvements made to the proposals. We will also be reviewing requests for Mews-style parking in several areas.

The Corstorphine area is, in particular, where the need for controls is not felt necessary by those living within the area. Despite this, the air quality within Corstorphine is at a concerning level, especially along the St. John's Road area. That coupled with the prediction of future congestion in the area, means that Controlled Parking Zones would work to minimise the impact of these issues and help to future-proof the area against any adverse changes in traffic volumes.

West Leith is another area of concern whereby non-implementation of CPZs would result in displaced traffic from other areas with controls in place. The measures proposed would mitigate against this issue and ensure residents do not feel the negative impact of the introduction of CPZs in neighbouring areas.

Whilst the overall consultation response indicated that people felt controls were not generally required, we are also taking into account the strategies, policies and targets of the City of Edinburgh Council for lower emissions and better public transport infrastructure in this report, to ensure a joined-up approach with wider council projects. In order to meet the targets set out in the Edinburgh City Plan, the City Mobility Plan, Air Quality Action Plan, Low Emission Zone Proposal and to generally tackle climate

change head on, it is recommended to move forward with the outlined CPZ proposals from this engagement. Detailed recommendations can be found in the next section.



## 7. RECOMMENDATIONS

Based on the national and local strategies mentioned in the previous sections, the introduction of CPZs is an effective tool toward supporting the defined outcomes. As well as supporting broader strategies, issues these are aiming to improve are detailed below:

### **Congestion hotspots**

To the West of the city, as seen in Figure 3, there are congestion hotspots that are anticipated to expand in the future due to the high level of road traffic flowing through specific corridors. Introducing parking controls throughout the city will not only help to reduce current congestion but will also future-proof areas against predicted congestion arising in the next few years due to new development. The parking controls being proposed are designed to work in conjunction with other controls being introduced elsewhere in Edinburgh, so that impact on residents is minimal, and to support the council's wider active travel measures that are focusing on providing high quality public transport for commuting and an improved active travel network for walking and cycling, so that residents have a better choice of travel modes away from the private car.

### **Air Quality Management**

The council continuously monitor air pollution across the city to ensure it falls within legal target levels. Where areas are measuring above the legal limits, the council have to put measures in place to improve air quality, usually in the form of Air Quality Management Areas (AQMAs). These AQMAs then have Air Quality Action Plans (AQAPs) developed which outline a range measures to be delivered over a certain timescale to improve the air quality in the AQMA and bring it back to within legal limits. More information on Edinburgh's local air quality management is available [here](#).

The council's Central AQMA shown in Figure 1 includes several of the areas we have engaged with in Phase 2, including Roseburn Terrace, on the northern edge of the Roseburn CPZ proposal area, the southern edge of the Murrayfield PPA proposal area, the southwestern edge of the Easter Road CPZ area, and London Road on the northern edge of the Willowbrae North CPZ proposal area.

The St John's Road AQMA shown in Figure 2 runs through the middle of the Corstorphine CPZ proposal area.

The introduction of parking controls would support the AQMAs through encouraging people to use alternative modes of transport where possible, re-evaluate their car use, and thereby ease congestion in the wider AQMA areas through a reduction in car use and movement throughout these locations.

Central Air Quality Management Area

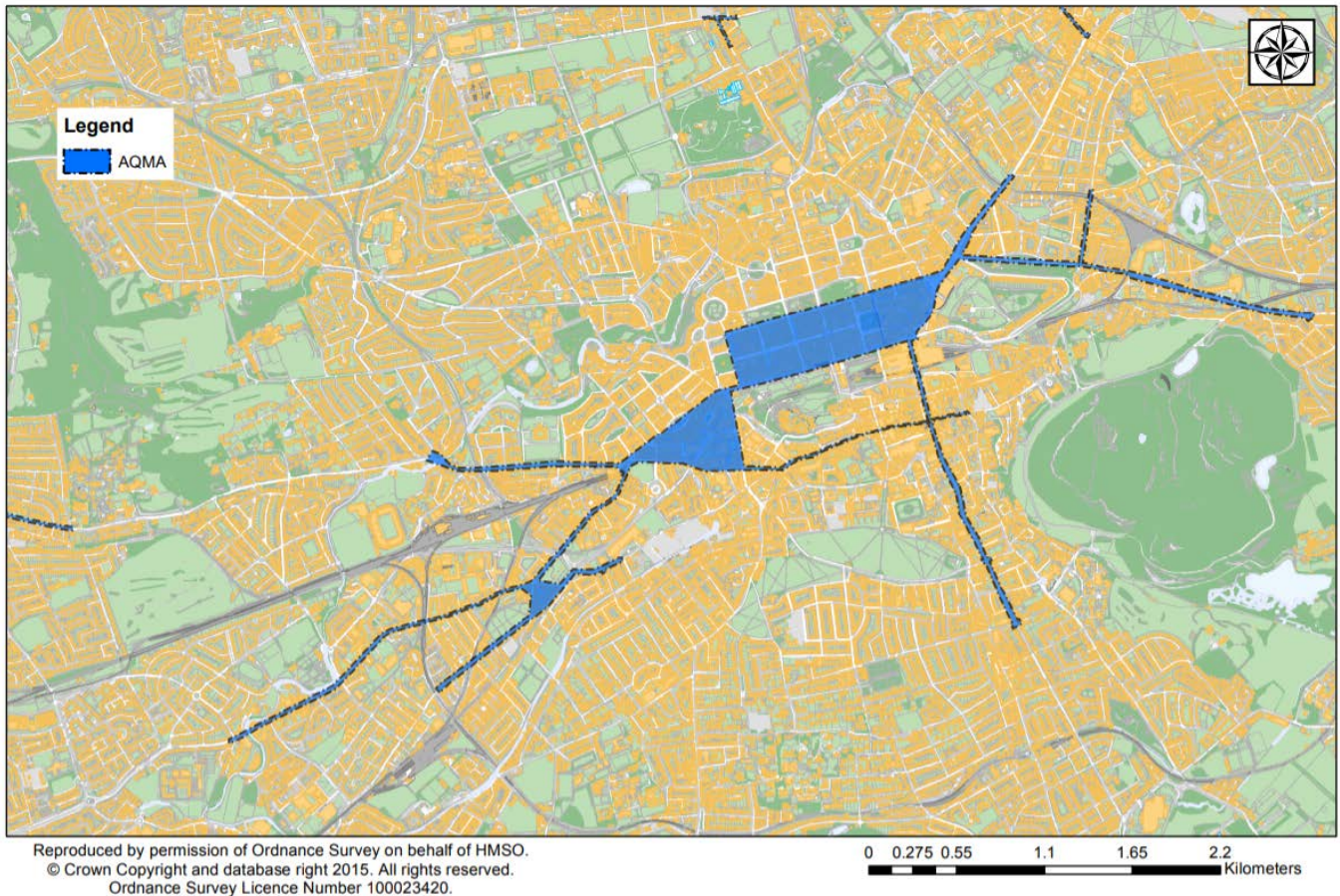


Figure 1 - Map of the Central AQMA



Figure 2 - Map of St John's Road AQMA

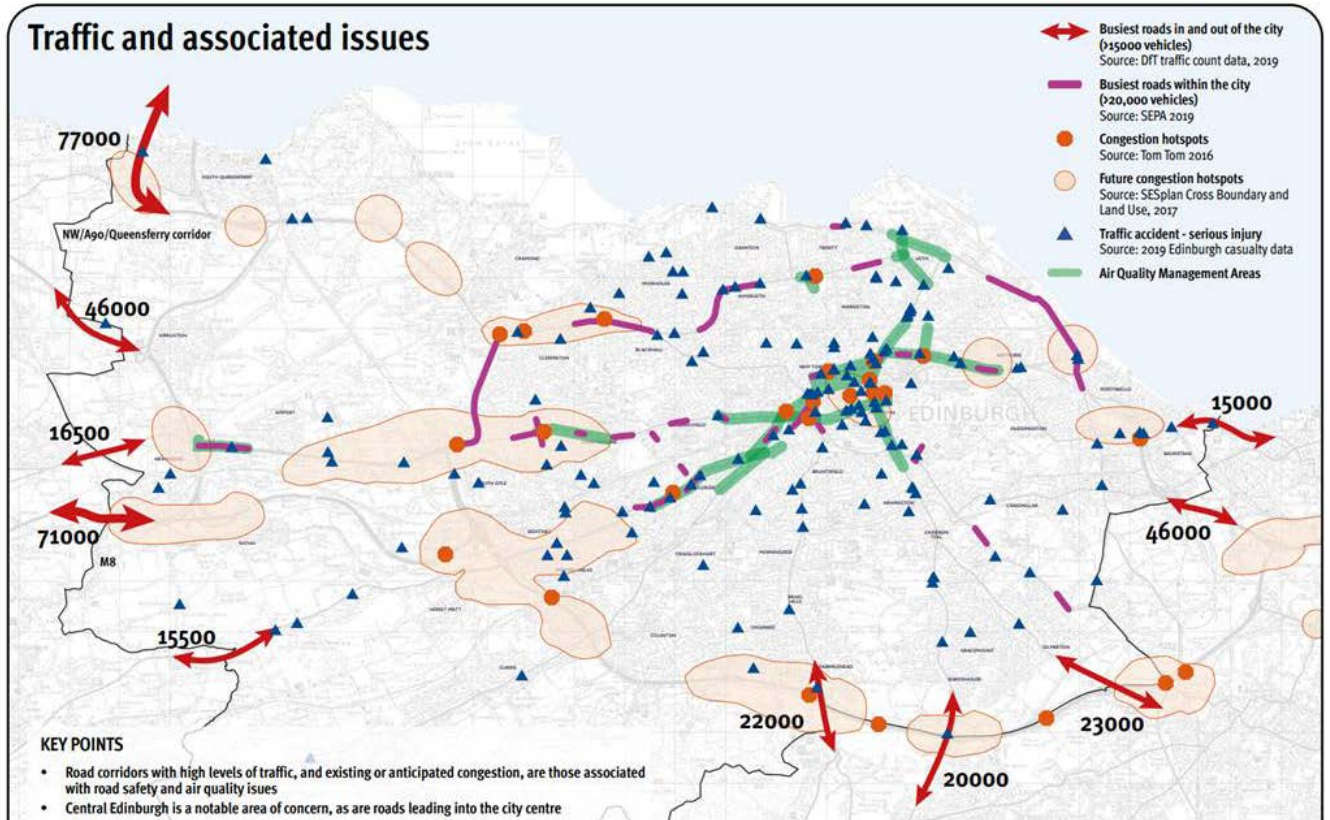


Figure 3 - Overview map of traffic and associated issues in Edinburgh

## **8. APPENDICES**

**Appendix A – Consultation Area Maps and Leaflet (supplementary PDF)**

**Appendix B – Interactive Map Comments and Analysis (supplementary PDF)**

**Appendix C – Emails (supplementary PDF)**

**Appendix D – Response Location Maps (supplementary PDF)**

**Appendix E – Online Survey Analysis by Area (supplementary PDF)**

## 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:

1. Ensure a clear understanding of customer requirements;
2. Ensure projects are completed to programme and within budget;
3. Improve productivity by having consistent procedures;
4. Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
5. Continually improve the standard of service we provide internally and externally;
6. 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.



**Award Winning**



**Certifications**



**Accreditations**



**Memberships**



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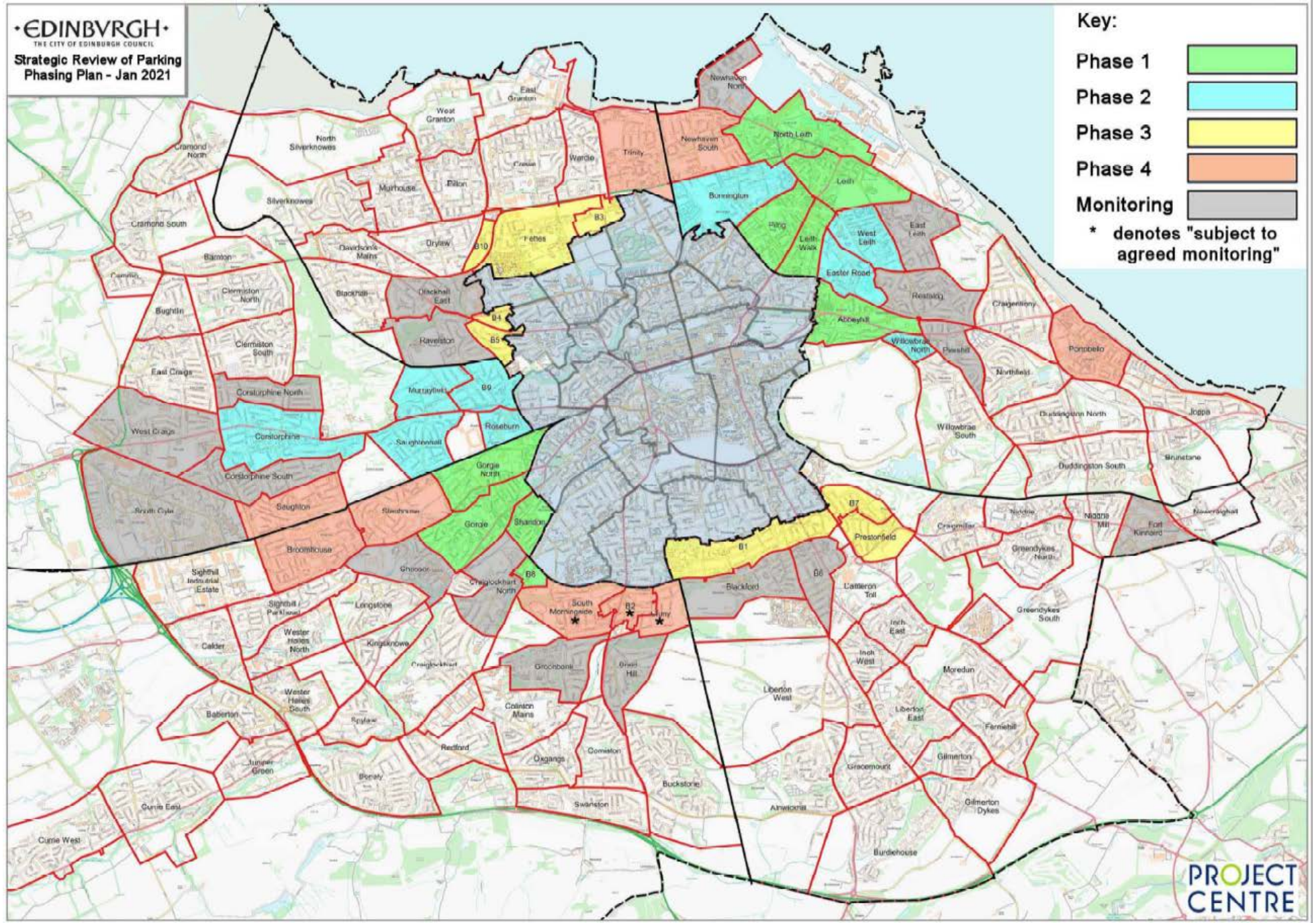
info@projectcentre.co.uk • www.projectcentre.co.uk

## Appendix A – Proposal Area Map and Engagement Leaflet Example

**Key:**

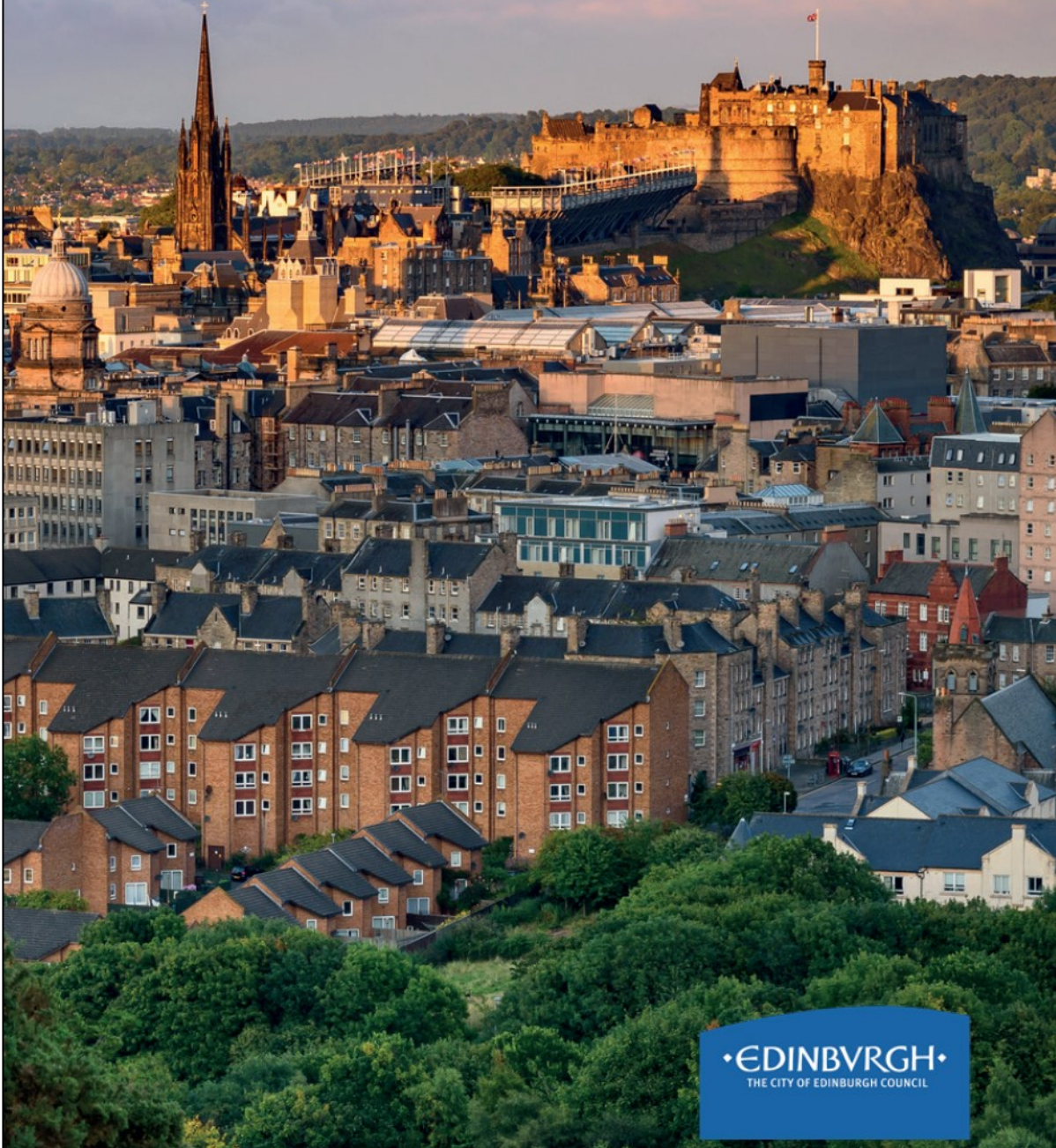
- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Monitoring

\* denotes "subject to agreed monitoring"





# Controlled Parking Zone Engagement Bonnington



## Introduction

The City of Edinburgh Council is proposing measures to address parking pressures in your area. As part of the process of introducing these measures, we want to know what difficulties you experience with parking in your area, as well as your views on what is being proposed.

## Background

The Council has seen a recent increase in requests from communities across the city, asking us to take action to tackle the issues caused by non-residential parking. In particular, residents have expressed concern that the lack of parking controls is impacting on their ability to park near to their own homes.

In response to those concerns, the Council took the decision to undertake a citywide assessment of parking pressures. By looking at the entire city, including all satellite towns and villages, this review took a strategic, proactive approach to addressing increasing parking pressures across the city.

The review split the city into areas, with surveys undertaken in every street across the city to measure parking pressures. The results were then used to assess the potential need for control in each area.

The overall outcome of the review is a prioritised list of areas, with the Council adopting a phased approach that will see parking controls proposed in those areas worst impacted by parking pressure.

## Proposals

We are now proposing parking controls in several areas where we consider that they would provide benefits not only to residents, but also to visitors and businesses.

The second phase of these proposed parking controls includes the Corstorphine, Saughtonhall, Murrayfield (B9 PPA), Roseburn, Bonnington, Willowbrae North, Easter Road and West Leith areas.

## Have your say

What parking problems do you face in your area? What would you like the Council to address? We want to know what your views are on these proposals. This leaflet explains some of the main aspects of the proposed controls, with further information on the proposals themselves available on our website.

Share your views online at [www.consultprojectcentre.co.uk/parkingph2](http://www.consultprojectcentre.co.uk/parkingph2)

We are also holding drop-in sessions where we will have detailed maps displayed for you to view. Staff will be on-hand to answer your questions.

- Microsoft Teams, Wednesday 24 February at 1pm
- Microsoft Teams, Monday 1 March at 6pm

**This consultation will close on Sunday 14 March 2021 at midnight.**

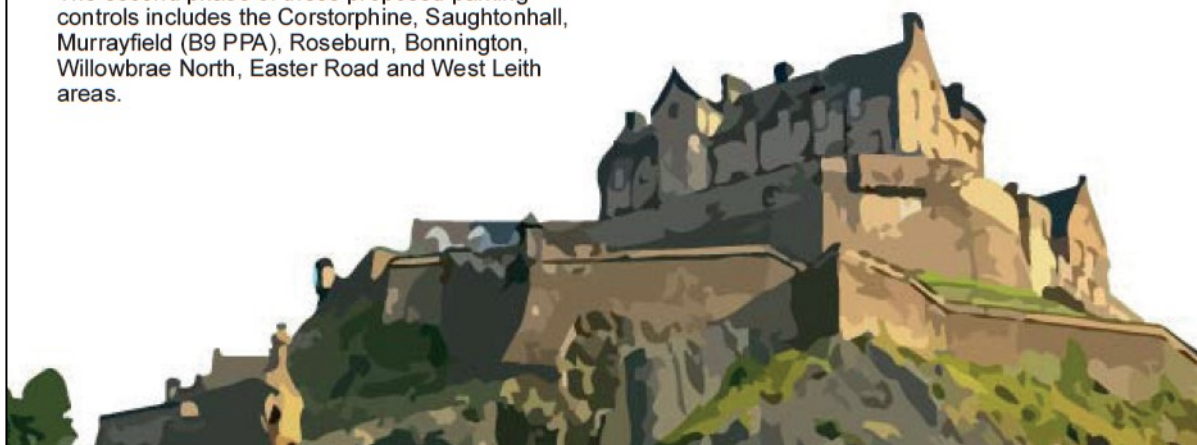
## What happens next?

The results of this consultation will be reported to a future meeting of the Transportation and Environment Committee, so that the Council can consider your views and comments.

For updates and further information visit, [www.edinburgh.gov.uk/parkingreview](http://www.edinburgh.gov.uk/parkingreview)

**You can get this document on tape, in Braille, large print and various computer formats if you ask us.**

**Please contact Interpretation and Translation Service (ITS) on 0131 242 8181 and quote reference number 19-5447. ITS can also give information on community language translations.**



#### **What type of control is proposed for my area?**

We are proposing to introduce Controlled Parking Zones (CPZ) in each of the areas covered by this consultation.

#### **What is a CPZ?**

A CPZ is an area where all available space is controlled. Kerbside space is either allocated as parking places, or is controlled by yellow lines. In a CPZ there will be no uncontrolled parking space.

#### **How do CPZs work?**

CPZs work by managing how the available space is used. A combination of different types of parking places help people who live and visit the area to find places to park, allow loading while yellow lines keep traffic moving and create safer conditions for pedestrians, cyclists and other road users. Parking controls can also deter commuting by private vehicle, encouraging non-residents to consider how they travel into the city and encouraging them to use more sustainable forms of transport.

#### **What parking would be available?**

Parking will mainly consist of either permit holder parking or shared-use parking, both of which can be used by permit holders. Shared-use parking can also be used by pay-and-display customers, upon payment of the relevant charge. There may also be some pay-and-display parking places near to shops. Existing disabled parking places and city car club spaces will not be affected by the proposals.

#### **When would a CPZ operate?**

The times during which parking controls apply vary across the city. The basic hours of restriction are Monday to Friday between 8:30am and 5:30pm. However, the results of this consultation will help the Council decide the hours and days of control in each area.

#### **Am I eligible for a permit?**

To be eligible for a resident's permit you must both live and have a vehicle registered at an address within a CPZ. Permits are available for most vehicle types, provided that the vehicle is not more than 2.5m in height. Each household would be entitled to up to two permits, but only one permit can be issued to any individual.

#### **Would I have to buy a permit?**

If you are a resident and wish to park your vehicle on-street during the hours of control, then you may need to buy a permit. For short periods you would be able to pay-and-display, but for longer periods residents would find it beneficial to have a permit.

#### **How much will permits cost?**

No decision has been made on what the cost of permits might be in your area. Costs will be dependent on a number of factors, including the proposed hours and days when parking controls apply as well as your vehicle's emissions. Details of current permit prices in existing CPZs can be found on the Council's website at [www.edinburgh.gov.uk/parking](http://www.edinburgh.gov.uk/parking).

#### **How will CPZ affect my visitors?**

Your visitors will be able to make use of pay-and-display parking. However, each household within the CPZ would also be entitled to buy an annual allocation of visitor permits. Each permit allows 90 minutes of parking and is a cheaper alternative to pay-and-display.

#### **How will CPZ affect blue badge holders?**

Blue badge holders who are resident in a CPZ can obtain a permit at no cost. Blue badge holders also receive an increased number of visitor permits at reduced cost. All blue badge holders can park for free, and without limit of stay, in any shared use or pay-and-display parking place.

#### **Would I still be able to have tradesmen visit?**

Yes. You can issue tradesmen with visitor permits or they can use pay-and-display parking. They can also apply to the Council for a Trades Permit.

#### **What parking will there be for businesses?**

Certain business types can obtain permits if they can show that there is a business need for their vehicle. Otherwise, all non-residential parking will be subject to the lengths of stay and charges that apply at pay-and-display parking places. The scheme is designed to discourage commuting to work by private vehicle, so options for long-stay parking are likely to be limited.

## Appendix B – Interactive Map Comments and Analysis

	Number of Locations Plotted	Number of Comments	Number of Responders	Anonymous Comments/Plots
Bonnington	396	384	203	3
Corstorphine	579	560	412	29 <sup>1</sup>
Easter Road	108	104	72	1
Murrayfield (B9)	238	232	168	16 <sup>2</sup>
Roseburn	39	37	30	9
Saughtonhall	259	253	189	8
West Leith	389	363	279	5
Willowbrae North	298	296	196	2
<b>Total</b>	<b>2306</b>	<b>2229</b>	<b>1549</b>	<b>73</b>

<sup>1</sup> 22 responders gave their name as “resident”

<sup>2</sup> 3 responders gave their name as “resident”

## 1. BONNINGTON

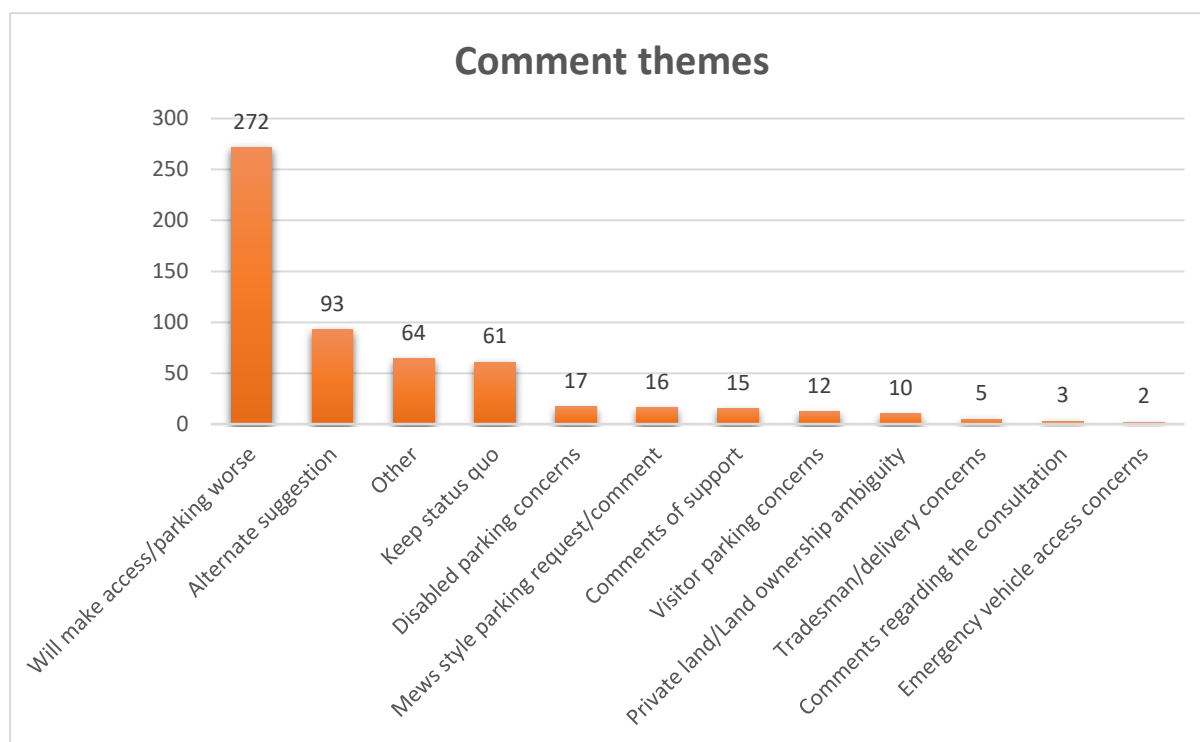
1.1.1 203 people dropped 396 pins on the interactive map

1.1.2 Of those, 384 had comments and 13 were left blank

1.1.3 12 comments are positive

1.1.4 367 comments are negative

1.1.5 17 comments are neutral



1.1.6 The most common theme of comments was with regards to there being a reduction in parking availability.

1.1.7 The next most common theme was alternate suggestions to what was proposed.

I am a...	Comment	X	Y
Resident	Currently there are no issues parking in Gosford Place so see no reason to bring this in.	55.97275	-3.19102
Resident	Not enough parking spaces in Bonnington Mills Estate and no visitor spaces	55.97001	-3.18984
Resident	There is a yellow line in place where 7 cars can easily park. This is making parking more restrictive by imposing a yellow line which is removing parking for residents. For over 30 years this has never been an issue.	55.96996	-3.18977
Resident	This disabled bay was for a lady who died over 10 years ago. Her son now uses it as his personal parking spot. Nobody will use this bay but there is no sign on a post. This parking bay will become unused and needs to be freed up for general use.	55.9704	-3.18981
Resident	This area needs to be single yellow if its going to be lined so residents can park overnight. There are no restrictions here. This is just crazy !	55.96997	-3.1898
Resident	There are few parking issues in this area. You're placing double yellow lines where people never park. Parking bays on sides of the street where people never park, it is dangerous to do so. What problems are you trying to solve?	55.9708	-3.18878
Resident	Remove single yellow lines from in front of garages and residential parking bays. Remove small sections of double yellow lines. Replace with single white lines. This applies to the whole estate.	55.971	-3.18965
Resident	This can be extended to the corner	55.97048	-3.18915
Resident	This is one the wrong side of the road, dangerous location	55.97106	-3.18876

<b>Resident</b>	This double yellow isn't required, this can be permit parking space	55.97101	-3.18965
<b>Other</b>	Bays as indicated will obstruct already problematic access to Crabbies at the east end of Graham Street	55.97256	-3.18611
<b>Other</b>	Bays as indicated will obstruct already problematic access to Crabbies at the east end of Graham Street	55.97256	-3.18596
<b>Resident</b>	We do not have a problem in Connaught place	55.97085	-3.19244
<b>Resident</b>	There is an error on the map. The spaces marked on the map below are behind a kerb and therefore private and cannot be included in the permit scheme.	55.97035	-3.18939
<b>Resident</b>	Proposal for permit holder bay must cover both sides of street on (redacted postcode). NOT happy with proposal for Pay & Display over bridge near crematorium. This area is ESSENTIAL for spill-over parking from residents. Keep as shared use.	55.9693	-3.19553
<b>Resident</b>	I strongly object to this proposal! We are a small, quiet estate with a lot of elderly residents who rely on their cars being as close to their house as possible.	55.97044	-3.18987
<b>Resident</b>	I object to the enforcement of CPZ in our estate	55.97038	-3.18988
<b>Resident</b>	The proposal will remove existing parking spaces for residents of Bonnyhaugh development through the removal of parking spaces in front of garages and in street. We currently don't have a significant issue with parking in the development.	55.97145	-3.18896
<b>Resident</b>	Removal of spaces in front of garage and mix of permit and non permit provision will create more problems than this aims to solve. Best solution is a resident's only permit. Parking pressure in estate is not 9am-5pm it is 5pm-9am.	55.97133	-3.1889
<b>Resident</b>	no need for double yellow here	55.97035	-3.20003
<b>Resident</b>	Warriston Crematorium should be required to increase parking spaces AND make clear parking is restricted particularly for large funerals to reduce impact on residents parking	55.97037	-3.1967
<b>Resident</b>	This will result in all gardens being concreted over. There is an assumption that we can all take public transport which simply isn't the case. The state of the roads is also so poor that people opt for large vehicles just to survive their commute.	55.97152	-3.19866
<b>Resident</b>	Unfair to residents of the Bonnyhaugh estate who are now to be penalised with fewer spaces & financial expense because of actions of commuters from outwith the city and areas of Leith who've requested a CPZ. Bonnyhaugh residents do not want this.	55.97117	-3.1887
<b>Resident</b>	Not good for the neighbourhood at all	55.97043	-3.19037
<b>Resident</b>	These parking bays are at narrowest point of street and make entry and exit into driveways difficult. Exiting will likely involve mounting pavement so as not to hit parked vehicle. Parked vehicles also block view of cars coming up from bottom flats.	55.97097	-3.19244
<b>Resident</b>	Hill with blind access at top and bottom. Parking on opposite side will reduce this to single lane and vehicles meeting in middle will have to reverse. Impossible in ice and snow like just recently. Accidents will happen.	55.97165	-3.19113
<b>Resident</b>	There is absolutely no need for a CPZ in our lovely neighbourhood. It will cause many problems.	55.97152	-3.19866
<b>Resident</b>	Money making schemes by the council that nobody wants on our estate absolutely scandalous by the council	55.97108	-3.18964
<b>Resident</b>	There are no parking problems in Easter Warriston. All residents can park near to their own homes.	55.97019	-3.19867
<b>Resident</b>	The impact of non-resident parking on residents in the Bonnington area is overstated, and this approach to fixing a problem that doesn't exist will do more to inconvenience the people who live here than improve their environment. Will email to elaborate.	55.96917	-3.18485
<b>Resident</b>	Parking will always be a pain in a successful city. Taxing residents with a permit, adding double yellow lines and reducing spaces will just create more problems. Concentrate on removing bottle necks such as opposite the Bonnington pub on Newhaven rd.	55.97131	-3.18842
<b>Resident</b>	The only reason the parking is busy at burns place/new haven road is because of the building site. After 5pm and before 10am there are usually plenty spaces. I don't want to have to pay for a permit to park outside my home.	55.9709	-3.18721
<b>Resident</b>	If the parking at this location was moved to the other side of the street there would be four more parking spots available. There are also trees on the other side of the road which will impede high sided vehicles hampering deliveries and emergency vehicle	55.97005	-3.18977
<b>Resident</b>	The single yellow line will stop people parking in front of their garages, a very useful source of parking for residents. Should be left available for use as garages are too small for everyday use with current sized vehicles.	55.97013	-3.19029
<b>Resident</b>	The location of this disabled spot is reducing the number of spaces available to residents. Check to see if still required or relocate	55.97046	-3.19049
<b>Resident</b>	Check to see if this disabled space is still current and required.	55.97008	-3.19044
<b>Resident</b>	Check to see if this disabled space is still current and required.	55.97035	-3.19036
<b>Resident</b>	Currently angled parking provides more spaces than head on parking, reconfigure will gain extra spaces.	55.97028	-3.19061

<b>Resident</b>	There is room for an extra spot here, parking is tight but having enough space for residents is a key concern.	55.97031	-3.19035
<b>Resident</b>	Currently angled parking allows for many more spaces here. Maximising residential space should be a priority.	55.97046	-3.19036
<b>Resident</b>	Angled parking here will improve the number of space available. This is currently done by the residents.	55.97042	-3.19053
<b>Resident</b>	Angled parking here will improve the number of space available. This is currently done by the residents.	55.97042	-3.19053
<b>Resident</b>	The opposite side of the street is currently used and in combination with angled parking next to it will achieve a higher number of spaces.	55.97036	-3.18958
<b>Resident</b>	Angled parking here would be preferable.	55.97043	-3.18948
<b>Resident</b>	Is council owned land? It's within a curbed area?	55.97036	-3.18937
<b>Resident</b>	An extra space could be squeezed in here to raise the number of residential parking spaces.	55.97049	-3.18909
<b>Resident</b>	An extra residential space could be fitted into this section next to the garages.	55.97022	-3.19031
<b>Resident</b>	There is room for an extra space or two here. Maximising the number of space should be a priority to ease parking issues.	55.9706	-3.18877
<b>Resident</b>	Parking in front of garages should be encouraged to achieve a higher number of residential spaces	55.97135	-3.18873
<b>Resident</b>	Disabled Bay check to see if relevant and council painted disabled bay lines should be removed if not required.	55.9704	-3.18983
<b>Resident</b>	This area is predominantly used by residents for parking, very little non resident parking takes place. Parking restrictions will increase parking pressure and fail to achieve the councils aim of helping residents and cost us for no benefit.	55.97125	-3.18749
<b>Resident</b>	Why Pay and Display, with more flats being built nearby it needs to be shared use or residents. A reduction in residents space isn't going to help parking pressures in the area. I see no reason for parking restrictions they will make the situation worse.	55.97181	-3.18758
<b>Resident</b>	Bloody disgrace	55.97108	-3.18964
<b>Resident</b>	This is ridiculous, trying to make money and also cut parking Spaces on our estate what a stupid idea.	55.97108	-3.18964
<b>Other</b>	On behalf of elderly parents at 8/1 Connaught Pl, v concerned at permit bays rt outside bedroom windows. These should be reserved for residents/visitors. My father had blue badge, pls advise how to get permission for disabled bay.	55.9719	-3.19133
<b>Resident</b>	To be specific, I am not in favour of the proposals for Bonnington Grove, where I live. The proposal for double yellow lines in the western end of the street, on both sides of the road, between no 22 and 32, will make this street even more of a rat run	55.97276	-3.18922
<b>Resident</b>	The proposed restrictions are more than halving the number of parking spaces on my street which will cause issues. Currently there are no issues with parking with the number of on street spaces and driveways well balanced with the number of residents.	55.97199	-3.19737
<b>Resident</b>	If you are going to remove half the available parking on Chancelot Grove then at the very least all the parking on ferry road nearby should be for residents! This section should not be pay and display.	55.97259	-3.19756
<b>Resident</b>	We have no problem parking in our street at the moment and that will change for the worse if this goes through. There is a large percentage of space for shared parking compared to nearby streets eg Pitt Street according to your map. Why is this?	55.97219	-3.19084
<b>Resident</b>	Happy to have to have permits but will the include others with permits to park in our street already to many cars use our street to park. If you have two cars will it be more expensive for second car and will there be any allowance for low emission cars?	55.9724	-3.18968
<b>Resident</b>	Cars parking here do not display blue badge. Space is so wide it reduces other parking places	55.97065	-3.18899
<b>Resident</b>	How do you stop non residents parking in private parking areas?	55.97052	-3.18907
<b>Resident</b>	How do you intend to stop non residents parking in private spaces	55.97038	-3.18993
<b>Resident</b>	With the yellow lines, there will not be enough spaces for all the residents to park. This will cause anxiety, stress and possible trouble between neighbours. I do not see how this is a better solution for something which is not a problem.	55.9704	-3.18937
<b>Resident</b>	So many parking spaces removed. We are all residents who park here. Where are we to park? We now have parking to worry about as well as Covid. This is not good for our mental health. Please rethink this.	55.97094	-3.18884
<b>Other</b>	The restrictions will cause greater hassle and cost to any of us who live and have our properties there. We do not have an issue with others parking in the area so disadvantages are all we have in this situation.	55.97314	-3.19227
<b>Resident</b>	I'm concerned that single yellow line restrictions in Bonnington Avenue, reduce the amount of resident parking significantly, losing 4-5 spaces. Please replace with resident permit parking.	55.97198	-3.18859
<b>Resident</b>	Reducing the amount of parking in Bonnington Grove will significantly increase parking pressure in the immediate surrounding streets, it's bad enough as it is!	55.9726	-3.19005



<b>Resident</b>	The introduction of double yellow lines in the spaces between driveways of main door properties it too restrictive and at most should be a single yellow line. We need to be able to packages, shopping or grandchildren on the street before parking on drive	55.97151	-3.19227
<b>Resident</b>	Single yellow line only required here to allow residents to use street at weekends when working in garden, on drive or when children/grandchildren visiting, please dont restrict our quality of day to day life which is so important to us in community	55.97151	-3.19226
<b>Resident</b>	No need for a yellow line over driveway. It would be unusual for anyone to park in front of a driveway. I would contest that use of double and single yellow lines proposed in these areas restricts quality of living	55.97151	-3.19234
<b>Resident</b>	My driveway is the only one in the street that is on a slope and has an angle so not ideal for parking on, elongated white H would allow me to park at top of driveway without causing any obstruction to traffic	55.97151	-3.19234
<b>Resident</b>	Im concerned under the new plans the Bonnyhaugh estate residents are in fact losing spaces. Currently I can always find a place to park	55.97025	-3.19029
<b>Resident</b>	There is no parking issues in Bonnyhaugh estate but you're making us have less spaces in the estate and have to pay for this - it makes no sense! I'm totally against this proposal - I purchased my house with parking, which is free and with ample space	55.97134	-3.18902
<b>Resident</b>	I object to the proposals for parking on my estate. Parking at the best of times is difficult for residents this is only going to cause so much more problems.	55.97121	-3.18904
<b>Resident</b>	The parking in this inlet is perfectly well organised and is a shared parking space between the residents. The Mews system would be best used as the addition of the yellow lines and restrictions is a waste of time and money.	55.97102	-3.19223
<b>Resident</b>	What non car driving mad man came up with these plans. Trying to do away with parking on our estate. Total arseholes	55.97118	-3.18883
<b>Resident</b>	I can't see how finding a parking space in my area is considered an issue. There is plenty around also during this period when people are working from home, hence they are not moving the car!	55.97151	-3.17773
<b>Resident</b>	What genius came up with the idea of giving less parking spots at a area that needs more	55.97001	-3.18984
<b>Resident</b>	I have never had issues parking here - your map does not note the new street/s in this development. These permit parking proposals should be postponed to a point after COVID restrictions have lifted, by which time normal parking demand can be ascertained	55.97057	-3.18493
<b>Resident</b>	making this section double yellow, will remove parking. At the moment the the parked vehicles mean that vehicles travelling along Bonnington Grove (between numbers 22 and 30) slow down traffic, making it safer and more pleasant for residents.	55.97259	-3.19004
<b>Resident</b>	Why is this a double yellow? At the moment occasional vehicles parked slow down traffic and reduce vehicle speeds making the street safer for cyclists and pedestrians	55.97283	-3.18892
<b>Resident</b>	Unless the pavements are significantly widened, vehicles will speed along here if it is double yellows on both sides. Parked vehicles currently force vehicles to slow down.	55.97252	-3.19031
<b>Resident</b>	Pedestrians (including many school children) walk on the road because the pavements are too narrow. Putting in double yellow lines on this street will allow vehicles to drive faster that at present..	55.97278	-3.18915
<b>Resident</b>	Why not make Bonnington Grove a no through road, stopping rat racing, being permeable to walking, wheeling, cycling and essential services? This would make the street much safer and quieter.	55.97239	-3.19095
<b>Resident</b>	We do not need it, thank you.	55.97277	-3.19199
<b>Resident</b>	The amount of parking bays and different zones you have in Easter warriston is absurd has anyone actually had a walk around this estate or did you just draw lines on a map from your office in my view completely unacceptable for residents and visitors	55.97152	-3.19866
<b>Resident</b>	At the moment in Connaught Place on street and unassigned parking bay use takes place without conflict. If residents are prevented from parking on street in front of their properties by double yellow lines this will lead to _increased_ parking pressure.	55.97159	-3.19216
<b>Resident</b>	there is no problem currently with parking in Gosford Place. The street scene is lovely with the row of tenements opposite the cycle track. I would really rather not see the street defaced with white lines and signs on poles.	55.97316	-3.19176
<b>Resident</b>	The proposals do not seek to reduce parking on Gosford Place and as such all the white lining and signs on posts is unnecessary. It is already a safe place to cycle due to the narrow road width reducing speed and the low level of traffic.	55.97285	-3.19149
<b>Resident</b>	The narrow available width of road reduces vehicle speed here. Removing parking will likely result in an increase of speed which will make this road more dangerous for walking and cycling.	55.97273	-3.18933
<b>Resident</b>	I am really confused about the mix of parking proposed along Newhaven Road. This road is a nightmare to navigate due to on street parking. In the interests of safety for cyclists and bus movement there ought to be NO parking at all here.	55.97235	-3.18761

<b>Resident</b>	Anyone can currently park on this "Private Road" - parking controls are needed if the surrounding area is going to be a controlled zone	55.96916	-3.18702
<b>Resident</b>	I have lived in the Bonnyhaugh estate (Bleachfield) for years, and have never had a problem finding a parking space. Under the proposed changes, I cannot see how my neighbours and I will all be able to park outside our own homes. Unwelcome & unwanted.	55.97047	-3.18922
<b>Resident</b>	I object. The parking is very limited as it is in the estate, with the new proposals, residents who have lived here 20/30 years will have nowhere to park their cars safely and in result, will have to drive around the area to find alternative parking.	55.97108	-3.18964
<b>Resident</b>	Do not like this at all. Ludacris cutting spaces in a residential area where residents have lived 20+ Years.	55.9713	-3.18878
<b>Resident</b>	More parking allocations for disabled and car clubs/ co-operatives. Fewer shared use/permit holders. Encourage people to share cars so fewer cars on the road and space for bike lockers, cycle lanes & pedestrians	55.97459	-3.19874
<b>Resident</b>	I have been a resident of Gosford Place for 20 years and have never experienced a problem with parking. By introducing a controlled zone I believe you will create problems for residents. Have you done a survey to find out what the issues are? I	55.97281	-3.19132
<b>Resident</b>	No historical issue; displaces parking problems to the area; flaw in double/single lines; likely loss of gardens / -ve environment impact	55.97112	-3.19216
<b>Resident</b>	The decision to put double yellows in location 1 is appallingly bad management. Halving the amount of parking space for a high density cluster of residences like this is an astonishingly bad idea.	55.97313	-3.19393
<b>Resident</b>	No need for parking permits this far out of the city centre. This move will push people to park just outside the new restricted areas, eg in Craighall Road and Newhaven Road.	55.97289	-3.19587
<b>Resident</b>	I do not agree with paying for parking and a sign with resident only should be put in	55.97147	-3.18918
<b>Resident</b>	This is totally unnecessary within the Bonnington Mills housing estate. We have no issues with parking however this scheme would create many as residents would be competing with each other for spaces.	55.96975	-3.18984
<b>Resident</b>	Parking is working well here just now. There would be a reduction in parking spaces. People without driveways and garages would have no free parking.	55.97196	-3.19127
<b>Resident</b>	double yellow lines here mean rRemoval of parking space that has been in constant use since we moved here. Some double yellow useful especially around garage driveway entrance but not the total bit.	55.97215	-3.1918
<b>Resident</b>	Double yellow lines along the streets a bad idea and needs much better thinking as you mentioned at the consultation meeting on Monday	55.97153	-3.192
<b>Resident</b>	big change in parking capacity In the whole of Bonnington Grove - needs coordination with ALL the actual residents of this street to find out there needs.	55.97251	-3.19031
<b>Resident</b>	I defiantly DO NOT agree with the zoned parking, or yellow lines,	55.97049	-3.19809
<b>Resident</b>	It's not helpful taking parking spaces	55.97001	-3.18984
<b>Resident</b>	How can reviving do many spaces be helpful to residents?! There is not currently an issue with parking. These proposals would definitely create big parking issues and could lead to disputes amongst neighbours.	55.96996	-3.18979
<b>Resident</b>	Introducing double yellow lines in this specific spot is unnecessary. People currently manage roadside parking quite well and cooperatively, with cars tightly packed, and any reduction in capacity will be detrimental.	55.97083	-3.18967
<b>Resident</b>	Residents and visitors generally manage their parking well in this area and introducing restrictions and costs, and reducing capacity, will be detrimental. It will cause frustration and driving will become more aggressive, against children's interests.	55.97105	-3.18877
<b>Resident</b>	Yellow line in front of garages. I use public transport for work which means I cannot leave my car there and will have to park in a permit space thus reducing parking availability.	55.9713	-3.18869
<b>Resident</b>	Double yellow lines means we will loose three spaces	55.97125	-3.1887
<b>Resident</b>	Double yellow lines means we loose a space	55.97131	-3.18894
<b>Resident</b>	This double yellow will prevent two cars parking head on. A guest of a neighbour or tradesman could park here and do at present	55.97116	-3.18879
<b>Resident</b>	The drawing is out of date at Bonnington Mill as these buildings have been replaced by new flats that are already on sale. There have been other developments nearby and I suggest this map is reviewed to make sure these have been included.	55.97129	-3.187
<b>Resident</b>	You are taking away far too many places that we, as residents, park in. It will make finding a parking spot incredibly difficult. I agree residents parking permits but disagree with buying a permit and then there being nowhere to actually park!	55.97	-3.18987
<b>Resident</b>	This should be residents parking.	55.96996	-3.18982
<b>Resident</b>	this should be residents parking	55.96996	-3.19002

<b>Resident</b>	Has this disabled been checked that it's still valid? We need to maximise residents parking space which is the aim of the parking proposal.	55.97076	-3.18706
<b>Resident</b>	The section is poorly designed, the other side is better for residents parking.	55.97008	-3.18976
<b>Resident</b>	Parking in front of garages increases the number of spaces available for residents, putting a single yellow in front is counter productive.	55.97015	-3.1903
<b>Resident</b>	I don't think this disabled space is still valid, have the disabled space been checked for validity? more time is needed checking and planning the parking.	55.97009	-3.19044
<b>Resident</b>	The whole proposal is on flawed logic that this area is used by non residents for parking. Parking restrictions in estate will reduce amount of spaces and cause increases parking pressure.	55.97031	-3.1898
<b>Resident</b>	The may be new residents as flats are being built here, not all have parking spaces. The bonnyhaugh estate is losing over 35% of it's spaces. Day time parking restriction will cause issues for residents during the day and then increase issue at night.	55.97124	-3.18745
<b>Resident</b>	This area has a large number of garages which people park in front of, removing the option to park here will cause increased parking pressure. The aim of the restrictions to reduce parking pressure will fail.	55.97096	-3.18972
<b>Resident</b>	The design of the parking here is abysmal, how is this a good design. There is a huge loss of spaces here, it won't help residents parking. The aim of the proposal is definitively not met here.	55.97039	-3.19046
<b>Resident</b>	Look at the slalom design of the parking proposal, it's not safe, it'll impeded vehicle flow and is a poor use of space. This proposal is to help residents, it's failing in all it's aims.	55.9704	-3.1894
<b>Resident</b>	This street is rat run at the best of times, removing space will increase car speed in a highly used pedestrian area. On top of this losing more residents spaces. I don't see how this achieves the aim of helping residents parking pressures.	55.97256	-3.19017
<b>Resident</b>	Again, reducing the number of spaces available. this is completely counter intuitive to the aim of helping residents parking. Parking pressure is high in the area but it's mainly residents parking here but reducing the no of available spaces won't help	55.97361	-3.18885
<b>Resident</b>	There's double yellow line going into non council area, the map is wrong or the proposal is incorrect. it could lead to losing a space. which would increase parking pressure.	55.97085	-3.18844
<b>Resident</b>	This is a cul de sac, putting in parking measures here won't help residents at all. Very few non residents park here, it'll just create parking issues.	55.97097	-3.19271
<b>Resident</b>	This is an industrial complex of garages, they will have lots of cars here during the day it's going to cause major disruption for them. It's not going to help the businesses or the resident who get their cars fixed there.	55.97261	-3.17785
<b>Resident</b>	Another strange slalom design of parking, again in an area not used by non residents, again a reduction in space available for residents. This won't achieve the aim of the proposal.	55.97282	-3.1808
<b>Resident</b>	This is mainly industrial units for car repair, they have lots of cars and need the space during the day. They can't apply for permits due to turnover of vehicles. It's going to affect their business.	55.9722	-3.18514
<b>Resident</b>	Pay and display here? it doesn't make sense, where is the residents space in this section of road. Who's parking here and traveling to town from here? There's hardly any shops here. What's the thinking?	55.97295	-3.18238
<b>Resident</b>	Where's the residents parking? This is now being developed into flats. The proposal needs reworked given all the changes in the area. More flats being built we need more resident spaces.	55.97323	-3.18266
<b>Resident</b>	Another long strip of pay and display. There is a shortage of residents parking space. The proposal is meant to help residents park.	55.96838	-3.18574
<b>Resident</b>	Another industrial complex used during the day, how is parking restrictions going to help the businesses?	55.97237	-3.17728
<b>Resident</b>	Another stretch of pay and display only, who are you expecting to be parking here as pay and display? shared use should surely be the way forwards. or better still not at all as there's no benefit to the proposal.	55.97187	-3.17847
<b>Resident</b>	This needs to be checked as it's part of the ladehead shared area and not council land. again reducing residents space. The proposed plans won't achieve the as we are losing too many parking spaces to single and double yellow lines.	55.97037	-3.1893
<b>Resident</b>	Another pay and display not near any shops and the area has now been flattened ready for more residents flats. The proposal is flawed in reducing the amount of space for residents when we need more spaces. Parking pressure will increase under this plan.	55.97025	-3.18133
<b>Resident</b>	There are no significant issues with parking on Dalmeny Road / Connaught Place, and so the rationale for imposing parking controls seems flawed. The removal of some available parking entirely will likely cause the problem the Council wants to address.	55.9722	-3.1921
<b>Resident</b>	With the exception of the small section of dropped curb on the corner, these double yellow lines don't appear to be justified - there's more space to pass here than in some areas marked for parking bays.	55.97217	-3.19178
<b>Resident</b>	Who has the rights to the private parking. I am registered disabled but I don't have a blue badge yet. I can normally get parked in the area marked private parking ?	55.97134	-3.18832

<b>Resident</b>	Bonnington Avenue has 3 disabled bays at the moment and the map only has 2 all 3 are needed, also the private road is a front garden used by Dunedin Canmore residents at number 6 & 8 and owned by Dunedin Canmore	55.97203	-3.18835
<b>Resident</b>	Would like to keep local resident only parking to be a MEWS	55.97101	-3.19249
<b>Resident</b>	They're are current parking places which are detailed as private property, that is wrong. The designated parking has taken away a lot of current parking which works fine at the moment. Did anyone see view the site prior to drawing up the details.	55.97043	-3.19772
<b>Resident</b>	My husband has a blue badge and would require a disable parking space.	55.97034	-3.19793
<b>Resident</b>	I live in Bonnyhaugh Lane, which is private parking. Concerned that people will park in our private car park.	55.97081	-3.18844
<b>Resident</b>	You introduce these measures under the guise of allowing residents to get parked outside their house but you add double yellow lines outside my property? What justification do you have for such a move!	55.96958	-3.1835
<b>Resident</b>	Previously we had a abandoned van parked here and the council told us that this side of the road was private land so they couldn't act. If that is the case then the council won't be able to add permit holder bays to this area.	55.96958	-3.18364
<b>Resident</b>	The road carrying down from the electricity substation is on a steep gradient and on a fairly blind corner.Navigating this even in non wintry conditions requires care to avoid oncoming traffic.This proposal could exacerbate this.	55.97165	-3.19113
<b>Resident</b>	I am in a "no change" area but consider that a mews parking type would be the most suitable for the lower area of Connaught Place.	55.97165	-3.19113
<b>Resident</b>	The shared parking outside 7-9 Bonnington Terrace would be better on the Newhaven Road side as there is a shop and Vets practice that side.	55.97359	-3.18887
<b>Resident</b>	The yellow lines on the south side of Ferry Rd and at the corner of Bonnington Rd/Grove remove parking spaces when parking is tight.	55.92903	-3.65669
<b>Resident</b>	Double yellow between drives/single yellow across drives is unworkable - gives no options to park for lifestyle activities eg unloading; elderly parents visiting; work on our drive or gardens. A white line/no line across the drive solves the problem	55.973	-3.19214
<b>Resident</b>	My questions is WHY? when our estate in bonnington/bleachfield have not got a problem. This will only create problems.	55.97047	-3.19001
<b>Resident</b>	The narrow road is used as a rat run to avoid the lights at Newhaven/Ferry Road. The presence of cars parked between numbers 22 and 30 cause drivers to go slowly. Removal will cause speed and accidents.	55.97257	-3.19017
<b>Resident</b>	The proposed parking restrictions in my area will mostly have a detrimental effect on my household. It will limit our ability to park and force us to pave our front garden, thus reducing green space.	55.97026	-3.20033
<b>Resident</b>	Chargeable parking bays here would be a terrible idea. There is no requirement for them, and residents like myself do not want to pay to park. There are no issues that warrant this at all. This simply looks like a method for the council to generate incom	55.97257	-3.19829
<b>Resident</b>	Iv never had any problems parking always found a space no matter what time of day	55.97248	-3.19104
<b>Resident</b>	I live in Easter Warriston and the proposals will make parking very difficult for residents. The proposed double yellow and single yellow lines are incredibly excessive so that, even with a parking permit, residents will struggle to park in the estate.	55.9707	-3.19999
<b>Resident</b>	This is not beneficial to anyone. How to destroy a city! Absolutely farce!!!	55.97407	-3.18463
<b>Visitor</b>	This is an unfair burden on residents and friends	55.97085	-3.19244
<b>Resident</b>	Parking in and around Gosford Place and Bonnington Grove is absolutely fine at present - no need for any change.	55.97287	-3.19143
<b>Resident</b>	No issue in parking here in 33 years !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	55.97134	-3.18832
<b>Resident</b>	Will make parking a struggle, not beneficial	55.97001	-3.18984
<b>Resident</b>	I am completely against this proposal. Why should I pay to park outside my garage. This is completely unfair	55.97132	-3.18866
<b>Resident</b>	I a against proposal. We don't have issues with parking here i won't pay to park in my garage	55.9713	-3.18866
<b>Resident</b>	Yellow line in front of my garage. I should be able to park in front of my own garage any time of day or night	55.97132	-3.18864
<b>Resident</b>	Two parking spaces lost if lines here	55.97123	-3.1887
<b>Resident</b>	Yellow lines again in front of private land. We should be able to park here anytime of day or night.	55.97137	-3.18894
<b>Resident</b>	This is ridiculous, they are proposing to put double yellow lines outside my house when part of the road is private and the council don't even maintain it. The road in question is the responsibility of myself and the garage owners. Also my elderly neighb	55.97051	-3.20036
<b>Resident</b>	parking bays should be removed on the east side of the Newhaven Road bridge as they block the line of sight for a safe crossing. The road should also be narrowed to reduce speed.	55.97174	-3.18743

<b>Resident</b>	This is one of the narrowest parts of the street, too near the junction with the very busy Ferry Road to have parking spaces for shared use on both sides of the road; when used it is a hazard for vehicles turning in or out	55.97321	-3.1924
<b>Resident</b>	This should be no parking -blind spot on curve and hill - hazard to cyclists from path, and vehicles to/from lower Connaught Place. In winter this hill is very icy (grit box inadequate) and accidents have happened, the full road width needed for safety.	55.97103	-3.19164
<b>Resident</b>	This is the very narrowest part of the street and whole width needed to reverse in or out safely due to angle of driveways of no.45 and no.46.	55.97099	-3.19247
<b>Resident</b>	Lower Connaught Place (nos 39-71) open plan garden family friendly cul-de-sac, half of which is private land, spoiled by traffic & markings: ideal for a MEWS	55.97155	-3.19107
<b>Resident</b>	no 46. driveway blocked, will require to drive onto pavement to exit, entry. Width of road only 5.46m of standard bay (2.4m) opposite no68 space only 3.06 and is ~90deg angle exit. Also cannot park across own drive in non-peak hours at all	55.97102	-3.19248
<b>Resident</b>	no 46 Drop Kerb to Kerb opposite is 5.46m so plans leave only 3.06m (if standard used of 2.4m width parking space - now PROVEN and images sent that the drive at no46 is BLOCKED if any car parks opposite i.e. at no 68.	55.97098	-3.19248
<b>Resident</b>	No46 drive is BLOCKED if a parking bay at no 68 is in place AND no one can park this single yellow out of the controlled hours it BLOCK roads	55.97102	-3.19249
<b>Resident</b>	Road will be narrowed to ONLY 3.06m here, Residents Bay will BLOCK driveway at no 46 : VW Touareg, Renault Espace , Jaguar etc length is 4.8m+	55.971	-3.19248
<b>Resident</b>	Residents do not park here at present as it is a hazard (blocks line of sight) for vehicles to/from the 16 lockups and 2 houses around the corner.	55.97099	-3.19245
<b>Resident</b>	The addition of shared use bays will see people who don't want to buy permits moving across to single yellow areas. The proposed single yellow area is a 30mph road (shouldn't be) and has nr of driveway access areas. Parking should not be permitted there	55.97375	-3.19018
<b>Resident</b>	If this plan goes ahead it will reduce parking spaces. It will mean residents not being able to park near their home which is a huge safety issue. Parking within the estate has never been an issue, and everyone is courteous is parking	55.97083	-3.18961
<b>Resident</b>	This will reduce the number of parking spaces with the estate. Please can you provide information that claim that there is an a parking issue within the estate.	55.97109	-3.19006
<b>Resident</b>	Having to park outwith the estate late at night is not something I want to do. Safety of women is being highlighted and this is not making women safe	55.9713	-3.18878
<b>Resident</b>	From a safety point of view, this is not good. I feel safe that I can park my car within the estate + go to my flat. I don't want to be driving round the streets then having to walk a distance.	55.9713	-3.18878
<b>Resident</b>	As a single woman I do not want to walking a distance from my car to my flat. I chose to live here because I could park within the estate. The safety issue is huge and parking within the estate give me a sense of security	55.9713	-3.18878
<b>Resident</b>	Parking within the estate has never been an issue. Residents are courteous, but CPZ will create issues within the estate for parking. Please provide information of complaints about inability to park	55.97124	-3.18884
<b>Resident</b>	It is going to create problems for workmen coming to the estate, they will charge more and the pay + display are not close to all the houses/flats. It is utter madness.	55.97073	-3.1887
<b>Resident</b>	*Lived here 3 years & no evidence that commuters cause any parking pressure *Pandemic will likely change commuting habits for a long time *A lot of low-income families in social housing will have to pay for permit for bays already set as 'residents'	55.97366	-3.17843
<b>Resident</b>	Anderson Place currently too narrow to allow free movement of traffic where cars are parked on opposite sides. New residential developments and focus on cycling will not be best served by this. Options are one way traffic or double yellows on one side.	55.9712	-3.18149
<b>Resident</b>	I don't agree with the proposed parking restrictions to the Bonnyhaugh estate	55.97014	-3.19028
<b>Visitor</b>	Outrageous	55.9705	-3.18993
<b>Resident</b>	Strongly object to these parking restrictions/bays. Easter Warriston works well as is. It also acts as a spill over car park for large funerals at the crematorium. Think this is a ridiculous idea and another way of the council wasting money.	55.97045	-3.1998
<b>Resident</b>	Having moved into the new build Miller Homes there is adequate resident parking and since 2019 this does not appear be an issue. The residents parking was an integral part of the cost of the apartment.	55.97075	-3.18433
<b>Resident</b>	The plan does not have enough spaces for all the residents who currently park here in harmony. I am very concerned that all residents will not be able to park in the estate as they have done for decades.	55.9702	-3.19039
<b>Resident</b>	3 cars park here safely. This should still be a parking area.	55.97029	-3.19056

<b>Resident</b>	3 cars currently park in front of garages here without affecting other road users	55.97019	-3.19031
<b>Resident</b>	Herringbone parking has worked here for the entire time ive lived here. Both sides of the street can be used here.	55.97045	-3.1904
<b>Resident</b>	This can all be parking as it is currently.	55.9701	-3.18965
<b>Resident</b>	Parking currently on this side of the road - not on a corner and more room.	55.97037	-3.18965
<b>Resident</b>	I don't believe this is necessary as we are a small estate, that have had no problems for years with regards to parking. So to bring in the proposed lines in a private estate then the parking would cause major issues and tear apart a good community.	55.97035	-3.18971
<b>Resident</b>	Reducing the number of spaces in this off-road residential estate will cause issues for residents, many of whom have children/children's in cars. How will the restrictions be enforced? If a resident purchases a permit, will they actually get space?	55.97098	-3.18994
<b>Resident</b>	This is too many shared-use bays. The permit holder bays seem to be too few considering the street is all tenements. Residents may still have limited parking if P&D users occupy these spaces that cover 60% of the street as proposed.	55.97287	-3.19151
<b>Resident</b>	Communal bin bays are not marked on the map in this location as well as outside the hotel. The bins in the location selected will further reduce Resident parking (the bins can't be removed as they are being used to capacity)	55.97293	-3.19148
<b>Resident</b>	The part of Bonnington Grove that is most difficult to negotiate is not improved by the plan (i.e. outside #14) - there is a bollard on the pavement opposite that makes for a very tight squeeze potentially limiting access for emergency vehicles.	55.97268	-3.18943
<b>Resident</b>		55.97108	-3.18964
<b>Resident</b>	I strongly object to double yellow lines on this part of Bonnington Grove as it will encourage cars to drive faster here, a stretch with inadequate pavement for prams/wheelchairs. It will increase air pollution and make it more dangerous for cyclists.	55.97259	-3.18996
<b>Resident</b>	Currently residents of Bonnington Grove don't have a problem finding parking. This proposal will create a problem by removing spaces, speeding up traffic & risking pushing parking into the garage area, blocking access to garages.	55.97276	-3.18949
<b>Resident</b>	Dismayed that you are improving space for cars and making no improvements to the very narrow pavements, or to enable movement of cyclists who use this street in both directions all the time. It should be safe for them.	55.97287	-3.18877
<b>Resident</b>	Will there be sufficient parking for all residents/visitors on the estate? Do we need to pay? Concerned non-residents will park in the estate which could mean that residents/visitors need to find a space outside the estate. I think it will be chaos.	55.97049	-3.18947
<b>Resident</b>	I have lived at 9 Easter Warriston for almost 25 years and thus far have seen no evidence of problem parking on this estate. We also seem to cope very well with visitor parking and also with those who are attending funerals at Warriston Crematorium.	55.97166	-3.19994
<b>Resident</b>	I believe this will make parking worse in my area. I do not think my family should pay for parking to visit me. I think this will make it unsafe for the families who have children living in the estate as people who do not live here will be allowed to par	55.97019	-3.19004
<b>Resident</b>	We live in no 73 and are concerned about plans to have parking bays across the road from our driveway. This may make it difficult for us to back out our car could also be a safety issue due being a corner and people not being used to any here	55.97046	-3.19895
<b>Resident</b>	This is ridiculous out Parking in this area is already over covered with the new builds being built over the road with work vans and people now parking here.	55.97108	-3.18964
<b>Resident</b>	It is a money making scheme. Not required in Whitingford/Bonnington. Never been problems with parking pre/post covid. Not enough spaces for residents. Yellow lines at garages the council create a problem to charge residents. Is unethical.	55.97134	-3.18832
<b>Resident</b>	The addition of double yellow lines will reduce spaces by 3	55.97028	-3.19058
<b>Resident</b>	Addition of this parking bay will obstruct cars exiting from un-regulated bay	55.97021	-3.18973
<b>Resident</b>	Addition of this parking bay will obstruct cars exiting from un-regulated bay	55.97007	-3.18976
<b>Resident</b>	Space for 1 car reduced with addition of double yellow lines. Cars parked here do not cause any obstruction to car exiting un-regulated bay	55.96996	-3.19004
<b>Resident</b>	7 Spaces for residents reduced by addition of double yellow lines. Permit bays are obstructive in this instance and should not be included to allow for 7 spaces	55.97	-3.18977
<b>Resident</b>	Disabled parking bay is not used by disabled person	55.9704	-3.18982

<b>Resident</b>	Losing 3 spaces here, people generally park here NOT on other side of the road where permit bay has been included in plans.	55.97038	-3.18967
<b>Resident</b>	Plans do not allow for demarcation kerb on the road, it is all wrong, someone needs to come and visit the street. This area should not be regulated.	55.97039	-3.18927
<b>Resident</b>	Losing 2 spaces due to double yellow line placement	55.97059	-3.18878
<b>Resident</b>	No cars are parked here, his bay will create a dangerous blind corner.	55.97107	-3.18876
<b>Resident</b>	Yellow lines at garages reduces spaces for residents if they cannot park outside their own garages. We do not all work 9-5 jobs.	55.97132	-3.18871
<b>Resident</b>	Cars are usually parked on this side reducing spaces by 3 by introduction of double yellow lines	55.97107	-3.18883
<b>Resident</b>	Losing space here due to double yellow line placement	55.97124	-3.18886
<b>Resident</b>	I object to having to pay for parking and for restrictions to be imposed on the residential area in which I live. It's a small development with no through road (bonnyhaugh) When I bought my property parking was a key factor	55.97043	-3.19037
<b>Resident</b>	Dropped kerbs fall within highway code rule 243, residents can register their vehicle with council to permit parking. Elongated white H is all that is needed any other outcome is worse and needs to be justified	55.97151	-3.19234
<b>Resident</b>	Double yellow usually for areas of danger road junctions, narrow roads, street corners. This is excessive street is wide cul-de-sac. At most single yellow required-prevents non residents parking day time and allows residents parking evening and weekend	55.97151	-3.19227
<b>Resident</b>	Proposed double yellow would not allow stop time for carers, families and deliveries. A single yellow line would be better. Over restrictive parking can never take priority over our lifestyle and providing care for residents there needs to be a balance	55.97151	-3.19227
<b>Resident</b>	I was of the understanding that there is residential parking available for residents and it's on the deeds of the house.	55.97001	-3.18984
<b>Resident</b>	The bottom part of Connaught Place is a very quiet residential cul de sac with family homes and children playing outside. Zoned parking would not be beneficial to the residents. Please consider the Mews option for the street to limit incoming traffic.	55.97102	-3.19271
<b>Resident</b>	I have been living in Connaught place for the past 10 years and I have never had a problem in parking my car. Also, by adding parking bays in the road entering the estate, you would create other issues, as it is narrow, and with a blind spot.	55.97108	-3.19155
<b>Resident</b>	This is nothing more than a money grabbing exercise. There is no safety aspect to this proposal. You cannot deny the existence of cars. In the Ladehead area of Bonnington Mills there are far too few private bays	55.97001	-3.18984
<b>Resident</b>	I can't find anyone in Bonnington Mills estate who is in favour of this proposal. There are not enough resident parking spaces for the car owners. This will cause animosity among the neighbours in a normally friendly little estate. just for revenue. .	55.9697	-3.19018
<b>Resident</b>	Parking zone will only make things more difficult, We dont want parking zone in Easter Warriston	55.97152	-3.19866
<b>Resident</b>	Not enough parking spaces on Chancelot grove. Looks like about 8 parking spaces for 44 flats!	55.97201	-3.19739
<b>Resident</b>	The proposed parking bays are not sufficient and do not represent the most appropriate use of space that is currently utilised. Can this be amended to represent the current parking in the estate	55.97029	-3.1981
<b>Resident</b>	As a parent of 2 young children this would make getting home from my car significantly more dangerous as I would regularly have to park much further from my house with busy roads to cross.	55.97025	-3.19029
<b>Resident</b>	There is not enough parking for residents Easter warriston acts as a good over spill for warriston crematorium. I honestly think what you are proposing is ridiculous	55.96951	-3.20084
<b>Resident</b>	There is no problem around Connaught place area. By introducing this, overnight visitors including family are greatly inconvenienced. These are FAMILY homes. A Residents only zone from the entrance to the estate would suffice.	55.97173	-3.1912
<b>Resident</b>	Please consider Connaught Place (lower cul de sac - house nos >40) for mews parking. The proposed mixed parking on the entrance would be dangerous especially in winter when icy.	55.97108	-3.19167
<b>Resident</b>	Please consider Connaught Place (lower cul de sac - house nos >40) for mews parking. The proposed mixed parking on the entrance would be dangerous especially in winter when icy.	55.97108	-3.19167
<b>Resident</b>	Please consider Connaught Place (lower cul de sac - house nos >40) for mews parking. The proposed mixed parking on the entrance would be dangerous especially in winter when icy.	55.97108	-3.19167
<b>Resident</b>	Please consider lower Connaught Place for mews parking. The proposed mixed parking would be dangerous in winter when icy.	55.97111	-3.19181
<b>Resident</b>	Why would we want to pay for parking? It's fine the way it is, don't want things to be more difficult, leave us alone	55.97261	-3.19795
<b>Resident</b>	Done deal, forget any consultation. Another money grab by the council to penalise car owners.	55.97248	-3.19903

<b>Resident</b>	This proposal is unwanted and not required. to have a mix of resident parking spaces and pay and display and permit holders is unworkable and will cause problems for the residents of this little private estate all to raise money	55.97	-3.1898
<b>Resident</b>	I am disabled but can't afford a disabled spot so won't be able to afford permit either and would struggle to park far away from my house	55.97001	-3.18984
<b>Resident</b>	I hate the car club space, takes up an extra space, they could have put it on Cragiehall road where there is much more space	55.97269	-3.19766
<b>Resident</b>	This has a kerb demarcation so should not be Permit Parking	55.97036	-3.19059
<b>Resident</b>	The location marked on the map is not an official disabled bay. It ceased being a disabled bay several years ago when the resident of "5 Bleachfield" mother passed away. Please remove the markings.	55.9704	-3.18982
<b>Resident</b>	I have emailed with further comment.	55.97037	-3.18987
<b>Resident</b>	Looks like lots of permit spaces where we now park for free, we have bought houses here counting on parking spaces. Restrictions should be on commuters who park near bus stops. I have lived in areas where I have paid permit parking and never had space	55.97123	-3.1889
<b>Other</b>	I am a landlord who owns a property in Pilrig Heights and also Stead's Place. The original plan with controlled zones was to create parking in the centre of the city, not the peripheral areas. This is simply the local authority looking to create income	55.96605	-3.18781
<b>Resident</b>	This seems completely unnecessary here and would change the whole dynamics of the cul-de-sac. I don't believe we need any restrictions here and, if it does become a problem at a later stage, then we should address it.	55.97153	-3.19202
<b>Resident</b>	I think the spaces opposite the Craighall Road exit make it very dangerous when taking a left onto ferry road as the westbound cars are often in the middle of the road. I think there should be double yellows just for the two spaces directly opposite.	55.97298	-3.19507
<b>Resident</b>	I currently own 1A Ladehead (Garage) and would ask that you mark out the area in front and potentially around them (not on public road) as private parking designated to Garages 1A through 1F inclusive.	55.97001	-3.18984
<b>Resident</b>	I own 1A Ladehead (Garage) and your proposals will have an adverse affect on 1A thru 1F Ladehead.	55.9704	-3.18906
<b>Resident</b>	Parking has never been an issue in Bonnington Mill for over 30yrs. Your proposals will beyond any reasonable doubt seriously impact our closed community and you have as a matter of fact drastically and erroneously reduced available parking.	55.96997	-3.18986
<b>Resident</b>	Whole Site. You have made the decision to deny access to non-obstruction out of hours valid resident parking areas by designating double yellow lines. Vastly removing existing parking. Basing your plans on 9-5 surveys is erroneous.	55.96994	-3.18982
<b>Resident</b>	Your reasoning for removing existing parking and imposing reduced more restrictive parking in our estate has no logic or common sense. This will adversely affect the value of our properties not add to them.	55.97029	-3.19056
<b>Resident</b>	I propose that Edinburgh council make provisions to mark out "Private" parking bays in front of each garage with markings stating private property to abate any confusions and rivalry going forward.	55.97038	-3.18902
<b>Resident</b>	Motorcycles - You have not provided any parking areas for Motorcycles and there are none within a reasonable distance. I have marked on the map what I believe to be a suitable location for 2 bays end to end.	55.96995	-3.19002
<b>Resident</b>	URGENT : We were advised by your council via Microsoft Teams that erroneous CPZ plans would not go ahead. Your CPZ plans (including private spaces) will prevent 62 cars from parking. We have performed a parking survey house to house based on your plans..	55.97031	-3.1901
<b>Resident</b>	I have huge concerns about Easter warriston and warriston road. Within Easter warriston there is high pressure from residents but not much pressure from commuters. The proposed double yellow lines will mean many residents will not be able to park.	55.97015	-3.19805
<b>Resident</b>	I don't own a car, but rent one on occasion. With this proposal, I am not able to hold a permit to access this parking spot. If I am able to hold a permit without having to own a car, I will support this proposal.	55.9726	-3.19853



<b>Resident</b>	I don't think there is any necessity to bring in the use of parking tickets. With this proposal there will be less parking available and it will cause problems for residents and require change of life experience in a private estate.	55.97129	-3.18825
<b>Resident</b>	How is private road/ parking going to be 'policed' and will this scheme result in access to garages (for those of us who use them) being blocked?	55.97023	-3.19818
<b>Resident</b>	No need for double yellow lines in Easter Warriston apart from the entrance to allow access for large vehicles	55.97049	-3.20035
<b>Resident</b>	There are about 15 cars in our block of flats on Agnew Terrace. There are 3 designated spaces... this will be a problem to us. Also, there is need need for any restrictions in our street. I have lived here 6 years and have never failed to get a space.	55.97275	-3.19218
<b>Resident</b>	I live in Powderhall Brae. The parking places are owned by the residents, not by the council. I think these plans will encourage more people to use our parking places. At present our private warden cannot enforce parking fines so people abuse us.	55.96653	-3.19461
<b>Resident</b>	Parking currently is not an issue, and the proposed number of parking spaces will only serve a fraction of the cars currently used in	55.97029	-3.19067
<b>Resident</b>	This section currently holds 6 cars but the new proposals will only allow 3. Why?	55.97028	-3.1906
<b>Resident</b>	Parking in front of garages should be allowed to continue. It's a sufficient option for those who own a garage and frees up spaces for residents who don't own a garage.	55.97015	-3.19028
<b>Resident</b>	This is a used and needed parking space currently and should remain as one.	55.97021	-3.19031
<b>Resident</b>	I've lived here for 8 years and this area can comfortably hold more than whats accounted for. People park herringbone and it isn't a problem.	55.97046	-3.19037
<b>Resident</b>	There is no tram line within a 20 min walk, and in rush hour, the number 11 bus is often full by the time it gets to the end of the estate. Public transport isn't sufficient so residents rely on cars to be able to get to work.	55.97022	-3.19064
<b>Resident</b>	Keep the same number of spaces that the estate has but permit all of them. Why penalise the residents? Edinburgh isn't designed to be car free. Public transport isn't good enough and many businesses based outside of city centre.	55.97022	-3.19064
<b>Resident</b>	This is a dead end and if anything should be permitted the entire way around to ensure maximum parking for residents. These are family homes, who need cars for sports clubs, work and kids extra circular activities.	55.97008	-3.18969
<b>Resident</b>	There are no parking issues in the estate at present, your proposals will loose a number of spaces causing major problems	55.97043	-3.19037
<b>Resident</b>	Your proposals are ill thought out as there has not been a parking issue here in the over 25 years staying here. your restrictions will eliminate a number of spaces. We have not had to pay for parking so this is an additional tax, totally unfair	55.97083	-3.18966
<b>Resident</b>	This location is used by residents and there have been no issues getting past - even in large vehicles. Removing this current parking will move the pressure onto Gosford Place where dedicated Resident's bays only account for 40% of spaces.	55.97253	-3.19033
<b>Resident</b>	The idea of parking controls isn't the worst but looking at the map the inclusion of double yellows in the estate would be a nightmare. We're badly stretched for parking as it is without restricting it further.	55.97043	-3.19037
<b>Resident</b>	I'm not in favour of the current plan as it becomes a major issue for residents in our area who don't have driveway parking. Like the majority of our residents I'm in favour of having a Mews parking control instead of the current proposed plan.	55.97118	-3.19305
<b>Resident</b>	Parking in these areas are already restricted with the amount of cars in households so rather than restrict car space we need ore	55.97027	-3.19036
<b>Resident</b>	The residents at no. 46 (my neighbours) will have great difficulty getting into and out of their driveways if this area was to be allocated parking. This area is not currently parked on at all.	55.97099	-3.19243
<b>Resident</b>	We pay for the upkeep of our neighbourhood with a monthly factor fee. The addition of double-yellow lines will ruin the look of the street.	55.97102	-3.19258

<b>Visitor</b>	Regularly bring car around to park and look after grand child or visit my daughter. This will only decrease the number of spaces and make it more difficult to park. Not a good idea at all.	55.97017	-3.19043
<b>Resident</b>	Dangerous - bend has poor visibility. Been near misses recently. People inc kids + dogs cutting across road at gap in wall Can we be a MEWS	55.97141	-3.19111
<b>Resident</b>	I am strongly opposed to this proposal	55.96604	-3.19155
<b>Resident</b>	No parking probs in last 34 years 16 garages at foot of cul-desacralise would be vary dangerous trying to drive round corner with visibility totally obscured	55.97094	-3.19245
<b>Resident</b>	Insufficient parking bays for residents.	55.97101	-3.20039
<b>Resident</b>	I purchased a property not so long ago with free parking in the Bonnyhaugh estate so I do not agree with this now having to pay for a permit. I live in a private housing development. Have you carried out a survey - different requirements out with covid	55.97025	-3.19029
<b>Resident</b>	You're using old maps so it's confusing around Ashley Place where you are going to be placing parking bays. We also have in the Miller new builds free residential parking as per our missives.	55.9702	-3.18458
<b>Resident</b>	I am against the controlled parking measures in Easter Warriston estate-Parking permits and painting more yellow lines etc will only make parking more difficult for residents.	55.97114	-3.20018
<b>Resident</b>	The council making money doesn't solve the issue, this area is already a high enough tax band + road tax without introducing parking fee's. The only way I would agree is if every household in the area was offered one free permit per household.	55.97043	-3.19037
<b>Resident</b>	Lower C Place (39-71) is very quiet residential cul de sac. I worry it would become dangerous as where the parking is suggested it would make blind sections. In winter with icy conditions it would be risky. Mews parking would be a much safer option.	55.97097	-3.19248
<b>Resident</b>	I am not in favour of this at all. No requirement for this in this estate or the surrounding area. Will become an undesirable area to live in with numerous parking restrictions and therefore lead to less green space as a result.	55.9714	-3.19899
<b>Resident</b>	Leith residents can't afford parking fees	55.97257	-3.17617
<b>Resident</b>	completely unnecessary visual clutter - nobody parks on bonnyhaugh lane because it is too narrow and we all know that.	55.97085	-3.1876
<b>Resident</b>	It will endanger children - reduced parking will result in frustrated drivers driving round the roads looking for parking - children play out - protect their play.	55.97077	-3.18983
<b>Resident</b>	You will create a divide between private areas and permit holder areas - currently people park anywhere - I was not aware of this divide. Who will police this? Because all areas are flexible, people are friendly.	55.97058	-3.18899
<b>Resident</b>	The Bonnington mills estate is a private estate and should not be subject to parking regulations. The deeds to my home clearly show this estate as owned by the residents	55.97031	-3.19084
<b>Resident</b>	Half of the current spaces are being taken away. We will have to fight to park. How am I going to find a space when I get home from work at 7pm? And no visitor parking. It's shocking, in a housing estate, stopping me parking outside my own home.	55.97034	-3.19053
<b>Resident</b>	This whole area is a dead end and residential. There is room in the entire section for cars. Adding yellow lines is pointless. What happens when I come home from a long shift and can't park outside my own home?	55.9703	-3.19072
<b>Resident</b>	How can it be justified to remove many spaces? You will be forcing people to park further from their homes, when there is not an issue. This is a residential parking area. No one was consulted on this.	55.96993	-3.18986
<b>Resident</b>	Never been an issue parking in this whole estate. Making it a residents parking only would be more helpful. Spaces will be drastically reduced, forcing people away from their homes when there is perfectly sufficient parking here.	55.97043	-3.19039
<b>Resident</b>	This is an entirely residential area. Restricting parking will benefit no one on this estate. It is unfair to ask us to pay to park outside our own home and also reduce the space available.	55.9703	-3.19046
<b>Resident</b>	The proposed permit parking and double yellow lines in Ladehead, Bleachfield, Milnacre and Whitingford is totally ludicrous and will have a huge detrimental impact on the 180 households in the estate.	55.97002	-3.19038
<b>Resident</b>	The residents would loose around 50% of parking they have just now	55.97002	-3.18972

<b>Resident</b>	I don't think this is necessary in Connaught place. How many issues have been reported here to justify it? Yellow lines all along our street is excessive, ugly and unwelcoming for residents and visitors alike. It will mean losing lawns that absorb CO2.	55.97163	-3.19188
<b>Resident</b>	The proposals in Easter Warriston will cause more parking problems for residents than they will solve. Some of the areas are apartment blocks where many tenants have no access to the garages as landlords use them for storage.	55.97101	-3.19866
<b>Resident</b>	Ladehead does not have a parking problem. This proposal would make it a problem.	55.96953	-3.18995
<b>Resident</b>	Bonnyhaugh should be a separate designated parking place and have its own zone. otherwise we will lose our parking to our houses to people from other areas. The proposal already reduces parking and creates an issue where there isn't currently one.	55.9704	-3.18939
<b>Resident</b>	I live in Ladehead. There is insufficient parking as it is. Your proposal would make the situation worse than now, and frankly doesn't make sense! The permit parking is positioned terribly, would make access to house very difficult.	55.96996	-3.18982
<b>Resident</b>	This will cause more disruption to residents rather than solve any minor and short term parking issues on the Easter Warriston estate.	55.97107	-3.19966
<b>Resident</b>	We have no problem parking in our residential area and this plan seems to be a money making scheme rather than an improvement. It would be detrimental to our residential area and take away parking spaces as well as bin spaces	55.97222	-3.19081
<b>Resident</b>	Resident in Bonnyhaugh. These plans include single yellow lines in front of private garages, which are owned by the houses in the estate. These garages are not really big enough for more modern cars. Do not place single yellow lines outside garages.	55.97016	-3.19029
<b>Resident</b>	This space is being removed. There is no issue with this space at present.	55.96995	-3.19001
<b>Resident</b>	these spaces will block my turning angle to park my long wheel base van opposite next to No 2 Ladehead	55.9701	-3.18972
<b>Resident</b>	these spaces will block my turning angle to park my long wheel base van opposite next to No 2 Ladehead	55.97016	-3.1897
<b>Resident</b>	these spaces will block my turning angle to park my long wheel base van opposite next to No 2 Ladehead as shown	55.97015	-3.1896
<b>Resident</b>	This double yellow line should be parking as this is where we park just now with no issues, should not be on other side of road as that blocks spaces next to No 2	55.97007	-3.18969
<b>Resident</b>	Corner is ok but double yellow line on straight bit should be parking as this is where we park just now with no issues, should not be on other side of road as that blocks spaces next to No 2	55.97024	-3.1897
<b>Resident</b>	Currently people park in front of garages this should still be allowed	55.97013	-3.19028
<b>Resident</b>	Currently people park in front of garages this should still be allowed	55.97132	-3.18872
<b>Resident</b>	This disabled space is not required the disabled person died many years ago and this has been reported to council many times	55.97037	-3.1898
<b>Resident</b>	This double yellow is on wrong side people park here not where you have marked the parking opposite	55.97038	-3.18965
<b>Resident</b>	double yellow line is on wrong side people park here not where you have marked parking opposite	55.97108	-3.18882
<b>Resident</b>	double yellow line is not needed people park on both sides here without any issues for access	55.97028	-3.19059
<b>Resident</b>	I don't agree with this. This is a cul-de-sac residential area with no need for it to be as Controlled Parking Zone. The garages are too small for most cars so we are unable to use them. The plan means we will lose essential parking spaces.	55.97065	-3.19779
<b>Visitor</b>	Regularly look after granddaughter in this estate. And we bring the car. Have never had any issues with finding parking. This will seriously restrict visitors as well as homeowners. Really awful idea. Why would lines be needed in front of garages as well?	55.97017	-3.1903
<b>Resident</b>	No no no no, we will not pay for parking, stop this nonsense now	55.97267	-3.19798
<b>Resident</b>	These restrictions will penalise people coming home from work late, where would you propose people then park as not enough spaces identified	55.97043	-3.19037
<b>Resident</b>	Ladehead does not have a parking problem but if these restrictions are implemented there will be a problem.	55.96997	-3.1898
<b>Resident</b>	I am strongly against any parking restrictions in my area	55.97055	-3.19289

<b>Resident</b>	I am strongly against any parking restrictions in my area	55.97055	-3.19289
<b>Resident</b>	I am strongly against this proposal	55.97063	-3.19222
<b>Resident</b>	16 garages at foot of cul-deacon would be vary dangerous trying to get round corner with visibility totally obscured	55.97025	-3.19769
<b>Resident</b>	The proposed changes in the Bonnyhaugh estate (Bleachfield, Ladehead, etc.) would very significantly reduce the available parking for residents and create unreasonable pressure for spaces.	55.97042	-3.19041
<b>Other</b>	Double yellow and disabled spaces right outside no.2 Easter Warriston , will take away amenities from the house and leave us with no parking. It also encourages people to park where currently no one does. It will make it impossible for deliveries and all	55.9714	-3.19923
<b>Resident</b>	I am concerned about the status of the square at the end of Rebraes place as there appears to be uncertainty about its classification as private or public parking. Although there is no agreement regarding maintenance or shared ownership with residents.	55.9693	-3.189
<b>Resident</b>	It seems the CEC hate car drivers but public transport doesnt suit those with famies and as a teacher I have too much stuff to take into work which becomes complicated on a bus. You really despise us tax payers!	55.97223	-3.18796
<b>Resident</b>	Currently there is sufficient on-street parking on Connaught Place (lower) for the 16 houses and 16 flats. In the new CPZ, I would like Connaught Pl. to be made Mews Parking to ensure this parking space is kept.	55.97104	-3.19171
<b>Resident</b>	Unnecessary lines in front of garages, will reduce spaces further. The garages are very narrow and it will be impossible to get a baby in and out of the car whilst in garage.	55.97019	-3.19028
<b>Resident</b>	Flaxmill Place 'private parking' is already used by non-residents. Introducing double yellow and permit parking in surrounding areas will cause more problems and leave residents with no alternative parking spaces.	55.96975	-3.18582
<b>Resident</b>	There is currently, and never has there been, a parking problem in the area of Connaught Place. I would like Connaught Place to be given Mews status so that the residents can continue to park, without being penalised.	55.971	-3.19241
<b>Resident</b>	I am aware of commuter parking along both sides of Broughton Road, and along the narrow sections of Warriston Road close to the Crematorium entrance. In the interests of reducing traffic congestion and air pollution, I favour removing this option.	55.96922	-3.19537
<b>Resident</b>	I support controlled parking mesures and I hope it will reduce excessive parking in the area.	55.97346	-3.18471
<b>Resident</b>	I have lived in this area for 6 years and Redbraes Place and Grove and can confirm that these streets do suffer major parking issues. I fully welcome the proposals to zone the area with CPZ or parking for residents.	55.96863	-3.18792
<b>Other</b>	Answering as parent of child at Bun-sgoil Taohn na Pàirce. I support the proposal for DYL opposite the school gates as there is a short section which gets use for parking opposite the school gates which is a problem at bell time.	55.9706	-3.18038
<b>Resident</b>	A double yellow line on this corner is required as parking here is dangerous (although I disagree with ALL other parking restrictions in Easter warriston	55.97131	-3.19932
<b>Resident</b>	A Residents only sign should be erected here (although not CPZ or PPA in Easter Warriston area)	55.97136	-3.1988
<b>Resident</b>	Investigate MEWS style parking in Easter Warriston with a visitor option included	55.97139	-3.19882
<b>Resident</b>	Bonnington Grove really needs to be made two way for cyclists. Loads of folks use it in this way anyway given how it connects to the cycle path. If car parking is to be removed, then this should be implemented..	55.97262	-3.19002
<b>Resident</b>	Need protection for the entrance to the garages driveway since it is often partially parked across. An improved ramp across the gutter would be great too. We have to drive forwards in then do a 5 point turn to reverse into the small garage!.	55.97209	-3.192
<b>Resident</b>	I am in favour of the proposals. For Ashley Place, I would highlight that there is an area (marked on the map) where up to 3 cars can and do park. These 3 bays should also be included in the scheme.	55.96973	-3.18528
<b>Resident</b>	Very much support the scheme BUT please reduce parking on Anderson Place. Existing neighbouring developments have parking. New development is low car so would benefit from reallocating space to improve active travel links to Water of Leith and Leith Walk	55.97116	-3.18144
<b>Resident</b>	i think permit holder would be good because it would help prevent people who do not live in the street parking. I have a daily struggle finding a space close to home with my young baby.	55.97302	-3.18729

<b>Resident</b>	If parking permits are required then this bit is OK. Although parking is tight, we can all park OK and don't see why we are spending money fixing a problem that doesn't exist.	55.97015	-3.19045
<b>Resident</b>	The entrances to the cycle path need to be protected with some sort of marking. Double yellows preferably. There are two on Gosford Place and two on Connaught Place.	55.97293	-3.19157
<b>Resident</b>	This is outside our flat. if it goes ahead then I would suggest painted parking bays since it is often badly parked just now and only takes 3 cars when 4 would fit..	55.97193	-3.19136
<b>Resident</b>	Ditto marked parking bays to get more cars into the space allowed. In both residents and shared areas?	55.972	-3.1926
<b>Resident</b>	Double yellow lines on corners will improve access for large vehicles eg removal lorries and large deliveries although the bin lorries manage OK.	55.97283	-3.19205
<b>Resident</b>	This double yellow line is a place that is often used for parking now - can it be lessened to give a couple more spaces.	55.9718	-3.19114
<b>Resident</b>	I am writing on behalf of the Powderhall Village Owners Association and Powderhall Village Owners Limited, the legal owners of the private parking and common land at Powderhall Village. To contact us, email admin@powderhallvillage.co.uk	55.96408	-3.18876
<b>Other</b>	There is a planning application for the area under ref.20/01932/FUL which proposes amendments to the street between Anderson pl and Bonnington rd lane.	55.97124	-3.18254
<b>Resident</b>	The disabled bay has extended previously it was only in front of 56 Newhaven rd, rather than 56 and 54 it should be shortened down to its previous length.	55.97077	-3.18708
<b>Resident</b>	A number of areas in the Bonnyhaugh estate are marked as Private, while others are Permit - request for this to be reviewed	55.97095	-3.18955
<b>Resident</b>	The methodology map wrongly indicates retail at the entrance to Bonnyhaugh - suspect this may be reflecting the old Bonnington Mills Business Centre? However this has since been demolished (replaced with new build flats). Request this to be reviewed.	55.97118	-3.18746
<b>Resident</b>	I would like more information about the details of this specifically the costs for permits	55.97231	-3.1872
<b>Resident</b>	I would like to know if it will affect the residents of the housing estate of Bonnyhaugh which includes bleachfield ?	55.97043	-3.19037
<b>Resident</b>	Please could Lower Connaught Place be designated as Mews parking.	55.971	-3.19233
<b>Resident</b>	Permit Holders Bay ....what will this cost appropriate residents ??	55.97194	-3.19213
<b>Resident</b>	I live on the Quilts. We have a problem with one resident taking up parking spaces with (probably) undriveable cars filled with junk- there are at least 10 of them on the Quilts & Ballantyne Rd, which causes multiple problems. Will e-mail to elaborate.	55.97383	-3.17984
<b>Visitor</b>	Will there be further restrictions into stanwell street to mitigate school drop off?	55.97054	-3.17926

## 2. CORSTORPHINE

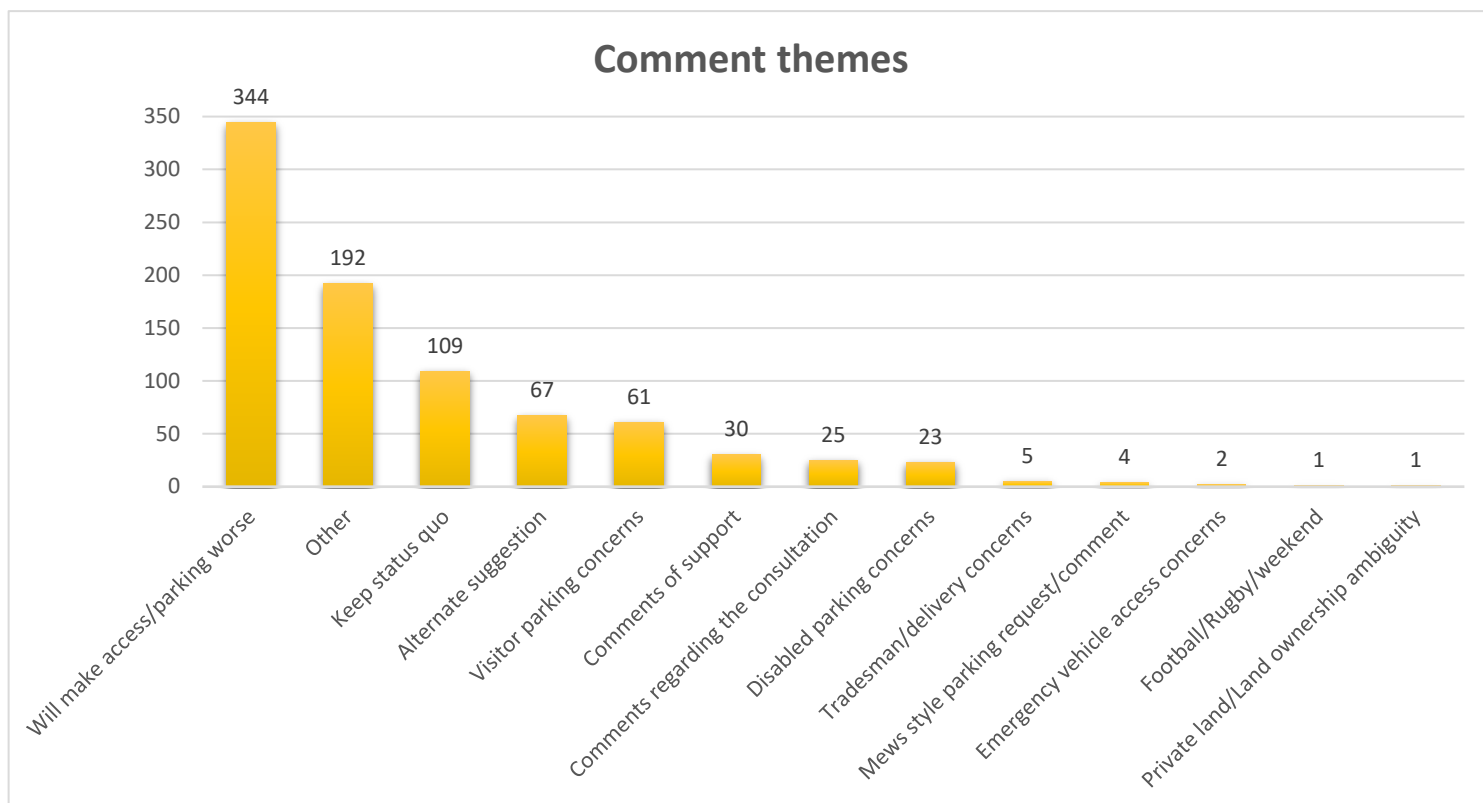
2.1.1 412 people dropped 579 pins on the interactive map

2.1.2 Of those, 560 had comments and 19 were left blank

2.1.3 31 comments are positive

2.1.4 509 comments are negative

2.1.5 39 comments are neutral



### 2.1.6

I am a...	Comment	X	Y
Resident	Pinkhill Park private flatted development. No real problems with parking within the development. Residents PAID for the parking bays now we have to purchase a PERMIT to use same bays.	55.94046	-3.26754
Resident	As a resident of Pinkhill Park, and one who currently parks in the pink locations (as highlighted on the interactive map below), I'm very much against having permits if that incurs a cost to the resident. I never have a problem finding a parking space.	55.9402	-3.26756
Resident	Yellow lines outside of 14 and 15 is unnecessary. This space is currently used for parking, and restricting parking here will only reduce the amount of space available to park for residents. It makes no sense whatsoever.	55.94035	-3.26786
Resident	I currently have no problem at all with parking in and around Corstorphine, this looks like a scheme to tax the residents of Corstorphine. It would create excessive parking problems at the areas just outside the control zone I totally oppose this!	55.93958	-3.27768
Resident	Why on earth are you implementing these ridiculous proposals. There are no parking issues in my street. Absolutely none. So why on earth are you doing this? Come along here any day at any time and you will see that what I am saying is correct.	55.94488	-3.28332
	We are not troubled by cars parking in our street. Please leave us out of this.	55.94437	-3.28481
Resident	On our street we have no requirement for permit parking, we aren't close to St John's Road and no issues with commuters/Airport parking.	55.94002	-3.27638

<b>Resident</b>	It's outrageous! Why should we have to pay to park our cars outside our property!!	55.94565	-3.28862
<b>Resident</b>	Why is this even being considered? There is lots of parking in our street and area. There has never been a problem at any time of the day/night. Why create an issue when there isn't one.	55.94485	-3.28332
<b>Resident</b>	Greedy council strikes again, instead of constantly spending all our money on vandalising our roads perhaps you could try to improve the city. Scum	55.94227	-3.27796
<b>Resident</b>	We have a blue badge for our son - do we now need a disabled space	55.94494	-3.28384
<b>Resident</b>	I live in Belgrave Terrace (tenements) been here for 5 years - never once been unable to find street parking nearby. Why should we pay? If it becomes mostly permit bays - will the tenement dwellers be allowed a permit? Where are we supposed to park?	55.94298	-3.28061
<b>Resident</b>	This is small cul de sac which already struggles with parking for the houses here. By placing yellow lines around most of it, it will further reduce parking. We have lived here for 30 years and never had problems with access, pavements being blocked	55.94399	-3.28993
<b>Resident</b>	Why?	55.94017	-3.27653
<b>Resident</b>	The street is hard to park as it is without a double yellow line down one side of the entire street. I'm not sure who thought of this as a good idea, cars parked on two sides currently with ample room for cars to pass one another	55.9415	-3.25555
<b>Resident</b>	Unbelievable stupid decision who thought this up	55.93867	-3.28709
<b>Resident</b>	Please note that if on street parking on Corstorphine Bank Av will become permit we will have to widen the driveway of our property at number 1 to provide enough space for parking. We would like this considered when finalising any bays.	55.944	-3.29241
<b>Resident</b>	There is absolutely no need for this, we have no issues with the streets in Corstorphine being used for park and ride purposes. You are just going to cause major hassle with childcare visitors and for access, I could not object to this more	55.9403	-3.27634
<b>Resident</b>	This is a disgrace, there is no need for this ridiculous proposal, This will cause major disruption to lives of many who have lived in their homes for many years. The residents in Forrester Road are very angry. Stop this NOW..	55.94455	-3.28454
<b>Resident</b>	Do not see the benefit of putting in permits in an area where everyone seems fine with parking arrangements. Where will tenement residents park there does not seem to be enough shared use space on Belgrave Road?	55.94347	-3.28052
<b>Resident</b>	I don't want Mews Parking. I would rather have yellow lines and parking bays. I think no yellow lines or bays will be confusing for public. I am keen for less pollution. Happy to pay for permit if it reduces cars in the area.	55.94196	-3.2834
<b>Resident</b>	Living at the west end of Traquair Park West, I don't feel this is yet necessary. If it does go ahead- which would be a major inconvenience to residents, there need to be more visitor/resident bays.	55.94041	-3.27723
<b>Resident</b>	As in Cobden Crescent, would it be possible to only have permit for 2 hrs a day to avoid commuters dumping cars rather than causing issues for residents and visitors	55.94044	-3.27726
<b>Resident</b>	We have no issue with shoppers or commuters parking in our street. These proposals would incur an unnecessary cost for our young family and cause huge inconvenience for visiting family and friends. I feel this is just a money making scheme!	55.94457	-3.28419
<b>Resident</b>	I live on Meadowhouse Road. Making Traquair Park and Station Road mainly permit parking will move parking of cars to Meadowhouse Road which is already dangerous for schoolchildren due to speeding vehicles	55.93996	-3.27796
<b>Resident</b>	There is absolutely no need for parking restrictions in Old Kirk Road. We are not affected by commuters as we are too far up the steep hill from the main road. This is overkill. And I am not in favour of the massive blanket area proposed either.	55.94504	-3.27562
<b>Resident</b>	I only found out about this through a local Facebook group. I was not notified by the council. There was no information posted to me. Please could you send me this proposal in writing.	55.94446	-3.2751
<b>Resident</b>	This is completely ridiculous. I live on Clermiston Road where most homes do not have driveways and are unable to obtain permission for one due to CEC regulations. We park on surrounding streets where we would struggle to get a permit now. Just, no.	55.94458	-3.2808
<b>Resident</b>	I live in St John's Crescent, and I'm not clear what 'Mews' parking bays mean. Will we need a parking permit and will it only be valid in this type of parking bay or for the whole area? Spaces are very limited and we often have to park elsewhere.	55.94178	-3.27352

<b>Resident</b>	We live in sycamore terrace and have no parking outside our houses therefor our entire row of houses have to park either on Corstorphine park gardens. If CPG turn into park it this will force everyone to park on Dovecot rd	55.93932	-3.28087
<b>Resident</b>	I am a carer for someone who is housebound there. Professional carers 3-times-per-day. Family carers and visitors several times per week. There appears to be (at best) one on-street space for visitors. In no way appropriate or acceptable.	55.9444	-3.27514
<b>Resident</b>	Ridiculous, unnecessary, money-making scheme. At a time when more people than ever are stuck at home, unable to even use their vehicles, experiencing money worries, the council think it sensible to impose parking charges on residents to park. Absurd.	55.94027	-3.27804
<b>Resident</b>	As a resident of sycamore terrace with no parking outside we have to stop to unload our car with shopping for example on an area you will be adding a yellow or double line. How do you propose we now do this. Many have small children here on a busy mainRD	55.93937	-3.28069
<b>Resident</b>	I do not agree with the implementation of a controlled parking zone in my cul de sac	55.94531	-3.28858
<b>Resident</b>	There is ample parking in this area with no need for restrictions. I already pay enough to live here without having to pay for parking too.	55.94058	-3.26754
<b>Resident</b>	This seems like overkill. There is no evidence of parking problems in Traquair Park West; parking is by residents, their visitors and workmen, deliveries etc. Distribution of bays doesn't seem to take any account of the actual housing/parking patterns	55.94037	-3.27653
<b>Resident</b>	Strongly disagree with proposals. No need for permits in local area and putting yellow lines in will make it extremely difficult for residents who need to load/unload cars. Especially those with young children!	55.93956	-3.28051
<b>Resident</b>	I am worried that these plans will force people to park on nearby streets i.e Carrick Knowe and cause problems/ make problems worse for residents and cause a lack of parking. In and around this area with possible blockage of drive ways/ no street parking	55.94047	-3.26955
	Strongly disagree with proposals. No need for permits in local area and putting yellow lines in will make it extremely difficult for residents who need to load/unload cars. Especially those with young children!	55.93932	-3.28082
<b>Resident</b>	Not happy with the double yellow lines proposed in front of my house. There are currently no issues here. Why change it? This proposal will remove too many parking spaces for the residents.	55.94506	-3.2795
<b>Resident</b>	I don't think it is needed and will effect local businesses for the worse	55.94447	-3.2894
<b>Other</b>	The current single yellow lines are not sufficient to make the road outside the school safe and they are heavily parked on. Please consider upgrading this to double yellows	55.94041	-3.28512
<b>Resident</b>	A narrow cul de sac with high density of houses/flats with a dental surgery at the bottom. If half the street is permit holders these proposals will simply cause even more chaos in an area of few parking spaces.	55.94443	-3.28835
<b>Resident</b>	We don't feel there is any need for this at all and entirely object. We live on Dovecot Road which seems to be immediately outside the boundary therefore we are likely to see an increase in traffic and parking.	55.93888	-3.28124
<b>Resident</b>	We don't feel there is any need for this at all and entirely object. We live on Dovecot Road which seems to be immediately outside the boundary therefore we are likely to see an increase in traffic and parking.	55.93888	-3.28124
<b>Resident</b>	The council tax is high enough in this area why should we have to pay to park outside our own front doors	55.94357	-3.29297
<b>Resident</b>	I'm unsure why the location of bays and yellow lines swaps from one side of St Ninians Road to the other. Surely better to have one side blocked and one side with permit spaces?	55.94362	-3.28383
<b>Resident</b>	Do not agree	55.9363	-3.27373
<b>Resident</b>	Having yellow lines at sycamore terrace will make unloading hard for residents, many have children. It will increase speed of traffic, parked vehicles is the only thing that slows traffic to 20 here. Congestion on dovecot and meadowhouse will result.	55.93956	-3.28091
<b>Resident</b>	I am very much opposed to parking restrictions outside our house. The only people who park here are ourselves and our visitors.	55.94625	-3.28925
<b>Resident</b>	So many wrongs ! Visitors ? Business run from home ? Property will devali	55.94149	-3.27299
<b>Resident</b>	All these changes will displace traffic and parking on to Dovecot Road and make it easier for cars to travel faster up Ladywell Avenue. Dovecot Road is heavily used by walkers and cyclists including families with young children heading to the park.	55.93934	-3.28674



<b>Resident</b>	More residents will want to put in driveways, I want commitments that the council won't prevent any drop kerb driveway applications as a result of this. Don't make cars/lorries chicane on St Ninians, single yellow 1 side consistently the length of the st	55.94375	-3.28501
<b>Resident</b>	Are you trying to get us to move home. We love our home but you are making things so difficult for older people with families who want them to visit in their vehicle when they want. Not when they are allowed by zone times. I'm so angry with council	55.94196	-3.28045
<b>Other</b>	Concerned about less parking near Ladywell Surgery. Some people may need to travel 2 miles to see a Dr when ill so walking not an option.	55.94003	-3.28894
<b>Resident</b>	I think people who usually park in traquair park will now park in carrick knowe avenue.	55.94035	-3.27077
<b>Other</b>	This is the opposite of the Corstorphine Connections initiative in that it turns Corst High St/Sycamore Terrace into a fast through route	55.9396	-3.28098
<b>Resident</b>	Why put Permit bays in a cul-de-sac which only has parking on one side of the road and due to house style there is no possibility of having a driveway? Clearly to raise funds from a street that has never seen a road sweeper or a gritter in 40 years	55.94572	-3.28844
<b>Business owner</b>	Would ruin local businesses , visitors and property value. Strongly against.. shocking propos	55.94149	-3.27299
<b>Resident</b>	The proposals a) will speed up traffic on Sycamore Terrace - the opposite intention of the simultaneous LTN/low traffic consultation taking place, b) deprive residents of parking/loading & unloading space - presumably to generate revenue from permits, c)	55.93944	-3.28101
<b>Resident</b>	Absolutely zero communication about this. Why have I not received a letter informing me of these proposals and therefore giving the chance to voice my opinion. I had to accidentally find out about it by coming across a post on a friend's Facebook page!	55.94205	-3.29092
<b>Visitor</b>	It is going to make life a lot harder for residents of Sycamore Terrace and their visitors. They effectively won't be able to load or unload and there are many families with babies and small children living there.	55.93932	-3.28082
<b>Resident</b>	This is unnecessary and a money making scam. Why should residents have to pay to park in their street? What's even worse is I can't even park outside my own house as you have decided to put in a yellow line.	55.94204	-3.29099
<b>Resident</b>	There is no need for parking controls in the streets around Traquair Park West over and above those already in place.	55.94044	-3.27632
<b>Resident</b>	We have a very narrow drive that we are unable to use and like the previous owner we park outside our house. Under the new proposals this area would be a single yellow line. This would have a huge impact on my family life.	55.94427	-3.27368
<b>Resident</b>	Money making scam! Will now need to pay to park my car in my street and what's more it won't even be outside my own house as you plan to stick a big yellow line in front! Strongly object!	55.94215	-3.29093
<b>Resident</b>	The parking restrictions on Belgrade road and others close to st John's will stop me using the local businesses on st John's. I have 2 small children it need to drive and park to go to the bank or butchers. There has never been a problem parking before	55.94333	-3.27796
<b>Resident</b>	As a resident who struggles to park near her home as it is, reducing the number of available parking spaces angers me. If I have to park miles away from my house especially carrying heavy items, this really makes me want to relocate out of the area	55.94083	-3.28202
<b>Resident</b>	There shouldn't be a marked bay at this location. Busy junction with entrance to a cycle path. Cars do not usually park on the raised junction at present but if marked bay present would affect line of sight crossing road to enter/exit Traquair Alley.	55.94036	-3.27122
<b>Resident</b>	You've stopped virtually all parking on St. John's road. And you want to stop all parking close by what are you lot smoking! You are KILLING local business anyway. Do you have shares in hoarding and shuttering business?	55.94484	-3.2765
<b>Resident</b>	This is purely an income generation scheme for the council. I cannot see the benefit of this proposal. Who had requested this? Is it local residents? Local business will suffer as people will not be able to park close enough to shops.	55.94378	-3.27925
<b>Resident</b>	The permit holder only bays within Pinkhill Park are ridiculous. This will prevent my Mother parking to look after my daughter 2 days per week. I feel this is overkill and a money making scheme in a quiet residential estate.	55.93999	-3.26746
<b>Resident</b>	This will have a huge detrimental impact on local business and vital services (e.g. dentist).	55.94269	-3.27313

<b>Resident</b>	We have no driveway. On street parking in permit bays - if available - on the other side of the road with three small children is unsafe, particularly as the road is increasingly busy with people cutting through to avoid Drumbrae.	55.94486	-3.28994
<b>Resident</b>	No need for parking permits or double yellow lines. This would only make parking more difficult (and expensive!) for residents and awkward for visitors. I would definitely not support any of these proposals.	55.9416	-3.28681
<b>Resident</b>	Pinkhill Park - some parts are private road and others permit? There will not be enough permits for the residents to get a space, this area doesn't need this, just another money making scheme from Edinburgh council. No thought for the residents as usual.	55.94058	-3.26754
<b>Resident</b>	Kirk Loan seems to be a go to place for visitor parking. As a nearby resident I struggle to get parked here at the best of times. I feel the allocation for permit holders only might be limited.	55.94078	-3.28133
<b>Resident</b>	1. What is justification /stats for parking permits in featherhall crescent north. 2 Free? or proposed cost for a residents parking permit. 3 Have any residents complained about inability to park in the street. 4 all properties have off street parking	55.94211	-3.29029
<b>Resident</b>	I have never had any issues with over parking in Belgrave Gardens in the 30yrs that I have lived in the area, if permits are to be issued these should be free for residents and their visiting families and friends	55.94461	-3.2765
<b>Resident</b>	Where are the parking for regular people trying to have access to the shops, GP surgery and pharmacies? If youre switching existing parking spaces to permit holders and introducing all these double yellows its going to impact my decision to use these sho	55.94106	-3.28784
<b>Resident</b>	This is another heartless money-making scheme. We pay a lot in taxes already and now you want to charge people for parking near their homes..	55.93948	-3.27769
<b>Resident</b>	Not required in this area at all and will move any parked vehicles to the nearest available areas. Ill thought through and further evidence of anti-car views and a means to increase revenue while pretending to address an issue that does not exist.	55.94422	-3.29086
<b>Resident</b>	Creating an issue where one doesn't exist to make money. Will there be a reduction in council tax in the area, given we cannot utilise space outside our properties due to parking bays that are not needed?	55.94505	-3.28521
<b>Resident</b>	The plans to introduce parking permits, yellow lines and metered parking seems unnecessary for Corstorphine. There are no cars being dumped through the day with people getting buses into town. Wait until post COVID to make a decision on this.	55.94435	-3.28503
<b>Resident</b>	Hello, I object to this parking restriction. It is not needed. It will only create hassle for the residents. Very unhappy that Council didn't send this in post.	55.94521	-3.2849
<b>Resident</b>	The suggested restrictions for The Paddockholm are completely out of proportion to any issues I've experienced during over 30 years living here. I am very concerned that these new restrictions would generate problems where they didn't exist before.	55.94104	-3.27627
<b>Resident</b>	On this map, there is no sign of the short term parking spaces currently available in Station Road, Manse Road and by Inglis Vets. Are these still going to be available or not? I find them indispensable for short visits to local shops.	55.94232	-3.28481
<b>Resident</b>	We just moved to the area on 15th January. This will be detrimental to local businesses and cause particular problems for the elderly visitors to Ladywell medical centre. It seems very odd to be undertaking these things while in the middle of a pandemic	55.94233	-3.28841
<b>Resident</b>	Strongly disagree with the proposal, specifically on Sycamore Terrace and surrounds. Due to direct access required to homes for loading/unloading of shopping and children. Congestion will increase as a result leaving residents battling for spaces.	55.93937	-3.28076
<b>Resident</b>	Strongly oppose proposal, specifically on Sycamore. This proposal removes direct access to properties which is unacceptable and dangerous for families. It will create unwanted demand on Dovecott. Thus penalising the residents with young children further.	55.93938	-3.28079
<b>Resident</b>	It's an outrage to residents of the Corstorphine area, just another thing to charge us for.	55.94504	-3.27598
<b>Other</b>	I am a patient at Ladywell Medical Center West, it has a very large catchment. This will make the poor parking situation even worse for vulnerable people who need to drive there. Parking for centre already terrible on surrounding streets. This is worse.	55.94003	-3.28894
<b>Resident</b>	THE proposed permit parking bay blocks the driveway to 24 Barony Terrace	55.94518	-3.28418
<b>Resident</b>	Where is the parking for the Health Centres of Ladywell East and Ladywell west?	55.94086	-3.28823
<b>Resident</b>	Proposed Permit parking bay blocks the driveway entrance to 24 Barony Terrace which is not located where shown on the map.	55.94515	-3.28434

<b>Visitor</b>	There appears to be no parking anywhere in the area for visitors. Only residents parking. Are you trying to kill the shops and restaurants?	55.94489	-3.26438
<b>Resident</b>	People need to park (short term) and as I've said before what we (as residents) need is no parked car closer to our drives than 1 metre on either side, other spaces have painted bays. Parking closer to drives or outwith the painted bays get towed	55.94217	-3.28974
<b>Resident</b>	Driveway to house blocked by permit parking.	55.94514	-3.28422
<b>Resident</b>	Im a patient at Ladywell medical centre East. I live 3 .5 miles away. How do I get there. No direct bus, no parking and can't cycle or walk that far. Yellow lines everywhere. No sensible thought given to these plans. Council employed by us to do job	55.94778	-3.29791
<b>Resident</b>	We've been parking outside our house for over 20 years without any major issues. I just don't see the reasoning behind forcing residents to pay for a permit. Those with front gardens are now talking about slabbing over their lawns removing greenery.	55.94175	-3.26767
<b>Visitor</b>	One of the proposed permit bays actually crosses the driveway of my elderly parents! The driveway is not marked correctly on your map (24 Barony Terrace). This would also make it more difficult for us to visit my parents.	55.94518	-3.28418
<b>Visitor</b>	I live in Bughtlin and my doctors surgery is in Ladywell Medical Centre . There is no parking provision on the map. Are they going to move the medical centre?	55.94071	-3.2885
<b>Visitor</b>	How can I collect my carry out from any of the restaurants on the Glasgow Road. There is no parking allowed	55.94288	-3.2912
<b>Visitor</b>	I cant get to my bank.	55.94286	-3.28805
<b>Resident</b>	I have lived at 29 Clermiston Road for more than 20 years and can count on one hand the number of times I could not part my car in one of the adjacent streets. This plan is nothing other than a new council tax premium for me.	55.9441	-3.28077
<b>Resident</b>	What will permits cost? Why have I not been contacted directly by the council about this proposal? Clermiston Road residents will also need permits if this proposal goes ahead.	55.94411	-3.28075
<b>Resident</b>	From the proposal a yellow line will over our driveway where we currently park 1 car. If we can't do this it will take up an additional resident permit space. Pls consider leaving the existing white line Already pressure on space from Clermiston Rd cars	55.94501	-3.28
<b>Resident</b>	Double yellow lines will REDUCE my ability to park on my street and then you expect me to pay for it too!	55.94504	-3.28831
<b>Resident</b>	This is nothing other than a stealth tax.We do not have a parking problem in the area. This whole process is flawed. A large number of the residents in the area are elderly, who may not have the requisite skills to download this information yet alone res	55.94112	-3.27352
<b>Resident</b>	this is nothing other than a smoke screen to raise revenue for the Council.The elderly are being denied the opportunity to comment on this due to the online nature of this survey.it smacks of age discrimination.	55.42439	-1.50236
<b>Resident</b>	I don't want to pay to park outside my house when I have no problem parking at all. I don't want visitors to pay to visit me. Please don't do this.	55.93974	-3.27937
<b>Resident</b>	Putting the parking spaces on the side of the road *opposite* the houses increases the risk for my young children, having to cross the road each time they get in & out of the car, not to mention for the adults, when they, for example, unload the shopping	55.94372	-3.28509
<b>Resident</b>	Reducing the overall parking spaces on our road does not fix the issue of not finding a parking space! Together with our neighbours we have 4 cars not on drive ways, which already fills what's available locally and does not allow for any visitors at all.	55.94374	-3.28509
<b>Business owner</b>	There is no parking issue in this area	55.94067	-3.27936
<b>Resident</b>	Map factually incorrect. Existing dropped kerb location outside 40 and 40a Traquair Park West is incorrectly located. Introduction of parking restrictions will cost me and any visitors money in a street currently without parking issues.	55.94017	-3.27376
<b>Visitor</b>	My regular trips to the shops in corstorphine will not happen as I can find free and easy parking at local shopping centres. Any business who make it through lockdown will struggle due to this planned scheme.	55.94153	-3.27937
<b>Resident</b>	I have parked my car in the last 20 years in Orchardfield avenue and have only once not found a space to park on the western street side. I would doubt if residents have any trouble parking on the proposed permit holder east side of the avenue.	55.93994	-3.28337
<b>Resident</b>	There is no requirement for this. There is no issue with parking here. I strongly object to these plans.	55.94443	-3.27516

<b>Resident</b>	I don't understand what problem we are trying to resolve here. Feels like the creation of problems for residents. Is this simply about raising money while inconveniencing residents, their visitors and people parking to go to local businesses?Disappointed	55.94044	-3.27974
<b>Resident</b>	I'm concerned that the proposed parking restrictions on Ladywell Avenue will have an impact on Dovecot Road which already gets congested at school drop off and pick up times with cars overhanging gates etc	55.93896	-3.28266
<b>Resident</b>	For safety reasons parking should only be allowed on one side of Pinkhill (section that leads to corstorphine road) the junction there is awful when cars exiting block the road , preventing cars driving into pink hill , and then blocking visibility	55.94201	-3.26423
<b>Resident</b>	I do not want parking permits on this road. There is no issue with non residential parking.	55.94426	-3.27867
<b>Resident</b>	Too many permit spaces will drive increased traffic and parking to nearby streets	55.94007	-3.27095
<b>Resident</b>	More yellow lines space at corner of traquair - dangerous corner	55.94081	-3.26903
<b>Resident</b>	Parked cars in quiet streets is not a problem, St. John's road is a traffic disaster, sort that please!	55.94416	-3.2771
<b>Other</b>	Drastic measures leave it how it is, I live and work around Corstorphine as do my children this is scandalous.	55.93888	-3.2862
<b>Other</b>	Drastic measures leave it how it is, I live and work around Corstorphine as do my children this is scandalous.	55.93888	-3.2862
<b>Other</b>	Drastic measures leave it how it is, I live and work around Corstorphine as do my children this is scandalous.	55.93888	-3.2862
<b>Other</b>	Drastic I live and work in area my daughters all live in areas affected with small children scandalous anyway to make money	55.94407	-3.28809
<b>Resident</b>	Proposals will encourage parking on the corner of Meadowhouse and Carrick Knowe creating bottle neck and increasing accident risk.	55.93947	-3.27097
<b>Resident</b>	Concerned that the new parking proposals at Pinkhill are on both sides, congested traffic and making entry and exit difficult. Suggest traffic light to improve flow and safety	55.9421	-3.26506
<b>Resident</b>	Concerned about parking at top of Pinkhill. Should be in one side only. Congested traffic backs up on both Pinkhill and Corstorphine Road. Also traffic light at junction would improve safety and flow	55.94219	-3.26505
<b>Resident</b>	I have no desire to have a parking bay outside my house. Nor the additional cost of a permit. Totally unnecessary and unwanted	55.94349	-3.27668
<b>Resident</b>	The measures are too draconian for a suburban area and will have a detrimental effect on access to local amenities. The entire parking proposal will limit the ability of family and visitors from parking when visiting our property.	55.94406	-3.28935
<b>Resident</b>	At the rear of 38 Templeland Road we have a back gate to our property and we have parked there for the last 40 years though custom and practice. Rather than double yellow lines we would want a Permit bay plus signage preventing parking near garages.	55.94406	-3.28935
<b>Resident</b>	The issue in terms of Kaimes Road relates to the section below Gordon Road. I will provide further details by email but this is the section that needs to be addressed.	55.94255	-3.27311
<b>Resident</b>	I have been in Belgrave Rd. for 53 years. While parking has steadily got heavier I have never failed to find a spot outside of my house or nearby.	55.94357	-3.27917
<b>Resident</b>	Very angry about these proposals. Total lack of notice from you/Councillors. Cost? Who wants this-evidence? Public safety-streets are not wide enough for parking both sides. Huge aesthetic damage.	55.94474	-3.27646
<b>Resident</b>	There is no need for the single yellow line south of 25 Kaimes Road. Kerb space on the west can be used for resident or other spacing. Trades access also affected: many traders won't have permits or are not on approved trade list.	55.94413	-3.27377
<b>Resident</b>	Residents should not be made to pay for parking outside their own property	55.94432	-3.29092
<b>Resident</b>	There is no issue with parking locally. There is plenty of available parking for everyone. Introducing parking restrictions will cause problems for local residents rather than provide a solution.	55.94398	-3.27492
<b>Resident</b>	Think this is totally unnecessary as we have never had any issues with parking in our area.	55.93974	-3.27438
<b>Resident</b>	My husband and I would like to object. Our street has no problems at the moment so don't see why anything needs to change. Think it will cause more problems.	55.94437	-3.28251
<b>Resident</b>	People will park further up and gardens will be paved over	55.94568	-3.28974

<b>Resident</b>	I don't believe these plans address the actual issues and there is a lack of detail as to how much the permits will cost residents, how many you can have and how many bays are in the permit zones.	55.94222	-3.27253
<b>Resident</b>	There is no issue with on street parking in our street. Why introduce something that is not needed?	55.94372	-3.275
<b>Visitor</b>	You are restricting location of people wishing to participate in lawn bowling at Corstorphine Bowling Club	55.94227	-3.27796
<b>Resident</b>	Ridiculous, shared parking will make it worse for residents. Yellows outside sycamore terrace, how are residents to unload shopping safely outside our houses. Single and double yellows on sycamore terrace will encourage fast traffic. Bad plan	55.93972	-3.28107
<b>Resident</b>	Traquair Park West is a residential with on street parking predominantly used by residents. There is no benefit for residents in introducing parking bays and restrictions. It is an absurd waster of tax payers money.	55.94012	-3.27515
<b>Resident</b>	This solving a problem which does not exist. There is no issue with parking in my area, but this scheme will remove on street parking outside my house which displaces two car and causes a problem for my disabled daughter to access a vehicle.	55.94408	-3.27629
<b>Resident</b>	Commuters do not park in the Pinkhill Park estate. Spaces are already hard to find for residents adding double yellows everywhere is going to be a real issue now that everyone works from home. Permits are expensive for an area that doesn't require them	55.9402	-3.26731
<b>Resident</b>	Putting double yellows in the estate would be pointless, no commuter park in Pinkhill park. Parking isn't an issue. Permits are expensive, I would need to move somewhere else if the council was trying to get more money out of us during this pandemic.	55.94041	-3.26745
<b>Resident</b>	We do not want any parking restrictions on Templeland road.	55.94506	-3.29311
<b>Resident</b>	There are no resident parking spaces proposed for residents of the tenement in Corstorphine High Street, with all the surrounding streets becoming mixed use bays or residents where are we supposed to park? can we apply for permit for surrounding streets?	55.9407	-3.28198
<b>Resident</b>	There will be less space for residents to park. It will not reduce parking but just charge residents a lot of money for parking which is free. Permit residences are fine but should be issued free. No reason for charging other than money making by Council	55.94458	-3.28844
<b>Resident</b>	I Don't see why I should be penalised to park out my own front door by needing to pay for a parking permit when I rarely have a problem to park outside my door , I have lived in my house for nearly 40 years- MONEY MAKING EXCERISE that's all !!!!!	55.94017	-3.27258
<b>Resident</b>	I Don't see why I should be penalised to park out my own front door by needing to pay for a parking permit MONEY MAKING EXCERISE thats all !!!!! don't look like theirs enough shared parking bays for the whole street if this gets the Go head either	55.94017	-3.27258
<b>Visitor</b>	Health and wellbeing of my parents for family/ friends visiting but this proposal will put a a lot of strain on this,especially both not on a bus route if they cant get there car parked ,40 years my parents have lived there and parking not been a issue!	55.94017	-3.27258
<b>Resident</b>	So between keeping our driveways clear and yellow lines on the street there's not enough room for all the cars after issuing permits -so we will all be fighting to parkfor shared bays- I've never understood how you are allowed to sell more than spaces	55.94017	-3.27258
<b>Resident</b>	There are no parking issues in this area.This method of informing people is flawed .It disadvantages the elderly.Nothing more than another stealth tax.	55.94078	-3.26956
<b>Resident</b>	At a time when the high street is dying and in need of every available assistance you decide to introduce parking restrictions that will exasperate its demise. This is typical of short term council planning leading to long term pain for all concerned.	55.94375	-3.28122
<b>Resident</b>	There is no problem parking on Gordon rd, there are plenty of spaces for residents plus visitors. Putting in parking controls will bring disadvantages (restrictions to visits, trades etc) without any advantage.	55.94422	-3.2783
<b>Resident</b>	I strongly object to this ridiculous money-making scheme. I have lived here for 45 years paying council tax and road tax and you now want to extort more cash with no return. The road surface is a disgrace and the neglected gullies cause flooding.	55.93844	-3.2923
<b>Visitor</b>	Ridiculous money making proposal from the council when we should we working as a community helping each other. Why should residents have to pay to park outside a house they have owned for over 40 years!!	55.93797	-3.29307
<b>Resident</b>	This is so bad for the local businesses. If people cannot shop easily in their local neighbourhood, they will be forced to spend more time driving to larger retail parks where they can shop easily and freely without concern re cost of parking	55.94232	-3.28481

<b>Resident</b>	We need to be able to access local pharmacy and health care providers without concern over parking fees to this	55.94236	-3.28629
<b>Resident</b>	There is no need to introduce these parking zones. Corstorphine is not in the city centre, it isn't over run with commuter parking is very residential. It's only a money making scheme and another disaster scheme by the Council within Corstorphine!	55.94381	-3.28666
<b>Resident</b>	There is absolutely no need for parking restrictions in this area as there is and has never been a problem with parking in this area.	55.94228	-3.261
<b>Resident</b>	A this is absolutely ridiculous. All your going to do is push the parking onto surrounding streets. The parking round here is diabolical at the moment as it is. You are going to kill the high Street off.	55.9505	-3.2935
<b>Resident</b>	The proposals are unnecessary and will adversely affect local businesses.	55.94227	-3.27796
<b>Resident</b>	Cars will be parked in surrounding streets making traffic heavier as people try to find a parking space	55.93934	-3.28674
<b>Resident</b>	This is a housing estate at the edge of the city. It is not necessary to have metres and yellow lines. Specifically why do we need a yellow line across our driveways. Other people do not park here. This should be free for residents to park.	55.94392	-3.29106
<b>Resident</b>	I am strongly against this proposal. This will negatively impact the residents of Corstorphine and visitors to the area. The proposals will discourage visitors to local shops, during a time when we need to be protecting them.	55.94348	-3.27878
<b>Resident</b>	The proposed restrictions within Pinkhill Park are unnecessary and will add to parking problems rather than reduce them	55.94063	-3.26788
<b>Resident</b>	We are concerned that there is no proposed "residents only" parking in Barony Terrace from nos 10 to 20 on one side and 7 (our residence) to 7a.on the other.	55.94492	-3.28306
<b>Resident</b>	The new proposal will mean a single yellow line outside my house meaning i can no longer park there. Parking permits are £109 so I am being penalised every year for not installing a driveway.Parking is not the problem in CPG speeding cars are.	55.93991	-3.27896
<b>Resident</b>	A significant number of older, less mobile, people drive to the Carlton Bridge club the buses is not practical. Parking restrictions may reduce people attending bridge club, leading to increase in social isolation	55.94171	-3.26481
<b>Resident</b>	Never had any real problems parking in my street or across the road in Belgrave Road. Am surprised the evidence backing the proposal is substantial enough to warrant a parking zone. Am cynical on this one.	55.94151	-3.27466
<b>Resident</b>	Remove the bay between the bus stop and Featherhall Avenue	55.94001	-3.28814
<b>Resident</b>	Remove at least 2 bays here as it is very tight having parking and 3 lanes of traffic	55.94009	-3.2916
<b>Resident</b>	People will park elsewhere rather than pay for a permit, especially if there are several adults with cars in the one household. Other roads will become clogged with cars from residents in other streets	55.9381	-3.28613
<b>Resident</b>	Where my locator is should be two more permit bays. Most of my neighbours have more than one car, where would my visitors park when there's such limited space? I want to be reassured that no one else can park in front of my garage which I privately own.	55.94398	-3.28986
<b>Resident</b>	As a resident just outside of the proposed zone, I believe I would be unfairly disadvantaged from this proposal as residents within the proposed zone would simply park on my street rather than pay for a permit.	55.94513	-3.27946
<b>Resident</b>	Improved park and ride facilities on the outskirts of Edinburgh would be a far better solution. This proposal will damage local businesses and negatively impact elderly residents by restricting free parking.	55.94278	-3.28302
<b>Resident</b>	We've never found there's a problem with parking - almost always a free space outside our own house, and this appears to be the case our near neighbours too. So having to purchase a residents' parking permit would - for us - be an unwelcome new expense.	55.94516	-3.28618
<b>Resident</b>	I do not think any parking restrictions are necessary. There are not currently any problems with parking in the residential streets in the Corstorphine area, and I think these proposals will cause problems.	55.94422	-3.27836
<b>Resident</b>	I'm struggling to understand why so much effort is being put into solving a problem that doesn't exist, particularly given the current pandemic. This isn't going to help visitors and looks more like a money raising scheme.	55.94344	-3.27399

<b>Resident</b>	I don't feel there is a parking issue on this street and would oppose parking controls as these would impact on family and friends who visit. Many of my neighbours use the street for parking and this would also adversely affect them.	55.94001	-3.2793
<b>Resident</b>	I am very preturbed that I have not received any formal notification of this proposal, I only heard about this through a neighbour. I think parking restriction in my area are totally unnecessary as we have no issues with parking.	55.94046	-3.27132
<b>Resident</b>	it is just a money making scheme from the council, if it is not then ever householder in Corstorphine should get 1 free permit every year. We pay road tax and council tax the motorist is just an easy target, parking is no bother for me.	55.94036	-3.2805
<b>Resident</b>	The parking bay and yellow lines should be swapped from one side to the other. PB on the West YL on the East	55.93954	-3.27764
<b>Resident</b>	This road is too narrow for traffic to pass safely with cars parked on both sides, bays should be interrupted to allow "passing Places"	55.94113	-3.2677
<b>Resident</b>	This road is too narrow for traffic to pass safely with cars parked on both sides, bays should be interrupted to allow "passing Places"	55.94132	-3.26592
<b>Resident</b>	This road too narrow for cars to be parked on both sides and this causes congestion and potential accidents on Corstorphine Road when cars cannot turn into Pinkhill as cars backed up. Ideally one side of the road should have NO PARKING at all.	55.94212	-3.2651
<b>Resident</b>	Seems unnecessary and will make the problem with parking worse. This map is also not up to date as it shows a planned bay over our existing driveway.	55.94504	-3.28757
<b>Resident</b>	Why would you have yellow lines in front of my driveway? Why are you doing this when there is no problem on most of those streets? Why can we no How many spaces are you proposing in front of my house - as if more than one it makes it dangerous for access.	55.94419	-3.29114
<b>Visitor</b>	I have elderly parents who live on Maybank Villas. I have concerns that they may be unable to park outside their house and to have to pay for permits for parking. I am concerned I will have to pay to visit them.	55.94437	-3.28829
<b>Resident</b>	Double yellow lines and residents only/permit parking around Ladywell Medical Centres is unacceptable. Car travel to and parking close to the Medical Centres are essential.	55.9403	-3.2891
<b>Resident</b>	No current problem with parking. Against permit zone. Understand others troubled by 'park and ride' cars so supportive of restrictions for limited period during middle of day.	55.94285	-3.27536
<b>Resident</b>	This is unnecessary. I do not wish any changes to the existing parking on my street.,	55.94437	-3.28823
<b>Resident</b>	We have no parking issues on Gordon Road or in the surrounding roads of Gordon Loan and I have been here for 20 years. We get occasional parked cars during the international matches. These proposals will create more problems for no benefit	55.94374	-3.27515
<b>Resident</b>	We often have visitors who come to stay and there has never been a problem with congestion or spaces on Gordon Road. I have lived here for 20 years and object to these proposals	55.94379	-3.2751
<b>Resident</b>	I refer to the "Controlled parking and priority parking protocols", Section 2 part A, In this area there has never been any non residential vehicles parked in the parking spaces. We feel there is no CLEAR NEED for this imposition.	55.94102	-3.27567
<b>Resident</b>	I would like parking permits introduced on my street and locality (Glebe Gardens, Glebe Road, Glebe Grove, Glebe Terrace) to reduce the problem with commuter and shopper parking.	55.94184	-3.28226
<b>Resident</b>	The problem in St Ninian's Rd is not parking but its use as a cut through to/from St John's/Clermiston Roads. This is a nuisance and danger to pedestrians/residents. The proposals will make this worse by allowing faster traffic flow.	55.94371	-3.28413
<b>Resident</b>	The proposals for St Ninian's Rd reduce parking by half. The 2 churches in the street both have halls used heavily by many groups as a key part of the vibrant village community. By restricting parking they will be used less affecting the community.	55.94378	-3.28554
<b>Visitor</b>	These proposals would mean that it would find it difficult to park and cost us as well to provide child care for our family which is unacceptable. It would also mean that street would also become even more of a rat run.	55.94359	-3.28472
<b>Resident</b>	Discourages use of local shops at the east end of Corstorphine. Free parking and a time limit would be more appropriate there.	55.94231	-3.27929
<b>Resident</b>	Parking essential for visitors to GP surgery. This will disadvantage many elderly people and those with health and mobility issues.	55.94068	-3.28751

<b>Resident</b>	I do not support these proposals. I am very concerned that any type of parking restrictions as proposed in our adjacent streets will quite simply move the commuter or holiday parking elsewhere eg into our street. Introduce a commuter charge instead!	55.93748	-3.28532
<b>Resident</b>	I object strongly to the introduction of permit holder bays. There is no issue with parking in my street. This is a council money making exercise by forcing residents to pay to park where they live.	55.94031	-3.27621
<b>Resident</b>	I live in a quiet cul-de-sac with private parking. Your map shows a single yellow line around the the whole area. This is quite unnecessary and overkill since Covid 19.	55.93979	-3.28187
<b>Resident</b>	Your Controlled Parking Zone Engagement form for Corstorphine came through the door today. However, the first drop in session was yesterday. What is the point of that?	55.94051	-3.2757
<b>Resident</b>	There's too much bureaucracy and not enough consultation. No matter what the outcome the CEC will do whatever it wants. You have already been told that there is no need for a cycle path on Clermiston Road and yet you are making plans to implement one	55.93987	-3.28223
<b>Resident</b>	We have no issues with parking on our terrace and disagree with the council's proposal to introduce parking permits. There is no need for them in our road and it will increase the annual costs for each of the families for no reason.	55.94171	-3.27687
<b>Resident</b>	This is nothing other than a mechanism to add further taxation measures by the back door .The leaflet sent to the residents does not show the fact that consideration has already been given to various controls that the Council wish to implement .	55.89213	-3.57007
<b>Visitor</b>	Permit parking spaces in St Ninian's Road/surrounds are not required as properties have garages or driveways. Busiest time are weekends when church services are on. Disabled spaces would ease access for elderly/disabled parishioners attending services.	55.94376	-3.28517
<b>Resident</b>	Strongly opposed. This is not needed in Pinkhill Park. Aside from being financially in affordable it would be cause a lot of headaches for residents, short term renters and those using air bnb in the development. It also causes problems with UG parking	55.94058	-3.26754
<b>Resident</b>	There is not enough space for 2 sides parking. It is dangerous due to the blind corner. There should be no parking outside 46. Cars outside 40 and 42 both park on pavement as no space when parked on road. No emergency access.	55.94546	-3.28604
<b>Resident</b>	The councils attention should be focused on fixing the potholes and road surfaces, not just looking at ways to extract further revenue's by the back door.	55.94227	-3.28335
<b>Resident</b>	This is just a tax. The introduction of yellow lines and bays will significantly reduce the car parking on our street during the day. No evidence of any benefit to residents or visitors or businesses has been provided for our street.	55.94485	-3.27792
<b>Resident</b>	I would have to buy a resident permit, I dont know how much for and if there would be enough spaces for all the residents. I do not think this would resolve the situation. Turning cars is an issue. High volume of number of people parking who use surround	55.93999	-3.27845
<b>Resident</b>	I live at 149/3 St Johns Road. At present it is difficult to park my car and this looks like it will be 10 times worse. What happens all day if i am not using my car that day, say, because i am feeling unwell or working at home?!	55.94261	-3.28215
<b>Other</b>	As a regular church goer attending St John's RC church in St Ninian's Road, I feel very strongly that at weekends there should be no parking restrictions here or on St Ninian's Drive, to enable church goers on Saturday evenings and Sundays.	55.94379	-3.2858
<b>Resident</b>	There is no need or reason for parking charges and single / double yellow line within Pinkhill Park. The development is very well self regulated, and you will forcibly constrain parking availability for no valid reason.	55.94035	-3.26785
<b>Resident</b>	I live at Pinkhill Park, and I believe there is absolutely no justification in introducing parking charges or yellow lines into our development, which combined with the private road, will lead to strife between the residents.	55.94064	-3.2681
<b>Resident</b>	Parking spaces are currently inadequate for the number of local residents in Pinkhill Park. This is excluding additional capacity required for visitors, constant delivery vans and weekly engineer access to the BT Openreach and CityFibre pcp cabinets.	55.94069	-3.26804
<b>Resident</b>	Terrible idea, no need	55.94027	-3.27804
<b>Resident</b>	I think the whole thing is ridiculous. Doesn't take into account residents and peoples homes. Family visitors now can't park near your home if parking is full or have to pay to do so. No parking near a doctors surgery!!!!	55.93854	-3.2867
<b>Commuter</b>	St Andrew's Fox Covert RC Pupils regularly attend services throughout the year at St John the Baptist RC Church, St Ninian's Road, and, as it stands now, on-street parking is extremely difficult in this area and surrounding streets.	55.94371	-3.28508



<b>Resident</b>	Increasing the cost of road markings & signage, payment machines and administration of parking permits is unnecessary. Improve bus routes to the areas where "commuter parkers" live. Why not survey the people who park in these locations?	55.94489	-3.2738
<b>Resident</b>	We do not have a parking problem in Corstorphine. This will push commuters to park hillview terrace which is the 1st street outside the proposed parking zone) and isdesigned to put money into council coffers. Edinburgh traffic planning is a disgrace.	55.94549	-3.28402
<b>Visitor</b>	The majority of corstorphine does not have an issue with parking - why put this in now? Covid means fewer people will be commuting in the long run. Wait a few years and see if an issue arises before looking into things again.	55.9413	-3.28918
<b>Resident</b>	It will only make life under pressure for resonate and for visitors ! Please don't develop this initiative	55.94066	-3.26912
<b>Resident</b>	Parking issues on Victor Park Terrace will not be fixed by reducing parking spaces. This is not a street used by commuters to park and get a bus, this is a street with lots of residents in a small space. Most elderly or have young families.	55.94524	-3.28845
<b>Resident</b>	Not in agreement with this whatsoever	55.9403	-3.27875
<b>Resident</b>	Featherhall Rd & Manse St have tenement buildings, hence a large number of households without access to off street parking. It is entirely inappropriate to reduce the number of parking spaces in this area in the name of improving parking for locals.	55.94146	-3.28681
<b>Resident</b>	The restriction of vehicle heights to 2.5m makes no sense. This will prevent owners of taller private vehicles from parking anywhere near their home. If this restriction is to prevent commercial vehicles, then limit it to applying to commercial vehicles.	55.94241	-3.29316
<b>Resident</b>	There is no problem with the parking on Traquair Park West. Restrictions are completely unnecessary.	55.9404	-3.27822
<b>Resident</b>	We are furious that this is being proposed for our road. It is not necessary at all . Residents would NOT benefit from such a proposal.here.and the fact that you would ask us to pay for this is ridiculous.	55.94167	-3.26756
<b>Resident</b>	Will affect businesses in Corstorphine Not required in the Paddockholm. We have a control in place. Don't need fix for something not broken. Will restrict visitors further	55.9413	-3.27807
<b>Resident</b>	Proposed single yellow line in front of garages has potential to obstruct access to garages outwith restricted times, but will also prevent garage owners parking for a longer time period on the road in front of their own garage.	55.94563	-3.28807
<b>Resident</b>	Road too narrow parking here already causes problems turning into St. Ninnian's Rd.	55.94343	-3.28623
<b>Resident</b>	More bicycle parking required near the shop entrances.	55.94254	-3.28182
<b>Resident</b>	More bicycle parking and traffic reduction measures required to encourage workers to make sustainable travel choices and not park on local streets.	55.94153	-3.27085
<b>Resident</b>	Double yellows are needed on at least one side of St. N Dr btwn 160 & 162 St.J Rd. Currently it is dangerous as only one car can get past if cars are parked on both sides. Given cars are usually backed up St. N it makes it difficult to get off st. J Rd	55.94321	-3.28629
<b>Resident</b>	Is there room to get past these cars if positioned like this? Cars are usually parked on one side for that reason. Staggering it will make it dangerous for all travel modes	55.94509	-3.28761
<b>Resident</b>	This general area is positioned along way from any form of visitor parking	55.9453	-3.28757
<b>Resident</b>	Residents of T/Park West with commercial vehicles may park in the nearest available street which is Meadowhouse Road. This narrows at its junction with Carrick Knowe Av so presenting a dangerous route to school	55.94017	-3.2711
<b>Resident</b>	Those wishing to avoid parking charges/permits will simply park at the bottom of Station Road, ie Meadowhouse Road. This is a major school route and cannot take any more parking.	55.93934	-3.27765
<b>Resident</b>	I am very very opposed to parking restrictions on my street. In the thirty years I have lived here there has never been a problem outside of our house	55.94037	-3.28914
<b>Resident</b>	I am strongly against the Council's plans for parking restrictions on my street	55.94225	-3.27861
<b>Resident</b>	Strongly object to paying for parking in Corstorphine Bank Drive. I feel it is bad for us, local shops and restaurants, doctors and dentists	55.9358	-3.27766
<b>Resident</b>	There is no need to extend traffic restrictions in the Corstorphine Area. There are ample parking spaces which overwhelmingly are used by residents. This proposal is basically to increase income .	55.94279	-3.28062
<b>Resident</b>	i don't approve of the proposal as there is plenty of parking space for residents. i would require a white line across my garage entrance in order to maintain access	55.94335	-3.2807
<b>Resident</b>	Terrible idea, patrol area & charge the people that cant park properly, why should residents pay more money, try mending the roads instead of wasting more money & annoying residents	55.9414	-3.28895

<b>Resident</b>	More very poor ideas by council, probably by people that don't stay in the are, most of the complainers are retired & nothing better to do than moan	55.9414	-3.28881
<b>Resident</b>	All this will do is move the problem out by two streets. Don't think these restrictions are required but if they do go ahead then they should be expanded ie to Caroline Terrace.	55.94551	-3.28166
<b>Resident</b>	Nothing wrong with the status quo and parking is FREE - not a money making council scheme. I've never had trouble finding a parking place in my street. I have experience of living in a permit zone when it is more difficult to find a bay!	55.94368	-3.27951
<b>Business owner</b>	Unless the controlled hours are in the morning otherwise it will have a bad effect on the New Melville Bridge Club.	55.94215	-3.26483
<b>Resident</b>	55-77 Forrester Road. 1)Proposed zig-zag parking on both sides - more unsafe than present. 2.)Loss of 3 or 4 parking spaces - not compensated for anywhere else within the zone. 3)Why pay for fewer options than now?	55.94467	-3.2873
<b>Resident</b>	Three garage businesses in St Ninians Drive. They currently totally dominate the proposed shared areas in this street, Forrester Road & St Ninian's Road, leaving no sharing options for residents and visitors.	55.94455	-3.2862
<b>Resident</b>	55-63 Forrester Road. Introduction of unnecessary yellow line here will result in the loss of four parking spaces, not compensated for anywhere else in the street plans	55.94459	-3.28721
<b>Resident</b>	Many patients at the Ladywell East and Ladywell West medical centres travel there by car. It is already difficult to find parking spaces anywhere in the vicinity of these medical centres and these proposals will make it worse.	55.94012	-3.28932
<b>Resident</b>	Please consider extending the double yellow lines in front of the drive at 5 Barony Terrace into the proposed residents parking bay. The proposed bay will cause traffic to move into the middle of the road on a blind corner.	55.94469	-3.28241
<b>Resident</b>	I live in Hillview Terrace and on the printed map that was supplied it was one of the roads included. I see that this map is different and it is not included. Due to this misinformation by the Council and short form field entry I cannot comment	55.94551	-3.28166
<b>Resident</b>	I do not think this is necessary and it will adversely affect me	55.94551	-3.28166
<b>Resident</b>	Unnecessary money making scheme which will be misused by this awful Council	55.94042	-3.27293
<b>Resident</b>	I have not been consulted on this before. The information leaflet arrived the day after the first drop in session. I have lived here for 18 years and have never had a problem parking.	55.94032	-3.27563
<b>Resident</b>	There are no parking issues outside our house and in the street in general.	55.94397	-3.27546
<b>Resident</b>	Not a significant parking issue. A greater focus to improve park and ride from out of town and improved cycle/footways. Open toilets and cafes might make them more attractive. Parking on one side would help.	55.94163	-3.26735
<b>Resident</b>	My intention is to create off-street parking in our front garden for a second car. Your interactive maps shows permit parking spaces in front of our property. Can these be removed to allow us access to this 2nd off-street parking on my property.	55.93998	-3.27885
<b>Resident</b>	What is the backup to the Council's claim that there is a real "parking pressure issue" in Gordon Road. It is certainly not consistent with my first hand observations. This proposal therefore simply punishes local residents practically and financially.	55.94378	-3.27554
<b>Resident</b>	I can clearly see the need to control traffic and parking in this area. My objection is the Shared Parking bay outside the only 2 houses in the street that have no driveways. Both houses belong to pensioners with a need to park near home.	55.9414	-3.28818
<b>Resident</b>	Detailed plan needs revision. Results in 30% approx loss of street parking. Not allowed to park over own drive adding to parking problem!!!	55.94505	-3.2783
<b>Resident</b>	My house is very close to the boundary of this proposed parking zone. All that will happen is that drivers will move from the zone of parking restrictions into adjoining roads such as Hillview Drive where there are no parking restrictions.	55.94583	-3.29163
<b>Resident</b>	The proposed resident parking on Broomhall Drive and in particular outside the shops which are frequently used for short term parking to visit the shops is completely unnecessary as there are no adverse parking issues in this whole area.	55.93791	-3.29165
<b>Resident</b>	NO issues with parking on Old Kirk rd. Introducing extra costs of parking in this economy as we are suffering the hardships of covid is punitive at best.	55.94504	-3.27598
<b>Business owner</b>	Insufficient parking for patients visiting the pharmacy. There is no indication in the consultation when the restricted times are	55.94313	-3.28828

<b>Resident</b>	There is no current problem at Corstorphine Park Gardens with commuters parking and cannot see any point in this proposal as there is no problem	55.93998	-3.27862
<b>Resident</b>	I am almost certain that residents who have no access to this forum or the internet and who would have a very negative view on this in my opinion	55.93997	-3.27863
<b>Resident</b>	Residential parking is not currently a problem. These proposals will unnecessarily penalise the people who frequent St John's Church for worship and also funerals, many of whom are elderly and need vehicular access.	55.94365	-3.28603
<b>Resident</b>	The proposal will reduce the available parking space on my street where parking is already at a premium.	55.94448	-3.28815
<b>Resident</b>	This intended shared use bay runs across the entrance to the driveway of my property and if marked could deprive me of vehicle entry.	55.94511	-3.28431
<b>Resident</b>	We live on 61 Forrester Road on the corner and do not have a drive way. Parking has never been an issue for us. From your plan there is not enough parking bays for the whole street. This will create a problem rather than help the residents.	55.94474	-3.28741
<b>Resident</b>	I do not want to have any double yellow lines in my street. Not all residents have drive ways and the elderly neighbours have family visiting that needs space to park their cars! We do not have any parking issues. Please do not enforce this on our street	55.94535	-3.28732
<b>Resident</b>	I totally disagree with this proposal and don't see the need for CPZ. I have no issues parking in my street. If CPZ is introduced in surroundings areas then this could have an impact with non resident cars parking in my stree.	55.93998	-3.27856
<b>Resident</b>	This is all about raising more money out of us. Disgraceful. This has nothing to do with the view of residents. Our council tax is already like another mortgage.	55.9427	-3.29211
<b>Resident</b>	I totally disagree with this proposal. I have a driveway with dropped curb. My visitors (which's includes my elderly mother) can park in front of my driveway with no impact to other residents CPZ will not allow me to do this.	55.93997	-3.27858
<b>Resident</b>	This consultation feels unnecessary. There's never been outrageous problems with parking in this area so why choose to charge these residents? I expect people who do park in the area will try to travel to nearby streets causing more problems elsewhere.	55.94249	-3.28195
<b>Resident</b>	Why are there double yellow lines here	55.94397	-3.28987
<b>Resident</b>	There are not enough spaces for all residents to park one car here	55.94397	-3.28963
	What are you going to do to comensate me for the reduction in value of my property	55.94403	-3.28977
<b>Resident</b>	Why are you not giving two free parking permits to residents	55.94406	-3.2898
<b>Resident</b>	Insufficient resident parking bays. Too many shared user bays, additional double yellow lines restricts residents being able to park in our street. Maybank Villas	55.94471	-3.28847
<b>Resident</b>	Residents should be free. If it goes ahead it should continue up Hillview drive as it goes up to the top of corstorphine bank drive, if not it will just mean we will have all the cars. Enough problems with construction traffic that has lasted 19 years.	55.94537	-3.29173
<b>Resident</b>	As an essential user of the lady medical centre east as is my Dad where can we park?? The Health Centre doesn't have a car park and you never know how long you will be in there if we have to pay and display	55.93317	-3.28487
<b>Visitor</b>	Parking to go to hairdresser and St Johns Road shops. No car park so we have to park on street but where now. Passenger with mobility issues	55.94279	-3.28289
<b>Resident</b>	There is absolutely no requirement for controlled parking in this street. (Traquair Park West)	55.94033	-3.27633
<b>Resident</b>	I prefer no change to Belgrave Rd. If a change is required use system for Craighleith Rd which stops all day commuter parking but allows free visitor parking part of the day. Proposed controls are not justified as post Covid there will be more working fro	55.94308	-3.27635
<b>Resident</b>	We live in Meadowhouse Road. If permits start in neighbouring streets then non permit holders will come to ours and clog it up. However there is no need for it in neighbouring streets in the first place..	55.9392	-3.27873
<b>Visitor</b>	When I attend Ladywell Surgery there will be difficulty parking. Back pain precludes cycling.	55.9401	-3.29121
<b>Resident</b>	Worried about the effect on local shops. People will pave over gardens, increasing flooding and less plants and trees to absorb pollution.	55.94638	-3.26638
<b>Resident</b>	I fear the full resident permits at Traquir park may force an overspill onto Meadowhouse which is a rat run toThe gyle particularly for commercial traffic	55.93143	-3.27968

<b>Visitor</b>	I use a local nursery so changes will make drop off and collection very difficult. Also very difficult for users of GP. It will adversely impact businesses.	55.94225	-3.28863
<b>Resident</b>	The current proposal shows a Shared-Use Bay immediately in front of my house. Given the limited number of such bays this will make it extremely difficult for me to park in front of my own home	55.94025	-3.27316
<b>Visitor</b>	I come into the centre of Corstorphine for shopping, hairdressers and church and these proposals will make it very difficult to continue to do this. It will also make it difficult for things like weddings and funerals if non residents are unable to park	55.94364	-3.28503
<b>Resident</b>	These restrictions are not required on Templeland Road, as always plenty of parking and also plenty of room for emergency vehicles	55.94447	-3.2894
<b>Resident</b>	The 2 churches, St John the Baptist and St Ninian's often have week day services which many people need to drive to due to mobility issues. Exemptions to any charges should be made for church goers	55.94393	-3.28543
<b>Visitor</b>	The parking restrictions in Costorphine should not happen as it will have a detrimental effect on the number of people going to worship in the churches nearby and on those using the local shops. Costorphine will suffer tremendously.	55.94376	-3.28517
<b>Resident</b>	I am concerned that a number of residents in the area did not receive the leaflet informing us about the current phase of the project. This means that an unknown number of residents will not have had opportunity to provide input to the consultation.	55.94028	-3.27605
<b>Resident</b>	The consultation is being conducted electronically. I am concerned that an unknown number of residents may not have adequate IT facilities to contribute to the consultation.	55.9403	-3.27755
<b>Resident</b>	The survey results depict Traquair Park West as an area of high parking pressure. This is wrong due to the way that this has been determined. I and my neighbours have no trouble parking at any time. There are no shops, businesses or schools closeby.	55.94032	-3.27759
<b>Resident</b>	The survey was conducted in 2018. In the light of the recent pandemic, will the Council take into consideration the fact that work patterns are likely to change going forward with increased home working and less travelling to a place of work?	55.94032	-3.27759
<b>Resident</b>	Will drive non-residents to this street due to shared use parking and with no off-road parking available unlike other streets, which are designated as permits, restricts resident parking	55.94456	-3.28831
<b>Resident</b>	Why are the disabled bays near to each other. One should be outside 5 Pinkhill Park	55.9405	-3.26766
<b>Resident</b>	There is no off street parking in Victor Park Terrace/Maybank Villas and the street includes tenement flats. Putting shared use parking here will only increase parking problems as people have limited other options.	55.94407	-3.28809
<b>Visitor</b>	There are a number of businesses on St. Ninians Drive, the customers of which often need to park on the street. Adding double yellow lines and parking bays will significantly restrict the available parking for these customers.	55.94399	-3.28644
<b>Resident</b>	Introducing controlled parking will simply displace the problem to an uncontrolled area nearby. Also, as a resident, I do not wish to pay to park outside my house.	55.94579	-3.28965
<b>Resident</b>	1. What justification /statistics for parking restrictions in featherhall cres nth. 2 If introduced no cost for a residents parking permit. 3 Have any residents complained about inability to park in the street. 4 All properties have off street parking	55.94211	-3.29016
<b>Resident</b>	People need to park free of charge to go to Churh	55.94358	-3.28571
<b>Resident</b>	Map for 42 Traquair Park West is incorrect as it fails to show a driveway of the left of the building. Elderly disabled residents need space for essential carers..	55.94023	-3.27339
<b>Resident</b>	Why should residents of this street have to pay for parking. It is non residents parking in the street that cause issues. Cars are left in street by people going into city by bus. Where will residents 10 -25 Victor Park Terrace be able to park to park.	55.94536	-3.28824
<b>Resident</b>	I am long term resident, and disabled, and reliant upon visitors and professional careers and family. They travel by car and park in the street, I must be able to access a car parked on street for mobility.	55.94433	-3.27516
<b>Visitor</b>	I am a frequent visitor to 42 Traquair park West, and I notice from the map the this address doesn't state that this property has a drive way. The proposed area in front of said property is incorrect.	55.94022	-3.27461
<b>Resident</b>	The proposals for the area around St John the Baptist's Church in St Ninian's Road will make it difficult for those attending services to find a parking space. This will impact severely on older people with limited mobility.	55.94376	-3.28533
<b>Resident</b>	I am of the opinion that we do not need permit parking. There is minimal parking apart from residents in our street. This will make it expensive for friends/family/carers to support us in our caring role.	55.94448	-3.28542
<b>Resident</b>	I have no difficulty parking in my street and am against the introduction of a CPZ.	55.94037	-3.27716

<b>Resident</b>	Permit parking should be restricted to 2 hours a day as originally proposed. This is the suburbs and not city area. Choose to live here for that reason. This is a money making exercise by Edinburgh Council.	55.94319	-3.29081
<b>Resident</b>	All the parking round my own house is for shared parking it should be half shared and half permit holders at least with a minimum for 2 residents cars outside my own property. My property is on the corner and these restrictions affects me on multiple si	55.94159	-3.29166
<b>Resident</b>	My daughter and family live over 360 miles and they visit maybe twice a year. Not being able to park locally would be devastating. Current arrangements are just fine and cause no inconvenience	55.9442	-3.29112
<b>Resident</b>	Our house has two driveways. Both currently have white lines on the road to deter parking and allow access. You are proposing to have a Permit Parking Bay across the drive that gives access to our garage, thereby preventing reasonable use of our property	55.94484	-3.27562
<b>Visitor</b>	This would have a major detrimental effect on accessing our churches for daily/weekly visit and making life a lot more difficult for the elderly and infirm. I also shop in Corstorphine difficult at the best of times but this would make it impossible..	55.94352	-3.28581
<b>Resident</b>	Traffic calming reduced parking spaces. Proposal reduces parkingfurther reduces spaces. Yellow lines waste 2 car spaces at nos. 23 & 25. A space for parking across my driveway will be lost. Perverse incentive to pave over garden areas	55.94304	-3.27622
<b>Resident</b>	Proposals are ridiculous my street classed as a mews it is not it's a cul de sac of 25 houses it's a wide street with a turning circle you can't have visitors passes for a mews where are visitors to park streets away	55.9388	-3.28733
<b>Resident</b>	I have lived at 6 Kaimes Road for over 23 years and have never had difficulty finding a parking space near my house. Due to COVID, more people are and will continue to WFH. CPZs are not needed.	55.94352	-3.2736
<b>Resident</b>	The drives shown on the map for numbers 40A and 42 Traquair Park West are shown in the wrong place.They should straddle the boundary between 40a And 42,not 40A and 40.Please advise what is proposed outside numbers 40A and 42 once drives correctly located	55.94022	-3.27361
<b>Resident</b>	Parking on both sides of this street creates a narrow corridor which is too narrow and dangerous for the volume of traffic that uses it. The traffic backs up onto the main road when there is only one lane for two directions of travel.	55.94184	-3.26496
<b>Resident</b>	Parking on both sides of this street creates a narrow corridor which is too narrow and dangerous for the volume of traffic that uses it. Its not possible to get to the main road when there is only one lane for two directions of travel.	55.94128	-3.2658
<b>Resident</b>	Parking on both sides of this street creates a narrow corridor which is too narrow and dangerous for the volume of traffic that uses it. Its not possible to or from the main road when there is only one lane for two directions of travel.	55.94108	-3.26763
<b>Resident</b>	This is confusing - double yellow lines and shared use parking shown at same location - what is proposed?	55.94105	-3.26835
<b>Resident</b>	We do not need this. The Council should pause and re-assess matters in 12 months time to gauge the post-Covid situation. We have no parking issues in our street - or streets close to us - and I am unhappy at having to pay to park outside my own house.	55.94363	-3.2744
<b>Resident</b>	There should be at least 2 resident parking spaces outside my house as the multi use will be so busy that I will never get a space as it is at the end of the street and very limited.	55.9416	-3.29162
<b>Business owner</b>	Businesses like mine have been hit very hard with COVID and if the parking restrictions go ahead this will have a horrendous effect and could be the last nail on the coffin as there is not enough parking available for clients to visit.	55.94104	-3.28408
<b>Resident</b>	We are the only house in our street with no resident parking around us, we should be entitled to at least 1 or 2 resident car spaces outside of our house as we are in close proximity to the main road therefore the mixed bay will be full of visitors.	55.94164	-3.29158
<b>Business owner</b>	After truely awful year being severely impacted with covid this would totally destroy our business out of town clients unable to park our elderly and infirm not being able to either. Not to mention myself who has to bring boxes of stock into work daily.	55.94048	-3.28474
<b>Resident</b>	No issues currently with parking. Feel very strongly that there should be no restrictions. I work at a local church - we serve a huge number of people in the community - that would most certainly change if parking restrictions were brought in	55.94291	-3.27588
<b>Resident</b>	Resident >25 years, no requirement for parking restrictions in Featherhall Cres North or South. All residents have off street parking. Any parking restrictions imposed make only 1hour to avoid any perceived commuter parking.	55.94211	-3.29016
<b>Business owner</b>	Trying to survive during/after a global pandemic this will destroy our business! Clients visiting the salon, after a lot suffering financially!	55.94048	-3.28489

<b>Business owner</b>	This is going to have a massive impact on my business clients need somewhere to park , after the aftermath of COVID and being closed and now this I dread to think what my clients will do or go .	55.94043	-3.28431
<b>Resident</b>	No issue in road I have parked outside my home for 20 years. All cars are residents to my knowledge and this is unnecessary restrictions and cost to all for a minority if pinch points if any in the area.	55.94526	-3.28758
<b>Resident</b>	You are creating a problem where one doesn't exist in certain streets.	55.9453	-3.2875
<b>Resident</b>	This is A culdesac dead end we don't have a parking issue. So creating a problem where none exists.	55.94557	-3.28808
<b>Other</b>	My mother is 90 and housebound. She requires frequent visits from family and carers. I see no provision for this kind of requirement. Are we required to pay? How are visitors to park?	55.94435	-3.2749
<b>Resident</b>	Yellow line outside no 25 is not just over driveway but removes onstreet parking outside no 25 and 23. Why? There is no issue with traffic flow as the drive way entry for 25 and 27 gives ample room to move in.	55.94302	-3.27623
<b>Resident</b>	No bays opposite and these bays are under trees used by nesting birds in summer. The bird droppings make these bays unuseable at certain times of year. Please provide bays opposite not yellow line.	55.94316	-3.27636
<b>Resident</b>	Why yellow line between driveways? Please allow bays. New town houses being built opposite will only increase demand.	55.94369	-3.27677
<b>Resident</b>	Proposals need to be reviewed post covid restriction parking usage. Perhaps restricted parking as In Morningside Drive with the 1.30 - 3.30 boxes would be more suitable for many side streets rather than resident parking permits.	55.94067	-3.27936
<b>Business owner</b>	This will have a massive negative impact for my business for myself and my clients.	55.9405	-3.28478
<b>Visitor</b>	I attend Church in St Ninians Road and also to shop. These will be harder for many people due to reduced parking. The Church has a hall which is used by the wider community who will suffer unless parking is improved. Small shops will lose valuable trade	55.94378	-3.28555
<b>Resident</b>	This will result in those residents who do not have driveways concreting gardens for parking - a particularly negative ecological effect. Loading will be seriously curtailed for businesses and access to them seriously restricted for the disabled.	55.94573	-3.28191
<b>Resident</b>	No parking issues here. No case to include this part of Corstorphine Bank Drive in any scheme.	55.94562	-3.2899
<b>Resident</b>	No parking issues here. No case to include Barony Terrace in a parking zone.	55.94513	-3.28494
<b>Resident</b>	Please don't restrict on Sundays as most parishioners travel to St. John's church by car. Mon-Fri need more parking spaces for daily Mass-goers as many are elderly/disabled. Could restrictions be peak hours only to allow access for 9.30am services?	55.94378	-3.28566
<b>Resident</b>	Effect on local businesses, restrictions on my visiting family and friends, CPZ too drastic. I've sent email expanding on my concerns.	55.94332	-3.28676
<b>Resident</b>	no parking issues in this street so should not be in a parking zone	55.94501	-3.27871
<b>Resident</b>	no parking issues in this street so should not be in a parking zone	55.94419	-3.27756
<b>Resident</b>	No parking issues in this street so should not be included in a parking zone.	55.94213	-3.28974
<b>Resident</b>	No parking issues in this street so should not be included in a parking zone	55.94121	-3.28931
<b>Resident</b>	no parking issues in this street so should not be included in a parking zone	55.9402	-3.27464
<b>Resident</b>	no parking issues in this street so should not be included in a parking zone	55.94124	-3.26648
<b>Resident</b>	no parking issues in Pinkhill so should not be included in a parking zone	55.94169	-3.26485
<b>Resident</b>	There is no recognition on the map in the leaflet that there is a sizeable medical practice here and Government offices	55.94011	-3.28919
<b>Resident</b>	there is no recognition on the map in the leaflet that there is a sizeable NHS dentist's practice here	55.94338	-3.28828
<b>Resident</b>	there is no recognition that there is a nursery school here requiring parking bays offering free parking for pick ups/drop offs	55.94249	-3.28833
<b>Resident</b>	there is no recognition in the map in thne leaflet that there is a nursery schoolhere requiring adequate free parking bays for drop off and pick up	55.94112	-3.28798
<b>Resident</b>	There are no parking issues what so ever on our street or surrounding streets. There is simply no need for this. You are creating a problem by limiting parking. How can my Mother visit without paying a fortune to park outside my house?!	55.94515	-3.28516

<b>Visitor</b>	Do not feel parking restrictions necessary for this Street. Access required 24/7 by family and appointed carers to support disabled family member.	55.9443	-3.27493
<b>Resident</b>	There is always plenty of parking space here.	55.94436	-3.29116
<b>Resident</b>	Faulty information - there is no medical centre here, or hospital.	55.94226	-3.27263
<b>Resident</b>	There is always parking space here.	55.9452	-3.29189
<b>Resident</b>	There is always space for cars in this street.	55.94578	-3.28983
<b>Resident</b>	Always free space in this street.	55.94125	-3.2896
<b>Resident</b>	There is always free space in this street.	55.94222	-3.29017
<b>Resident</b>	Ladywell Medical Centre is here but not identified. More than two disabled parking spaces may be required. Also parking for other patients.	55.94008	-3.28877
<b>Resident</b>	There is always parking available in this street	55.94433	-3.29246
<b>Resident</b>	I certainly would not like a double yellow line across my driveway. At most a single yellow, but I see no need for any yellow line across my driveway.	55.94491	-3.27733
<b>Resident</b>	Further restrictions (double yellow lines) needed on St Ninians Road around junction with St John's Road (this may be the plan but not shown on map).	55.94322	-3.28615
<b>Resident</b>	This is a difficult junction to cross and has been narrowed as part of SfP which makes it much safer for families walking to school/playgroup/shops etc. The road should remain narrowed permanently at this section and parking removed.	55.94072	-3.2816
<b>Resident</b>	Further disabled parking bay(s) required near school for disabled pupils/families to use at drop off/pick up. Suggested location marked on map but Manse St/Manse Rd/Featherhall Ave/Featherhall Rd may be more appropriate.	55.94011	-3.28355
<b>Resident</b>	Parking should start further back from junction with Clermiston Road. This section can be difficult and dangerous to navigate as only one lane with not enough space to let cars past at junction.	55.94374	-3.2809
<b>Resident</b>	There are only Permit holder bays adjacent and close to our house. Where can visitors, carers and tradesmen park? Would need at least one shared use bay nearby. I feel we do not need parking restrictions in this area.	55.94498	-3.27725
<b>Resident</b>	I am against the proposed parking restrictions to be imposed on the Corstorphine area. I live in a cul-de-sac, Victor Park Terrace, whose Parking will be reduced under proposals. No proper consultation held with residents. Will detrimentally impact life	55.9453	-3.28859
<b>Resident</b>	The halving of available parking space in Gordon Loan will force residents from that street to park in Gordon Road and other surrounding streets thereby creating a problem that doesn't presently exist	55.9441	-3.27521
<b>Resident</b>	Where are people supposed to park if they are going to the doctors surgery or dentist? If someone is unwell they shouldn't have to walk a long way. The shops will lose a lot of trade as no one will be able to park anywhere.	55.94144	-3.28856
<b>Resident</b>	There have been no issues with cars parking both sides of Templeland Road. Reducing parking available here will create a new capacity problem, especially if additional overflow cars come from Victor Park Terrace and Templeland Grove.	55.94432	-3.2895
<b>Resident</b>	I have a toddler and expecting a baby. I'm worried how their English grandparents will come to stay/help with childcare without extortionate parking fees just to park outside our house. We can't use visitor passes for weeks at a time.	55.94421	-3.28944
<b>Other</b>	THE INTRODUCTION OF PARKING RESTRICTIONS WILL MASSIVELY REDUCE THE AMENITY OF THE AREA. IF THIS GOES AHEAD WE WILL BE PUTTING IN TWO DRIVEWAYS IN THE AREA MARKED ON THE MAP SO YELLOW LINES INSTEAD ON PARKING BAYS WILL BE REQUIRED HERE.	55.94199	-3.28573
<b>Visitor</b>	If these proposals are introduced then on-street spaces for visitors (shared bays) are needed on the west part of Traquair Park East.	55.94045	-3.27008
<b>Visitor</b>	Double yellow lines are needed to provide manoeuvring space for two way traffic at this tight bend with very limited forward visibility. Providing parking bays at it, and therefore saying it is okay to park here is madness.	55.94049	-3.26949
<b>Visitor</b>	Double yellow lines are needed to provide manoeuvring space for two traffic near this tight bend with very limited forward visibility. Providing parking bays immediately after it, and therefore saying it is okay to park here, is madness.	55.94086	-3.26905

<b>Visitor</b>	These double yellow lines should be extended westwards around this blind corner in the interests of road safety and reducing conflict.	55.94092	-3.26893
<b>Visitor</b>	This bay maybe needs to be shortened to increase space for two way traffic at the main road junction.	55.94218	-3.26513
<b>Visitor</b>	This restriction maybe needs to be lengthened to increase space for two way traffic at the main road junction.	55.94225	-3.26516
<b>Resident</b>	Unless the Council provide large parking facilities with cheap fares into the city this proposal with will create a ghost town. Re the plan - the parking layout allows parking too close to the dangerous corner between 8 and 14 Barony Terr.	55.94493	-3.28251
<b>Resident</b>	The proposals will help with commuter parking and airport parking however this is at the cost of a substantial reduction in the quantity of parking in Oswald Terrace/Featherhall Road and Manse St. in the evening both sides of these streets are full parked	55.94104	-3.28664
<b>Resident</b>	We are just outside the proposed zone. We already get commuter parking. Immediately after your proposals are effected we will be flooded with commuter parking. Please either abandon your proposals or include our street (Hillview Drive). Thank you .	55.94558	-3.29174
<b>Resident</b>	Our home is .5miles from St Johns Road. Lived here 19 years never any parking issues. We have no drive so will be charged to park outside house. Unacceptable. Proposal total over reaction when no problem parking.	55.93815	-3.28615
<b>Resident</b>	Parking restrictions are not required. There is no issue with parking in this area. The proposals would adversely affect me and make it very difficult for visitors, careers and tradesmen. I will require a disabled space outside if this goes ahead.	55.94305	-3.27371
<b>Resident</b>	I do not like that this misses Hillview Drive. The bottom end of the road is already terrible for parking and action needs to be taken. These plans will make it a lot worse. Can cpz please be introduced for us too?	55.9455	-3.29161
<b>Resident</b>	There is sufficient space for residents Problem only arises as people use our street as a park and ride. Introducing restrictions at peak times would solve this. I would like better provision for shortstay parking in the High Street to help business.	55.94333	-3.27792
<b>Other</b>	Could the area specified be allocated as disabled parking spaces? This is the disabled entrance to St Anne's Church and is also used by elderly community groups.	55.94222	-3.273
<b>Other</b>	Need to have parking spaces in St Ninian's Road and around for people visiting churches for worship and community services and funerals. Most properties have off-road parking.	55.94374	-3.28514
<b>Resident</b>	Please please add Hillview Drive to the proposals. We already suffer from lots of non resident all-day parking on Hillview Drive. We are closer to St Johns and Drum Brae buses than some streets being helped. We will suffer further with these plans. HELP	55.9453	-3.29152
<b>Resident</b>	No disabled parking. Church users who attend daily services will now be required to pay to attend church. Will it be adequately patrolled to catch dodgers?	55.94378	-3.28566
<b>Resident</b>	This area designated for residents parking is right in front of a flat window with no pavement for car occupiers to exit on to, it's a landscaped area. This also allows for parking in front of a Bin Store which has no drop down kerb area.	55.94025	-3.26732
<b>Resident</b>	Why should we pay to park in our street, and you can't say how much it will cost? If it is minimal/yr, then ok.The other main issue is the volume and speed of traffic	55.94168	-3.28463
<b>Resident</b>	I don't think the random distribution of Yellow Lines, Shared-Use and Permit Holder Bays on Kaimes Road - between Gordon Road and Old Kirk Road - reflects the requirements of the residents.	55.94364	-3.27361
<b>Resident</b>	There are no issues with residents parking. Parking controls will adversely affect us as residents, don't put them in.	55.94345	-3.27854
<b>Visitor</b>	This makes it very difficult for visitors. Unnecessary and massively inconvenient and repeated across a number of areas including Saughtonhall.	55.94091	-3.27404
<b>Business owner</b>	See email of 14/3. Not enough shared use bays on Victor Park Terrace. Many residents take cars to work (incl vans) - make spaces during day available for NHS dentist with 17,500 patients incl. 4800 over 65 & 1980 over 80yrs who can't use active travel.	55.9433	-3.28809
<b>Business owner</b>	See email of 14/3. Please also make available some free short stay parking (e.g. 60 minutes) for visitors to NHS dentist with 17,500 patients who come from all over Lothians & Fife & 4800 are elderly (1980 are 80+) so active travel not possible.	55.94332	-3.28789
<b>Resident</b>	I live close to the junction with Templeland Road where the proposed parking control zone ends. I am concerned that non-resident drivers will simply move their vehicles out of the parking zone into adjoining roads like Hillview Drive.	55.94593	-3.29152



<b>Resident</b>	I'm not in favour off changes being proposed to this area. Making residential into permit is only going to limit the already limited spaces for residents from both sides to the street, I don't see this as a viable idea	55.94424	-3.28808
<b>Resident</b>	I don't agree with changes to this area, we have a very limited street with so many residents and to limit this with permits is only going to hinder all current residents	55.94424	-3.28808
<b>Commuter</b>	I need to travel to work in this area as do my colleagues but now will not be able to park within a decent distance to get to work? It's ridiculous and will effect the business of the pharmacy in which I work	55.94292	-3.28788
<b>Other</b>	Insufficient parking for the pharmacy	55.94275	-3.28816
<b>Resident</b>	Please leave Corstorphine parking as it is. We already have a lot of road works and congestion as it is. We dont need to encourage more people to be parking on our street.	55.94394	-3.28798
<b>Other</b>	This needs to be free parking for the pharmacy	55.94256	-3.2882
<b>Other</b>	Insufficient free parking for the GP practice	55.94087	-3.28808
<b>Other</b>	Normally 2 cars are parked here for the home owners. Absolutely no need for yellow lines here	55.94271	-3.28827
<b>Other</b>	Is this still a registered disabled space?	55.94268	-3.28813
<b>Resident</b>	As resident at no. 15 Victor Park Terrace, life would become very difficult with a double yellow line outside my front gate. I have family with young children who require to visit for childcare and this will cause significant problems.	55.94524	-3.28845
<b>Other</b>	This proposal will badly hit businesses in Corstorphine. There is insufficient shared use bays to support the number of customers who visit the hairdressers, pharmacies, cafes etc. It is completely unreasonable to expect everyone to be able to walk or cy	55.94227	-3.28494
<b>Visitor</b>	I have a parent living in this street and hugely concerned this proposal will affect his ability to park near his home. This proposal is not in the best interests of residents at all!	55.94524	-3.28845
<b>Resident</b>	The proposals on the number of permit bays are insufficient for the area, given the number of households. How do the proposals take account of the number of households with cars. The yellow line on st ninians road will push businesses to park here	55.94501	-3.28757
<b>Business owner</b>	I have emailed a separate objection. Insufficient parking for the pharmacy and no,provision for pharmacy staff	55.94288	-3.28819
<b>Business owner</b>	Insufficient shared use parking for patients visiting the pharmacy to access services such as flu and Covid jabs	55.9423	-3.28846
<b>Business owner</b>	No parking provision for staff or locum pharmacists	55.94256	-3.28821
<b>Business owner</b>	There is sufficient parking for both residents and shoppers at the moment	55.94226	-3.28893
<b>Commuter</b>	I work in Corstorphine and take my car as it's too far too walk (chronic knee condition). I can't even manage the 300m walk to the bus stop	55.93994	-3.28921
<b>Visitor</b>	Going to be difficult to access GP surgery and pharmacy as I have a health condition and can't walk long distances need more free parking	55.94009	-3.29001
<b>Visitor</b>	I would like to object to the whole concept of CPZ	55.94223	-3.28296
<b>Resident</b>	I live in Craigmount Loan but Ladywell West is my GP surgery. Most times that I am unwell enough to need to attend the GP, I will need to drive. I'm very concerned about removal of free parking here, especially as GP appts often run late	55.94003	-3.28894
<b>Resident</b>	Streets like Barony Terrace used for locals accessing local shops, optician so may need to shop elsewhere. Not busy with cars so seems just like a money-making scheme	55.94504	-3.28345
<b>Business owner</b>	No provision for staff parking who need to use their car for patient visits	55.94272	-3.28833
<b>Visitor</b>	Insufficient shared use parking so will not be using the cafes in Corstorphine for meeting friends for lunch as too stressful to find parking	55.94272	-3.28119
<b>Resident</b>	The introduction of parking zone charges will be detrimental to a lot of individuals and businesses within the area.	55.94473	-3.28829
<b>Resident</b>	DOUBLE YELLOWS ON THIS SECTION OF THE STREET WILL TAKE AWAY EVEN MORE PARKING SPACES FOR RESIDENTS	55.94488	-3.2884
<b>Resident</b>	Wife is disabled. Necessary vehicular access is increasingly restricted.	55.9423	-3.28731

<b>Resident</b>	putting paid parking on this street will make this cul de sac even busier than normal and the go to street for all none permit parking in Corstorphine	55.94431	-3.28823
<b>Resident</b>	.cul de sac with houses on one side and flats on the other side, putting in shared use bays reduces parking for residents. There are a lot of families and older people on the street depending on their cars	55.94427	-3.28816
<b>Resident</b>	double yellow lines reducing already tight parking for residents	55.94508	-3.28852
<b>Resident</b>	The traffic volume is very different to when it was measured in 2018, I feel that a reassessment would be fair in 2022 to gain an accurate measure of traffic volume to determine if these changes were needed.	55.94227	-3.27796
<b>Resident</b>	there are no difficulties with parking in this area	55.94484	-3.29247
<b>Resident</b>	This is NOT work in this street. There is already not enough parking in this street what with the dental surgery and connecting to St Johns Road. There are houses and flats in this street so we have to sometimes park in surrounding streets as it it.	55.94425	-3.28838
<b>Resident</b>	no difficulties with parking in this area, I have been parking here for more than 20 years	55.94497	-3.29313
<b>Resident</b>	Templeland Road is quite wide from Templeland Grove up the hill. There is currently ample parking on both sides of the road. The plan is to limit parking to one side of the road, which will reduce the amount of available parking unnecessarily	55.94421	-3.28942
<b>Resident</b>	limited parking for those visiting shops having an economic impact on our area	55.94364	-3.29237
<b>Resident</b>	This will make parking even worse in this street. Not better! Have anyone even been here to understand the problems will already face.	55.94427	-3.28816
<b>Resident</b>	Parking in Corstorphine isn't a problem, we've lived here more than 20 years without difficulty. There are less commuters due to culture of working from home and it is wrong to base decisions on information from 2018/2019.	55.94133	-3.28639
<b>Resident</b>	Can the single yellow line along the whole side of Templeland Road be changed to more parking bays? Cars currently park on both sides of the road without a problem.	55.94438	-3.28951
<b>Resident</b>	limited parking for those attending funerals, classes and local businesses	55.94379	-3.28532
<b>Resident</b>	This is insane for this street. This will make matter worse!	55.94428	-3.28827
<b>Business owner</b>	limited parking will have an impact on our small business	55.94366	-3.29434
<b>Resident</b>	This will make our life's even more difficult than it is already with regards to parking.	55.94427	-3.2883
<b>Resident</b>	I own my flat and park on street, which has more dwellings than available parking. Proposals will force me to pay but still leave me without an available parking space on my home street.	55.94358	-3.28674
<b>Resident</b>	I own my flat and park on street, which has more dwellings than available parking. Proposals will force me to pay but still leave me without an available parking space on my home street	55.94407	-3.28809
<b>Resident</b>	Against the proposal	55.94407	-3.28809
<b>Resident</b>	Please ensure no parking is allowed in the turning circle.	55.94236	-3.28765
<b>Business owner</b>	Double yellow line takes up an extra parking space	55.94272	-3.28814
<b>Resident</b>	Penalises residents who may not be able to afford and people visiting community. Please make sure turning circle on Featherhall Grove is parking free as problems with ambulance access/mortuary van recently for neighbour.	55.94236	-3.28765
<b>Business owner</b>	Too many residents only parking spaces. Need parking for pharmacy staff to enable them to do house visits and deliveries	55.94219	-3.28936
<b>Visitor</b>	Completely against any CPZ proposal. It will kill the local businesses	55.94172	-3.28633
<b>Business owner</b>	CEC have given no indication of residents only parking times	55.94285	-3.28817
<b>Resident</b>	Just making other street busy	55.94194	-3.28618
<b>Resident</b>	On busy days at the zoo, both sides of Pinkhill have parked cars and its impossiblke to have 2 way traffic. Road markings should be staggered either side of the road to enable staggered parking and cars to easily move in both directions.	55.94177	-3.26486
<b>Resident</b>	This no longer a hall, but residential housing(4)	55.94333	-3.27645
<b>Resident</b>	Car space unnecessarily removed from in front of no 9 Forrester Rd	55.94389	-3.28237
<b>Resident</b>	There are already speed issue on this junction. Cars barrel up and down and the increased visibility at this junction will just mean drivers even less likely to slow down needs speed control measures	55.94388	-3.28234

<b>Resident</b>	There has to be a different way to stop non-residents parking around Corstorphine - give residents the badge FOR FREE and penalise others for parking here . Personally I don't think its a problem but this way - you would know and residents would not pay	55.94457	-3.29683
<b>Resident</b>	Lack of parking bays outside Inglis Vet inconveniences both customers and a local business	55.94333	-3.28777
<b>Resident</b>	Significant lack of provision for visitor parking on Traquair Park West where parking controls are unnecessary anyway because most of those parking are residents	55.94037	-3.27653
<b>Resident</b>	Significantly reduced parking around doctor's surgery severely inconveniences less mobile patients who require vehicle access	55.9409	-3.28796
<b>Resident</b>	This has been my home address for over 30 years and I have never experienced any parking difficulties which could possibly justify the introduction of such a scheme.	55.94045	-3.27598
<b>Resident</b>	This is a private lane providing owner access to the rear of the adjacent properties in Traquair Park West. There is a servitude right of access to the electricity sub-station, granted to the provider authority.	55.9407	-3.27578
<b>Resident</b>	Having spent time talking to my neighbours - we find the proposals unsatisfactory, while there are issues (particularly from one of the local garages) with regards to parking. This proposal will impact residents massively, we don't want it!	55.94463	-3.28611
<b>Resident</b>	I do not support this proposal. There are no issues with parking in this area. These restrictions will just result in residence paying for parking permits that were not needed in the first place.	55.93854	-3.29275
<b>Resident</b>	Many unnecessary zones created that are currently not a problem. Broomhall Drive not needed - will prevent people accessing the local shop and post box. Will push what parking there is in Featherhall Drive etc further out and impact residential streets	55.93768	-3.28889
<b>Visitor</b>	I live semi locally. I am a patient at Ladywell East Medical Centre, with chronic health issues and two children. I'm extremely concerned at the lack of parking ( even in a pay and display) near ladywell east. How can this be changed	55.94088	-3.2879
<b>Resident</b>	These measures will make it extremely difficult to give my elderly parents a lift to wherever they need to go in Corstorphine. Any commuter parking will simply move to streets outwith these zones so the problem won't be solved, only moved elsewhere.	55.94227	-3.27796
<b>Resident</b>	The proposed project adds street marking and furniture, paid for by resident permits. There is no parking problem, indeed St John's road has paid parking that is used sparingly, like the business carparks. This is totally unnecessary overhead.	55.94348	-3.2765
<b>Commuter</b>	Ladywell Road already has double yellow lines and cycle lanes why? How shameful to stop elderly and handicapped people who park in the road and attend not one but the two gp surgeries. How shameful of you to do this.	55.94003	-3.28894
<b>Resident</b>	We have no objections to the introduction of permits in and around Corstorphine but I don't understand why our cul de sac on Templeland Grove needs to be double yellowed. In the proposals there are only a couple of permit bays in the cul de sac.	55.94399	-3.28993
<b>Resident</b>	This is an extremely unnecessary parking scheme in a residential area that does not have problems with parking. This project is purely income generating for the council and does not benefit residents.	55.94332	-3.27374
<b>Resident</b>	Double yellow lines and limited parking bays severely restricts parking options for people reliant on car use eg disabled and elderly who are unable to walk any distance and may struggle to use public transport.	55.93999	-3.28921
<b>Resident</b>	Upper corstorphine bank drive is often used for parking by local residents in order to access shops on St John's Rd. I am completely against restrictions in this area.	55.94548	-3.29002
<b>Resident</b>	Parking is nearly impossible some days, lots of cars from the garages make it just a nightmare. I've mobility issues and it means I didn't want to go out some days	55.94468	-3.28606
<b>Resident</b>	Dependent on cost of permit	55.94378	-3.28278
<b>Resident</b>	I'm generally in favour however permit bays as opposed to shared bays along the front of houses on Maybank Villas would be good (only shared bays down by the dental surgery). Due to amount of houses / flats and no retail on street	55.94408	-3.28813
<b>Resident</b>	I think there needs to be a better balance of pay parking and resident parking.	55.94021	-3.28019
<b>Resident</b>	I am in favour of much of what is suggested. Much of the parking in streets are non residents, many of whom also reside in Corstorphine and may stop using their cars for local transport if they are now dissuaded.	55.94104	-3.28996
<b>Resident</b>	It will deter 'rogue' parking.	55.94507	-3.28002
<b>Resident</b>	It will deter rogue parking.	55.94508	-3.27998

<b>Resident</b>	Long overdue, area plagued by long term commuter parking, city centre shoppers and airport users. Consider extending double yellows where marked, eliminates parked cars encroaching on dropped kerb for wheel chair / pram users.	55.9439	-3.2827
<b>Resident</b>	Please make sure this goes ahead	55.94098	-3.29025
<b>Business owner</b>	I hate cars, so I am all for this clampdown on parking.	55.94313	-3.28947
<b>Resident</b>	Can I ask that you consider more parking for shoppers with a limit of one hour and more shared bays? and consider turning the green space next to Ladywell east into additional parking, as I believe this was being considered before?	55.94099	-3.29059
<b>Resident</b>	Area should be extended north as it will just push the parking elsewhere	55.94295	-3.28792
<b>Resident</b>	Residents permit parking should be throughout the whole Corstorphine Conservation area. The area South of St. John's Rd as far as Dovecot Road. Where existing double yellow lines exist, these must be enforced especially at school times.	55.9416	-3.28681
<b>Resident</b>	Please do not changes these Double yellow lines to a Parking Bay	55.94407	-3.28973
<b>Resident</b>	Whilst my house is just outside the zone, I believe non-residential parking will be displaced into streets like Hillview Terrace by the scheme. Consider extending the scheme to Hillview Terrace, where majority of houses have off street parking.	55.9464	-3.28979
<b>Resident</b>	I live in this street and extremely happy with restrictions proposed except for yellow lines outside numbers 9 and 10. There's ample space for a car outside each so reckon it would be OK for these to be permitted.	55.94121	-3.2802
<b>Visitor</b>	Proposals are necessary, and long overdue, to improve road safety and provide manoeuvring space at this very tight corner.	55.94136	-3.26493
<b>Visitor</b>	Long overdue to provide space for traffic entering this road to be able to pass traffic waiting to exit on to the main road.	55.94217	-3.26501
<b>Visitor</b>	Long overdue to provide space for traffic entering this road to be able to pass traffic waiting to exit on to the main road	55.94207	-3.26496
<b>Resident</b>	30 minutes free parking bays needed here for drop off/pick up for nursery school close by	55.94238	-3.28843
<b>Resident</b>	30 minutes free parking bays needed here for drop off/pick up for nursery school close by	55.94236	-3.28866
<b>Resident</b>	30 minutes free parking bays needed here for drop off/pick up for nursery school close by	55.94231	-3.28839
<b>Resident</b>	30 minutes free parking bays needed here for drop off/pick up for nursery school close by	55.94207	-3.28519
<b>Resident</b>	Double yellow line on Forrester Rd should be extended further back from Clermiston Rd. With parking on both sides of the road near the junction, the junction gets easily clogged with cars from Clermiston Rd being unable to enter Forrester Rd.	55.94366	-3.28081
<b>Resident</b>	All the addresses at the eastern end of Barony Terrace (low numbers) have at least one driveway. This area should therefore primarily be allocated as shared spaces and with perhaps some 'all-day business employee spaces' allocated to local businesses.	55.94449	-3.28253
<b>Resident</b>	I fully support the introduction of double yellow lines at all the corners of Forrester Rd / St. Ninians Rd / Barony Terrace junction.	55.94411	-3.28268
<b>Resident</b>	st johns terrace is generally completely full with residents vehicles. the entire street should become resident parking only with no pay and display option.	55.9419	-3.27676
<b>Resident</b>	It should be extended. I live in Craigs Avenue all the cats that used to park in the area you intend to zone will just move up and cause more problems for the resident on the other side of Drum Brae!	55.94293	-3.2964
<b>Other</b>	I own a flat in the Pinkhill area and lease it out to professional tenants through a management agency. I am not opposed to permit parking but my concern is whether there will be enough spaces to cater for the number of flat owners in the complex.	55.94015	-3.26735
<b>Resident</b>	Zero detail here of how much these residents parking permits will cost or the hours of operation. How can you comment properly if that very important detail is not available?	55.94139	-3.28787
<b>Visitor</b>	Hi wondering why the end near the houses at templeland Grove is meant to double yellow lined? People park there all the time at the moment and it's easy enough to get turned. Especially when the yellow lines are put at the top of the road/cul de sac	55.94392	-3.28972
<b>Resident</b>	It is unclear for the image what the situation directly outside my house will be (in cul de sac shades in red ) the rest of featherhall crescent south has permit bays will this cul de sac park of the street have the same ? The colour coding does not matc	55.94078	-3.29072
<b>Resident</b>	Bit of a difficult one, in general I'm in agreement with the logic of the proposals. I have an issue about the border at the shops at Broomhall Rd, it's going to push more cars onto the end of the road for parking and make it more congested.	55.93803	-3.29177

<b>Resident</b>	Can mews permit holders park in other mews streets? Does a mews permit allow parking in a permit slot in Corstorphine. More residents cars than spaces so need to park in Belgrave Rd. Map difficult to understand	55.94149	-3.27299
<b>Resident</b>	Will the existing red route/restrictions continue to apply along St John's Rd ?	55.94185	-3.27375
<b>Resident</b>	On Saughton Road North opposite No1 Sycamore Terr the double yellows end approx 10ft from the junction of Dovecot Road... or at least the Map ends there. What are the plans for this Junction and indeed the entirety of Dovecot Road (Not on Map)	55.93925	-3.28078
<b>Resident</b>	More detailed information needs to be given - for example 1)can you park across your own driveway without a permit, 2) can residents apply for visitors' permits even if they do not have a residents' parking permit	55.94482	-3.27867
<b>Resident</b>	The plan indicates a single yellow line outside our house. We have used up most of the front garden to create one of road parking space but also use the location directly outside for our second car or for visitors etc. Does this mean that we will not be	55.94258	-3.28822
<b>Resident</b>	Cars frequently park on the double yellow lines at the top of Orchardfield Ave. This is v dangerous for pedestrians as the pavements are narrow & cars are driving on the wrong side of the road to avoid the parked cars - mounting p/ments. Red lines?	55.94045	-3.28381
<b>Resident</b>	rev@davidmcarthy.org.uk for replies, please. What are the costs of the implementation, maintenance and enforcement of these plans? What is the projected income from them and how will it be used? What will the costs be for residents' permits?.	55.94282	-3.27492
<b>Resident</b>	If it goes ahead please make some attempt to limit the number of notices/signs put up. Look at Orchard Road as a comparator to housing type and see the ridiculous number of signs that have been put up.	55.94091	-3.26819
<b>Resident</b>	I am the owner at 18 Kaimes Road. You don't have the correct information about drop-down kerbs outside my house. Allocation of permit bays outside of our house is incorrect. There should be an additional permit bay outside my house between 18 and 20	55.94435	-3.27363
<b>Resident</b>	Why is there a gap in the yellow line and no permit parking outside the front of no11 Corstorphine Bank Avenue?	55.94463	-3.29247
<b>Resident</b>	No problem with resident parking here at present. Restrictions may not be needed unless parking displaced from elsewhere.	55.94571	-3.28852
<b>Resident</b>	Parking at present appears mainly occupied by garages/vehicle servicing. Shared use bays may not be needed if restrictions prevent use of the on street parking by the garages in the industrial units.	55.94417	-3.28639
<b>Resident</b>	Please clarify residents free to park in grey private road areas	55.94148	-3.27707
<b>Resident</b>	My fear for Corstorphine Bank Drive is that it is currnetly 20mph but like the whole area cars still speed through and use it as a rat run. Removing parked cars removes natural obstructions which slow traffic down.	55.94437	-3.29094
<b>Resident</b>	The interactive map is not easy to use on my chromebook, the pin doesn't accurately describe the restrictions making it difficult to give a meaningful comment. These 'brown' shared use bays are used by residents so should be permit holders only	55.94229	-3.27463
<b>Resident</b>	I would be in favour of the proposal IF parking spaces were only allotted to residents of the street but with other residents of the zone being allowed to use shared spaces	55.94299	-3.27499
<b>Resident</b>	Some things I worry about .. I am elderly ,what are parking arrangements for carers etc. If I buy a permit will others in Corstorphine be eligible to use the space outside my house .	55.95084	-3.27855
<b>Resident</b>	There seem to be many places wheer there is space for a parking bay but it is proposed to have single yellow lines. More of the single yellow line space shold be given over to parking bays ( resident or shared use)	55.94458	-3.28545
<b>Resident</b>	I am concerned that the parking restrictions will make the businesses along Ninians Road not viable and this source of local employment will be lost from the area	55.94416	-3.28651
<b>Resident</b>	Removing parking from Clermiston road will speed up cars on this road particularly those travelling down hill. If this road could be effectively narrowed by allowing parking spill over from the side streets then this would passively slow down speeding car	55.94451	-3.28077
<b>Resident</b>	Theer needs to be some sort of parking restriction at the s end of St Ninian's Rad. Currently parked cars on both sides cause blockages when cars turn from st Johns road into this road when another car is trying to exit onto St Johns road	55.94319	-3.28625
<b>Resident</b>	Removal of parking on High Street effectively widens the road which will lead to higher car speeds, if parking is to be removed then the road needs to be narrowed	55.94037	-3.28473
<b>Resident</b>	There is plenty of space for parking bays here, it should not be a single yellow line. it should be shared or residents bays.	55.9447	-3.28735

<b>Resident</b>	There is plenty of space for parking bays here, it should not be a single yellow line. it should be shared or residents bays.	55.9447	-3.28687
<b>Resident</b>	There is plenty of space for parking bays here, it should not be a single yellow line. it should be shared or residents bays.	55.94494	-3.28315
<b>Resident</b>	There is plenty of space for parking bays here, it should not be a single yellow line. it should be shared or residents bays.	55.94548	-3.28768
<b>Resident</b>	There is plenty of space for parking bays here, it should not be a single yellow line. it should be shared or residents bays.	55.94571	-3.28897
<b>Resident</b>	There is plenty of space for parking bays here, it should not be a single yellow line. it should be shared or residents bays.	55.94381	-3.28548
<b>Resident</b>	There is plenty of space for parking bays here, it should not be a single yellow line. it should be shared or residents bays.	55.94386	-3.28593
<b>Resident</b>	There is plenty of space for parking bays here, it should not be a single yellow line. it should be shared or residents bays.	55.94377	-3.28502

### 3. EASTER ROAD

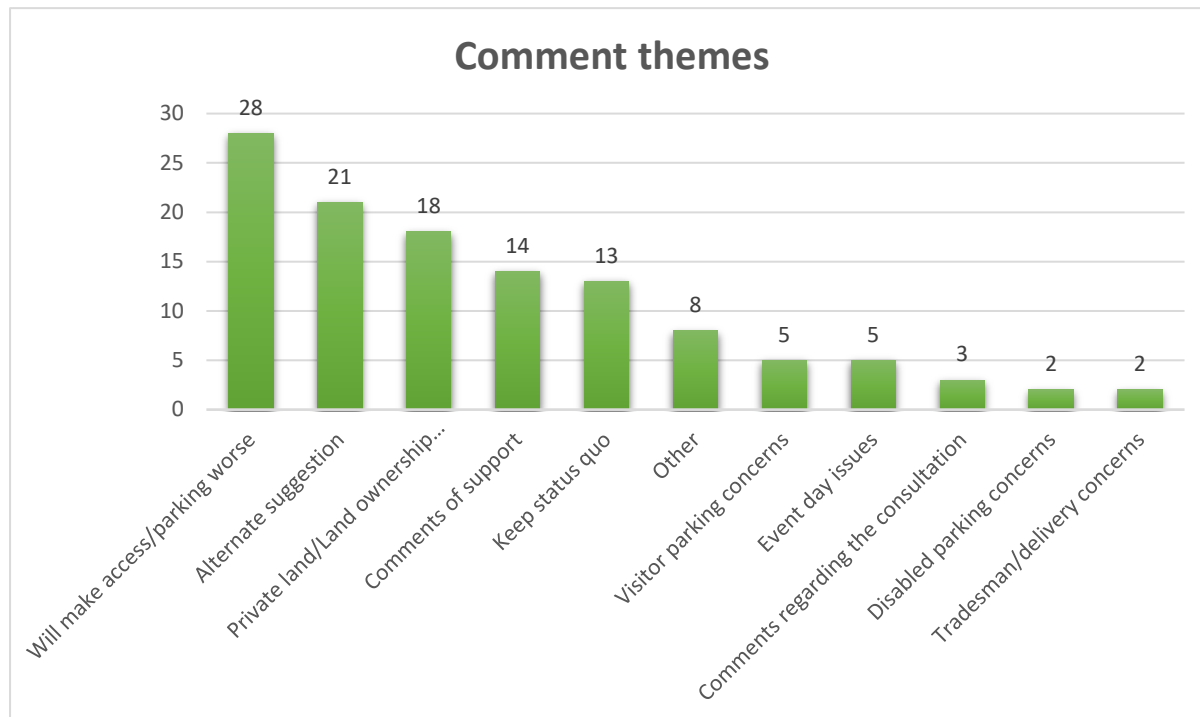
3.1.1 72 people dropped 108 pins on the interactive map

3.1.2 Of those, 104 had comments and four were left blank

3.1.3 23 comments are positive

3.1.4 74 comments are negative

3.1.5 11 comments are neutral



3.1.6 The most common theme of comments was with regards to there being a reduction in parking availability.

3.1.7 The next most common theme was alternate suggestions to what was proposed.

I am a...	Comment	X	Y
<b>Business owner</b>	Our buildings have a high number of disabled staff and visitors. We would like to ask for for designated accessible bays and a drop off point near the street entrance between 53 and 57 Albion Road along with a dropped kerb at the entrance.	55.96157	-3.16747
<b>Business owner</b>	I am a commercial landlord providing office space in Albion Road since 1973. Your proposal will have a significantly negative impact on my tenants if they have to pay for parking. The interests of people who work in the area should not be ignored.	55.96085	-3.1664
<b>Commuter</b>	I would like to see the double yellow lines extended further along this bend. Parked cars here narrow the road and make it dangerous.	55.96251	-3.16641
<b>Other</b>	Parking here can be challenging with people leaving their cars to then travel further into the city for work.	55.96389	-3.16718
<b>Other</b>	There are over 200 people working in 23 organisations in the Norton Park Centre many of whom and their visitors use onstreet parking - can the bays closest to the Norton park centre be join permit/pay ones?	55.96114	-3.16666
<b>Resident</b>	I cant afford this extra expense.	55.96673	-3.16924
<b>Resident</b>	This is absolutely DISGUSTING. I'm a resident and I own my flat + I pay a company to monitor who can park in my own street. Since we already get the drunks from the stadium (fouling where the bin sheds are!) W no council control, NO TO PUBLIC PARKING!	55.9666	-3.16867
<b>Resident</b>	Broadly supportive, if operating Mon-Fri 08.30-17.30. Or shorter periods during the working week. Main issue is parking during working hours.	55.96188	-3.16854

<b>Resident</b>	This is creating a situation rather than resolving one, we've never noticed any issues with parking around here, there is adequate parking without any obstructions. Introducing controlled zones would be a serious challenge and financial burden.	55.96236	-3.16349
<b>Resident</b>	This creates a strange setup in the area where the residents of Urban Eden would see themselves living in a free open to the public parking "enclave" while surrounded by CPZ. This is not great for residents who pay factor fees for this road.	55.9596	-3.16536
<b>Resident</b>	Conversion of a turning area into permit parking will make Hawkhill close a dangerous and impractical roadway - Especially worrying for emergency services being unable to turn (along with deliveries/vans/etc.)	55.96215	-3.16252
<b>Resident</b>	I am a resident of Hawkhill Close in a rented flat. The use of the residents underground parking is not available to me as the landlord did not give us access to the underground parking facility. Landlords should provide access to residents parking.	55.96252	-3.16414
<b>Resident</b>	Double yellow lines are long overdue at intersection of Lochend Butterfly Way and Albion Road as this junction has long suffered from consistent parking on the corners and over the dropped kerbs.	55.9602	-3.16408
<b>Resident</b>	DYL are required where Albion Terrace meets Albion Road as these corners and the dropped kerbs are consistently parked over, making it hard to see when crossing or turning the corner by bike.	55.96123	-3.16727
<b>Resident</b>	This is ridiculous and once again punishes the less well off. Those of us who cannot afford new, electric or low emission vehicles of course will be charged more. It also causes huge difficulties for guests and visitors wishing to stay more than 90 mins,	55.965	-3.16893
<b>Resident</b>	The only reason I don't like this is because there will be a charge to buy a permit. In my opinion these should be free to residents as we already pay council tax and road tax. Get non residents to pay and I'm fine with it!	55.96528	-3.16916
<b>Resident</b>	I do not support controlled parking in the area. It will cause more problems.	55.95836	-3.17173
<b>Resident</b>	The car park at West Kilnacre was built for the use of residents of the flats at Cityscape, and I don't see why some residents will have to pay for a permit to park in their own car park and others will not.	55.96176	-3.16322
<b>Resident</b>	In addition to adding CPZ I would ask the council look at making the S section as marked on the map double yellows on both sides. A very narrow section that's had near misses due to obstruction by parked cars	55.96061	-3.16517
<b>Resident</b>	This S junction can be quite difficult sometimes when full of cars - particularly on match days. Plenty of near misses have occurred	55.96251	-3.16625
<b>Resident</b>	This would definitely benefit from double yellows as it's quite narrow	55.96078	-3.16341
<b>Resident</b>	This section is quite often congested and would benefit from double yellow lines	55.96035	-3.16381
<b>Resident</b>	Proposal will not work for Lawrie Reilly Place, should be excluded from edge. A mix of unadopted & controlled parking would put pressure on side roads & underground. Parking is mostly outside of each house & used exclusively (and paid for) by the owner.	55.96021	-3.16702
<b>Resident</b>	This is a private road and should not be marked for permit parking.	55.9666	-3.16868
<b>Resident</b>	There is absolutely no need to implement this. At present there are no obstructions or traffic problems. It seems to be a money making exercise. Not all residents have a dedicated parking space so some park on the street without issue.	55.96144	-3.16919
<b>Resident</b>	Thorntreeside is private property with private parking. Not the councils	55.96661	-3.16874
<b>Resident</b>	There is no parking issue in our area, the only people who park there are residents, this is another way of the council raising indirect taxes through parking permits. Very disappointing but not unsurprising for Edinburgh Council.	55.95925	-3.16562
<b>Resident</b>	All Easter Road should have marked bays where there is nose to kerb parking, to eliminate poor parking that reduces the number of available spaces. Spaces should be controlled but even if they're not, they need bays clearly marked.	55.96609	-3.16993
<b>Resident</b>	Clarification needed about permit holder spaces. At least one parking space must be guaranteed for each household living in the blocks. First come first serve is unfair for owners/residents. Abandoned cars need to be cleared.	55.96167	-3.1636
<b>Resident</b>	We are currently parking at the grey area. Now it proposes parking control right next to our private parking area. The consultation meeting did not bring any clarity regarding how to manage this controlled/noncontrolled issue. We need solutions	55.96161	-3.16371
<b>Resident</b>	There is no need for permit bays within Hawkhill close. There is always on street parking available on Hawkhill avenue and residents also have access to a private car park.	55.96264	-3.16401
<b>Resident</b>	West Kilnacre is only half highlighted on your map. Having half as permits is not fair on residents who have to pay for a permit when my neighbour does not	55.96149	-3.16352
<b>Resident</b>	I feel some more spaces need to go on Lochend Butterfly Way. Buildings 22 and 4 only have on-street parking and more may be needed for overnight	55.96125	-3.1627
<b>Resident</b>	Will anything be done abandoned cars in the spaces? There are a few cars that haven't moved in very long time and are taking up valuable spaces	55.96178	-3.16356



<b>Resident</b>	West Kilnacre will become a problem area as the grey area is free to use. Anarchy.	55.96142	-3.16352
<b>Resident</b>	More spaces needed to residents of Lochend Butterfly Way. How are we supposed to park anywhere near our flat when the spaces are full?	55.96145	-3.16246
<b>Resident</b>	The parking places in Thorntreeside are private and are in the deeds to our property. The road only is public and owned by the council.	55.96621	-3.1683
<b>Resident</b>	All of the spaces private not a few, in Deeds, we pay maintenance, insurance and just paid a £500 Street light repair bill, have parking management already. If issues let us know as we will take legal advice as 12 years bills paid for carpark .	55.96615	-3.16824
<b>Resident</b>	Thorntreeside has a residential car park and we are paying for it to be checked.	55.9666	-3.16867
<b>Resident</b>	Thorntreeside is a private land	55.96658	-3.16856
<b>Resident</b>	The section on the corner should be double yellows. People always park too close to the junction causing countless near-collisions with vehicles coming the other way. I don't think these streets need permit holder bays but some double yellows are welcome	55.96025	-3.16425
<b>Resident</b>	I live in Thorntreeside and don't understand why it has not all been zoned as private parking. We currently have private parking permits, and recently paid for our own street light repairs.	55.96672	-3.16886
<b>Resident</b>	I support the parking measures for non residents, however specifically where I marked on the map I encourage the council to look into also adding double yellow lines to restrict parking as there is difficulty seeing oncoming traffic here.	55.96058	-3.16513
<b>Resident</b>	This corner can be quite dangerous to drive around so I full support the addition of double yellow lines to have clear vision when navigating	55.96225	-3.16654
<b>Resident</b>	Another junction that would benefit from double yellows. I'd also ask that clearer markings are provided for stopping as well as this tends to cause non locals confusion/near misses	55.96189	-3.16769
<b>Resident</b>	I feel that this first section should be double yellows and not mixed used. There is quite a lot of traffic that results in stand offs and horns quite often as it's so narrow	55.96013	-3.1638
<b>Resident</b>	This section of road has been dangerous for quite some time. Having clear access on both sides would make thing way better	55.96074	-3.16321
<b>Resident</b>	This corner can be difficult to navigate when full of cars. Would benefit from double yellows	55.96128	-3.16721
<b>Resident</b>	The addition of a double yellow line at the end of Albion Terrace should be 2 spots permit parking. Safe turning is achieved using the drive between 7/9, 3. The plan creates an unsafe foot traffic bottleneck on game days. Parked cars here prevents this.	55.9609	-3.1682
<b>Resident</b>	We see no issue with the parking situation around our area. Like many of our neighbours, we moved to this area because there is ample parking & it's free. This was a major contributing factor in our decision to move to the area.	55.96238	-3.16335
<b>Resident</b>	There is no reason to justify the double yellow, or any controlled zones in our street (Hakwhill Close), residents respect each other and access and introducing these measures will have a severe negative impact on our living arrangements.	55.96226	-3.16317
<b>Resident</b>	Lawrie Reilly Place / that is private housing there. It should be only for residents but not CPZ.	55.95926	-3.16558
<b>Resident</b>	I can't see albert street included here, we, the residents, can't get our cars parked for commuters parking during the day and weekends, also people dropping off cars for repair and leaving them there for day's, weeks and even months,	55.96193	-3.17741
<b>Resident</b>	Lawrie Reilly Place already has an issue with non-resident parking, for example during matches. This will push cars to our non-permit area and prevent residents parking. Spaces are already 50% fewer than needed..	55.96038	-3.16753
<b>Resident</b>	How can Lawrie Reilly Place be included when the council do not own the road? We pay factoring fees for the upkeep of the estate, which includes the road and parking bays.	55.95962	-3.16648
<b>Resident</b>	I have lived here for 10 years. I have never had a problem with parking outside my flat, day or night. Even when there's a game on at Easter Rd. There has never been any pressure on parking for residents in the Easter Rd area you propose.	55.96181	-3.16345
<b>Resident</b>	I am fortunate to live at the end of Drum Terrace where I have an allocated space. But the park and ride situation is problematic in this whole area. While restrictions on the Terrace might impact on residents in numbers 16 and 18, I still support it.	55.96237	-3.17036
<b>Resident</b>	This car park is currently private parking (horizon) will this change or remain the same?	55.96523	-3.16795
<b>Resident</b>	At this end of Easter Road, I believe the majority of parking is residents. There are very few businesses or attractions, so I do not think this will improve the situation	55.96702	-3.16932
<b>Resident</b>	Thorntreeside is a community of 89 apartments in private development, we've had parking issues but we manage them. This will not resolve parking issues it will create them. I've lived on Easter Road for 30 years, so understand parking situation well	55.96625	-3.16833
<b>Resident</b>	The private spaces at the front of Thorntreeside are generally free during the day, and used by taxi drivers, delivery drivers (including PO) and utility vehicles when they provide services to this area of Easter Road. Where will they park now ?	55.96687	-3.16894

<b>Resident</b>	Is this an existing disabled space as i have no knowledge of one here. My wife has applied for one hopefully just down from here.	55.96618	-3.16986
<b>Resident</b>	This whole area and surrounding streets are bad for out of town parkers taking up spaces.	55.96361	-3.16836
<b>Resident</b>	Use of double yellow lines in Albion Terrace is not necessary not only will it reduce the number of potential spaces but it is designed to create a turning space this is already available using our neighbours driveway.	55.9609	-3.16812
<b>Resident</b>	There is absolutely no issue with parking near my flat. In fact, there is an abundance of spaces. If all residence have permits this won't mitigate any issue if there ever was one as there will still be the same number of people looking to parking	55.96171	-3.16298
<b>Resident</b>	There is no need for a CPZ as there aren't any parking issues apart from the days when there is a Hibs game which is about once per fortnight. It is likely to create parking issues in streets where there isn't a CPZ. It's money making in a poor area.	55.967	-3.16942
<b>Resident</b>	Less parking more work in the community and people lives	55.96121	-3.16268
<b>Resident</b>	Have lived in this development for 12 years and my title deeds state that we have designated parking. There are 89 flats in this development and 79 spaces, your proposal for our car park will make parking for us even more difficult.	55.96672	-3.16886
<b>Resident</b>	As a resident/homeowner, I am concerned about the proposal to make part of West Kilnacre permit-holder/shared-use only. There is currently no shortage of places. Will cause people to flock to spaces on the small area of private road outside our property.	55.96147	-3.16356
<b>Resident</b>	Parking in the area can be a mess, I think this should hopefully help.	55.96277	-3.16402
<b>Resident</b>	The parking at Thorntreeside is private and is controlled already with a paid permit parking through Horizon parking. There are no parking problems here either.	55.96605	-3.16801
<b>Resident</b>	Not useful or helpful in any way or form. Will consequently cause more disruption than there is now for current residents, as from the proposed there is not enough for all residents cars	55.96225	-3.16315
<b>Resident</b>	Proposal is unsuitable for Lawrie Reilly Place. A CPZ must include 'no uncontrolled parking' however LRP has unadopted side roads and free underground parking. Residents pay £180 a year for maintenance incl parking. Deeds limit to 1 car per house not 2.	55.95982	-3.16691
<b>Resident</b>	Moved Easter Road 2004, I'm blind, don't drive & have blue badge, which I don't often use, as can generally find parking on development. We maintain carpark & streetlights. I'm concerned this will start to cause parking friction which doesn't exist now	55.96625	-3.16833
<b>Resident</b>	Double yellow lines here would greatly improve visibility	55.96018	-3.16416
<b>Resident</b>	Although I agree that Lawrie Reilly Place should not be permit parking, I am concerned that other nearby residents will end up parking in our spaces, I'm not sure the best way to prevent this.	55.95936	-3.16541
<b>Resident</b>	I only see one car club space in the area, it may be beneficial to have more	55.96109	-3.16271
<b>Resident</b>	This is residential area with the only pressure caused by lazy parking by football fans from the stadium, instead of punishing residents patrol further with the car towing on match days and not just outside the stadium. Also paint some double yellows on	55.96013	-3.1642
<b>Resident</b>	This is a new build residential development. It is only residents that park in this area. We do want parking meters nor do we want to have to purchase permits. There is no need for this street.	55.96	-3.16707
<b>Resident</b>	This area is visitor's parking for the Hawkhill Close residents. By restricting the whole street with double yellow lines, nobody will be able to visit. This area should remain as free for parking for all visitors.	55.96248	-3.16402
<b>Resident</b>	This area is used as turning point for vehicles, including bin lorries. This should not change as it will cause disruption.	55.96213	-3.16236
<b>Resident</b>	I am extremely unhappy about this plan. I don't agree in charging people for permits to park outside their own home. It's a disgrace.	55.96129	-3.16751
<b>Resident</b>	I own a flat in block 4, Thorntreeside and the parking spaces are on private land and are included in our deeds. We currently pay to have the spaces maintained privately and have our own parking permits in place. It is not council owned.	55.96623	-3.16823
<b>Resident</b>	I currently have access to up to two private parking spaces (one for visitors). There is no problem getting a spaces as the car park is restricted to residents. A council permit would open it to non residents so would create a problem for residents!	55.96611	-3.16776
<b>Resident</b>	I currently have access to up to two private parking spaces (one for visitors). There is no problem getting a spaces as the car park is restricted to residents. A council permit would open it to non residents so would create a parking problem	55.96612	-3.16771
<b>Resident</b>	In an area of vast poverty this is the last thing Leith need.	55.96673	-3.16942
<b>Resident</b>	In an area of vast poverty this is the last thing Leith need.	55.96673	-3.16942
<b>Resident</b>	Leith is already in poverty, it's the last thing we need.	55.96688	-3.16946

<b>Resident</b>	There is not a huge issue with non resident parking, except when there's football on, but that is covered by temp traffic orders.. There is no need for permit bays. Feels like a money making exercise, penalising car drivers, with no benefit for residents	55.96109	-3.16748
<b>Resident</b>	This corner is a nightmare for pedestrians and road users - cars park right up to the junction with Butterfly Way and it creates a blind corner. Without expanding the double yellow around the corner, the problem will continue.	55.96023	-3.16424
<b>Resident</b>	You are missing half of Lawrie Reilly Place. These proposals also risk shifting residents who currently live and park on Butterfly Way onto Lawrie Reilly Place, which is prevented by CEC from making parking residents only. How can this be fair on LRP?	55.95961	-3.16497
<b>Resident</b>	I live in Lawrie Reilly Place which appears to be excluded from the proposed CPZ area but will obviously be affected by this proposed change.	55.96	-3.16707
<b>Resident</b>	I've lived here since 2013, the only people who park in Lochend Butterfly Way and West Kilnacre are residents. There is zero need for this measure on these streets or the dedicated parking bays that are already used by the residents.	55.96139	-3.16289
<b>Resident</b>	When there's no cars parked on this set of corners cars passing through do so at significantly higher speed. I'd suggest some form of speed controls to keep speeds down.	55.96075	-3.1633
<b>Resident</b>	These shared use bays are around 50-60% occupied by residents during the day and nearing 80-90% at weekends and overnight.	55.96183	-3.16295
<b>Resident</b>	Leaving this segment of West Kilnacre uncontrolled would cause significant pain. I'd strongly prefer to see West Kilnacre and Lochend Butterfly Way either uncontrolled or this segment included in the CPZ. Half and half will cause chaos.	55.96148	-3.16361
<b>Resident</b>	This section of street up to the park entrance is full of football traffic on match days. I'd hope the Stadium Review completes before these double yellows are put in place, it's super busy with cars parked around Marionville Roundabout on match days.	55.96281	-3.16248
<b>Resident</b>	I do not think the proposed parking restrictions are fair and I don't believe there is a need for them.	55.96275	-3.164
<b>Resident</b>	We've been told by the developer of Urban Eden that Lawrie Reilly Place was adopted by the council, and therefore isn't a private road. As such, I think permit holder bays are required throughout Lawrie Reilly Place.	55.95959	-3.16501
<b>Resident</b>	I can't comment on the status of the street, but it'd be a lot safer for everyone if the double yellow lines could be extended further into Albion Road	55.96024	-3.16419
<b>Visitor</b>	This section can be quite dangerous at times with people going too quickly and not being able to see what's ahead in either direction	55.96069	-3.16514
<b>Visitor</b>	I cycle through here regularly with my son going to school, and it's really difficult with all the cars parked in the road. Unclear why they are since the flats all have garages! So really glad to see double yellows.	55.95954	-3.16326
<b>Visitor</b>	I cycle through here a lot and there are often cars parked on both sides, with the tight bend it creates a dangerous bottle neck. So it's good to see reduced parking here.	55.96219	-3.16645
<b>Visitor</b>	More car club bays please!!! This area needs them!	55.96083	-3.16581

#### 4. MURRAYFIELD (B9)

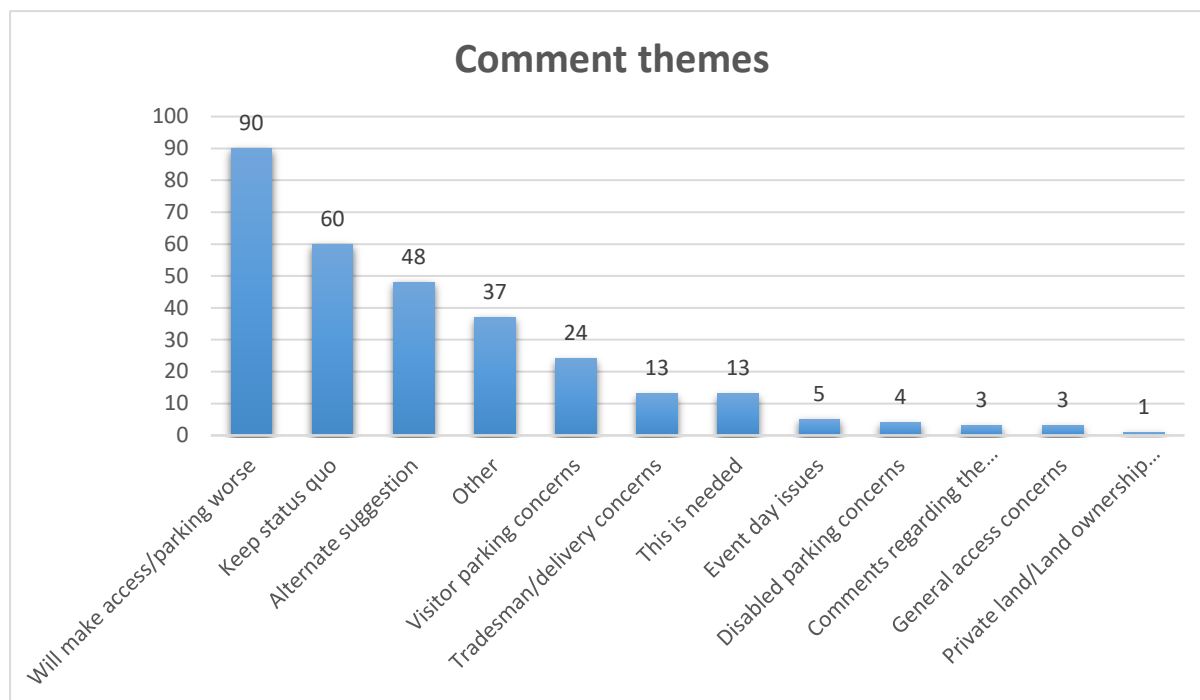
4.1.1 168 people dropped 238 pins on the interactive map

4.1.2 Of those, 232 had comments and six were left blank

4.1.3 30 comments are positive

4.1.4 185 comments are negative

4.1.5 23 comments are neutral



4.1.6 The most common theme of comments was with regards to there being a reduction in parking availability.

4.1.7 The next most common theme is people stating that the current layout/restrictions work well as they are.

I am a...	Comment	X	Y
Resident	Currently vehicles pavement park on both sides as the road is too narrow for legal parking on both sides. Changing one side of road to double yellows would be a solution.	55.94912	-3.2426119
Resident	There is never a problem parking in my street, traffic is quiet, it will be a nuisance if any visitors have to pay	55.948535	-3.2441849
Resident	There is absolutely no need for this. Certainly there is no sense in double yellow lines from Murrayfield Road to opposite 7 Campbell Avenue and shared bays thereafter. The road widths show that.	55.948222	-3.2447433
Resident	17 Cumlodden Ave has 2 yellow lines outside it. Shared zones will force visitors to park outside the same homes. The street aesthetics will suffer if white/yellow lines, ticket machines and signs are implemented (in a street which has no current issues).	55.949318	-3.2455872
Resident	Campbell Avenue properties are generally flats. Parking should be unrestricted. If restricted it must be much more heavily resident permit biased.	55.948616	-3.2442659
Resident	No necessity for this. No parking problems, area not used by commuters. No businesses in area. Viewing road currently - not a single vehicle is parked on south side of road. All residents are able to park outside their own homes.	55.94824	-3.2448399
Resident	The proposals will reduce parking for residents way below what is required. Removing parked cars eg from Coltbridge Terrace or Murrayfield Road will increase the speed of traffic. Inadequate provision for longer term visitors eg relatives on holiday.	55.947435	-3.2341561

<b>Visitor</b>	The proposals will cause serious issues for people dropping off / picking up at St. George's school for girls. I have mobility and health issues so can't use the bus, but don't have a blue badge. So the times need to avoid these school times	55.948845	-3.2354343
<b>Resident</b>	I recently bought 1 Belmont Gardens I had no idea til I moved in the difficulty getting in & out of my own drive, cars are too close to my entrance no sufficient turning space with the cars parked opposit I have to shunt a lot to get in & out.	55.945182	-3.2518471
<b>Resident</b>	I live at 37 Murrayfield Gardens and we have a carport gated access via Kingsburgh Road. We've submitted on 2 occasions that the no parking white markings outside our drive is too short, it means cars often park slightly overlapping our drive.	55.947357	-3.2410185
<b>Resident</b>	a better proposal will be to make the whole of murrayfield gardens permit holders only to stop non residents and workmen parking all day long thus pushing permit holders fighting over parking spots.	55.94801	-3.247759
<b>Resident</b>	This is long overdue and will improve the neighbourhood by reducing the volume of cars & prevent them from obstructing junctions as they do now. Coltbridge Ave (certainly pre-covid) has been used as a free car park for commuters and local businesses.	55.94681	-3.23495
<b>Resident</b>	I would like to see the permit time in the bays extended into the weekends as on days there are games at Murrayfield stadium it becomes impossible to leave the house via car as finding parking upon return is impossible.	55.946511	-3.2437449
<b>Resident</b>	I don't want to have all bays Permit Holder only. I want to keep the existing system of mixed permit/unrestricted.	55.947279	-3.2400223
<b>Resident</b>	The current parking provisions at Murrayfield Gardens are entirely satisfactory. The introduction of increased parking controls will worsen rather than improve the parking situation for residents, and I object to the proposals.	55.948394	-3.2417549
<b>Resident</b>	Visitor parking would be helpful	55.947047	-3.2326272
<b>Resident</b>	Campbell Avenue and the other streets north of us don't appear to have a parking problem. We can always find a space (except on match days, when we can use our drive if necessary). Bringing in controlled parking would make it harder for tradespeople to w	55.948818	-3.2427447
<b>Resident</b>	There are no issues with parking on murrayfield gardens. Please don't change them	55.94718	-3.2393503
<b>Resident</b>	I believe the whole of Garscube Terrace needs to be permitted for part of each weekday to avoid commuters leaving their cars here for the day / week. We are now one of the closest streets off Corstorphine Road without permits. Many thanks.	55.948965	-3.2353849
<b>Resident</b>	Though we think your permit bay proposal should go further. We would expect Garscube Terrace and Succoth Gardens to be fully residential permits, both sides to stop all day commuter parking. Edinburgh has a park & ride! Commuters need to use it!	55.950732	-3.2370248
<b>Resident</b>	Currently parking on pavements risks impeding council and emergency services. Preferable to remove pavements, have 10mph limit, create more parking spaces and give pedestrians priority.	55.94511	-3.2513567
<b>Resident</b>	I think the current permit system works to reduce commuter parking so paid parking isn't necessary. I do agree that double yellow lines on corners would be an improvement.	55.948526	-3.241256
<b>Resident</b>	This is long overdue. We are repeatedly obstructed by cars left for the long term. One at present has been outside our home for three months.	55.950813	-3.2373059
<b>Resident</b>	Double yellow lines down one side of Abinger Gardens are not needed. We do need the yellow lines at the west end of the road to be extended by around 2 metres to make parking more safe.	55.945974	-3.2393128
<b>Resident</b>	We don't want double yellow lines along one side of Abinger gardens. We need parking for visitors and workmen. We do need the yellow lines at the west end of the street to be extended by 2m for safety reasons.	55.945866	-3.2396937
<b>Resident</b>	Heavy traffic uses Murrayfield Road at SPEED the only thing protecting the children coming from school and other pedestrians are the parked cars which form a barrier. I do not believe the area has much of a parking problem with existing restrictions.	55.948299	-3.2478905
<b>Resident</b>	A) What instigated this? I was quite happy. B) What are ALL of the implications of finding myself suddenly being designated a "mews" property owner?	55.945181	-3.2556666
<b>Resident</b>	We would prefer a short period (1-2 hours per day) resident permit to prevent commuters using the street like a park & ride seven days a week. Hopefully not too expensive for residents who already pay Council Tax.	55.949636	-3.2377155
<b>Resident</b>	The proposal only has benefit within 5 minutes' walk of the A8. They are ugly, expensive and unnecessary elsewhere.	55.948754	-3.2427514
<b>Resident</b>	Murrayfield drive parking. I do not accept that any restrictions are necessary and that this is only a money making exercise.	55.947274	-3.2448089

<b>Resident</b>	I would like you to leave this area alone. You have already made a shambles of the parking in our street and I would like you not to make any further changes in our street.	55.939007	-3.2499042
<b>Resident</b>	No need to put a yellow line here. Grey triangle is a private car park and nobody would ever park over the entrance to it	55.947272	-3.2344149
<b>Resident</b>	Residents would like a garden/parklet here where parked cars once were. This would reduce speeding and would be run by residents. Could we do this?	55.947513	-3.2342814
<b>Resident</b>	These plans would encourage/force some residents to get rid of their car as there is not a space for every house. There is strong support for Enterprise Car Club bays amongst residents to replace private car ownership.	55.94717	-3.2346013
<b>Resident</b>	This would be the ideal location for a cycle hoop. There is demand for one of these from residents of the street. Several have already requested one.	55.947075	-3.2345811
<b>Resident</b>	Coltbridge Avenue & Gardens is a cul de sac in a conservation area. Could mews designation be appropriate to avoid spoiling appearance with yellow lines and parking meters?	55.94681	-3.23495
<b>Resident</b>	Proposal to add single yellow line in front of garages/drives does not make sense as white lines in place & are observed. This means residents will not be able to park in front of their own residences	55.946421	-3.238767
<b>Resident</b>	I suspect a number of residents will require to use these spaces to park. Therefore my concern is the potential lack of space for visitors/tradesmen.	55.946231	-3.2384143
<b>Resident</b>	There is no requirement to introduce parking controls on Ormidale Ter. This will penalise residents financially & cause inconvenience for us/visitors. The circumstances here haven't changed - it's solely residential & no shops/schools/change of use.	55.947202	-3.2422125
<b>Resident</b>	The proposals would not provide any benefits to my family or neighbours, indeed it would be detrimental. We do not have any difficulties parking. There are more than sufficient parking spaces on the street, for us, our visitors and any tradespeople.	55.947521	-3.2448618
<b>Resident</b>	No consideration for how difficult off street parking actually is, especially in snow and icy conditions.	55.94565	-3.25626
<b>Resident</b>	I object to this outrageous proposal. There is no parking issues in the Murrayfield area and I object to having to purchase a parking permit when this is not required. I have never experienced any issue with parking in my area.	55.94745	-3.2495199
<b>Resident</b>	I strongly object to this proposal there are no parking problems in this area	55.94687	-3.2492055
<b>Resident</b>	Generally supportive of these proposals. Presume shared areas allow permit-holder use. Would like to see extension of restrictions on Murrayfield International match days.	55.94745	-3.2425
<b>Resident</b>	I do not wish to have a yellow line painted across my drive (20 Murrayfield Gardens)	55.946558	-3.2387165
<b>Resident</b>	I do not want a yellow line across my drive (20 Murrayfield Gardens)	55.946558	-3.2387487
<b>Resident</b>	I don't like the proposal, and cant understand why it is proposed. The removal of white lines and replacement with yellow over drives will remove parking spaces from an already busy area - this is not logical, and the 1.30-3 limit is fine.	55.946909	-3.2386972
<b>Resident</b>	This plan will make things much worse for residents. The loss of white line parking. The changed hours. Lack of visitor space. Poor Planning Proposal.	55.946484	-3.2386396
<b>Resident</b>	Proposal loses parking space, penalises residents and harms the ability to have carers / visitors.	55.946484	-3.2386396
<b>Resident</b>	I regularly use the white lines over our drive. I am in and out as a professional athlete from here to training and this will make my life nearly impossible to find parking. The change in hours and more restrictions does not help. Please don't do it	55.946484	-3.2386396
<b>Resident</b>	The current parking situation in the area is good. It works well as it is. The proposed restrictions will make the situation far worse, not better. The result will be others parking outside our flat. We will have to buy permits and park blocks away.	55.949983	-3.2406952
<b>Resident</b>	I oppose the changes. Local parking here is just fine. Restrictions will make situation worse, not better. We, and our elderly neighbours, will have to park blocks away.	55.950086	-3.2408309
<b>Resident</b>	There is no issue with parking in the Murrayfield area. This is driven purely by the Council looking to make more revenue through parking charges.	55.948325	-3.2459949
<b>Resident</b>	Am concerned that the parking bays opposite our two garages on Belmont Crescent (right hand side of road looking down to Corstorphine Rd) will make it difficult for us to reverse out.	55.945245	-3.2544949
<b>Resident</b>	I do not have problems with parking at or near my house on Kingsburgh Road at present and therefore have no desire for the additional permit system for the area. However if the council do go ahead then obviously my road needs to be included.	55.9462	-3.2446079
<b>Resident</b>	Problem with parking verges/bumping cars. Sufficient space for residents Bigger concern is rat run, suggest blocking end of Campbell Avenue	55.948792	-3.2430857

<b>Resident</b>	There needs to be a holistic, integrated approach to parking. You've pushed cars to suburbs after you pushed them from the city centre & west end. You need to fix this as a totality not on an area by area basis. You are just shunting the problems on to	55.948347	-3.274385
<b>Resident</b>	North part of Ormidale Terrace is safe & traffic-light, with no parking problems for residents/visitors. No nearby businesses create traffic pressure. Many residents have garage/drive parking. Mixed use bay limits resident parking.	55.947334	-3.2425268
<b>Resident</b>	I'd prefer you add electric charging to the streets and improved roadways for cyclists	55.94843	-3.24814
<b>Resident</b>	Please could you put double yellows at the top of the steps from Murrayfield Gardens to Campbell Av (plus there's a new drive / parking for #73 Murrayfield Gardens which is not on your city map, opens out here too).	55.948869	-3.2424014
<b>Resident</b>	Why have we not got any permit parking outside out 4 house 23a 23b 23c 23d you have given us a yellow line in our parking place whilst or our neighbours have got permit parking please look at this again right now there are 4 parking spaces available and	55.949421	-3.2473506
<b>Resident</b>	This section on S/S of Campbell Av would be better for visitor parking than the area just opposite the junction of Cumlodden Av which is narrower. The road is wider here and would be safer. Also please avoid parking near the access to Campbell Av Woods.	55.948115	-3.2449945
<b>Resident</b>	Coltbridge Avenue, Gardens and Vale are designated as areas for residents' parking, as they are now with no problems. Suggest they are all designated as a Mews area like the Vale, so there is no need for unsightly stream furniture.	55.947488	-3.2341415
<b>Resident</b>	If this proposal does go ahead parking bays should be on the road outside nos 17 -25, rather than on the opposite side outside 54 - 62. Gives more parking spaces,and there are gardens in front of the houses, not houses opening directly onto the pavement.	55.947467	-3.234222
<b>Resident</b>	My reservations are solely due to insufficiency of permit parking spaces if I am correct in assuming that double yellow lines are being proposed. If this is the case I would suggest that the spaces be expanded to include 7 & 9, & 26 to 28 between drivewa	55.947319	-3.2354162
<b>Resident</b>	No need for double yellow lines outside our house. Would be ok with permit parking if required. Problem parking is usually tradesmen with vans. My wife has serious mobility issues and at some future date we may need to apply for a disability space at our	55.948768	-3.2485899
<b>Resident</b>	You have taken our parking spaces away from houses 23a, 23b,23c23d and given us double yellow lines Campbell Road, come and have a look please	55.949201	-3.2476041
<b>Resident</b>	Belmont Terrace will be residents only parking with no road markings. Will the turning circle at the top be zoned off/no parking. It needs to be.	55.945078	-3.255756
<b>Resident</b>	I am in support of some changes, but in my street in particular, having no parking options is just not practical. On the stretch of road between 3 - 19 Ellersly Road, I think there should be 5 parking bays created	55.94658	-3.24806
<b>Resident</b>	This is at least the third time the council has proposed adding parking restrictions in our area and every time all our neighbours agree that we do not want them. There is absolutely no need between Murrayfield Drive and Ravelston Dykes	55.9475	-3.24475
<b>Resident</b>	Double yellow lines outside 36D Murrayfield Road seem unnecessary. We rarely experience unwanted parking and tighter restrictions would severely restrict access for visitors and tradespeople.	55.948796	-3.248649
<b>Resident</b>	Additional double yellow lines outside 17-23 and 46 Coltbridge Ave are unnecessary. That would reduce available spaces which are not a problem at present; indeed they encourage traffic to slow down.	55.948357	-3.2306451
<b>Resident</b>	Succoth Park is used by residents, carers & workmen. There is no reason for double yellow lines. If there has to be restrictions then no parking between 11 & 2 would be more than adequate.	55.94975	-3.2412849
<b>Resident</b>	I'm happy that a permit system be introduced. However, clearing parking from one side of the street in places will speed up through traffic which is a serious problem for all the schoolchildren. Also, please use existing poles/lamposts/walls for signage.	55.947761	-3.2350312
<b>Resident</b>	There are 54 flats in Succoth Court & your proposal takes away their parking. Double yellow lines are meant to keep traffic moving so do not make sense in Succoth Park, a cul-de-sac!	55.94975	-3.2412849
<b>Resident</b>	I feel it is unnecessary to have all day parking restrictions in this residential area. If paid parking is in place I feel strongly that it should not be expensive and should have a long time limit on it, eg 4 hours.	55.94832	-3.2344222
<b>Resident</b>	Home owner with 2 cars and no off road parking with double yellow lines proposed outside our house and all along Ellersly Road with single lines on the other side where are we expected to park? We have 2 young children and it's unsafe to cross road	55.94682	-3.2464936

<b>Resident</b>	The proposals would take away a large parking space directly outside our home 23a. We have used this space for 30 years with no viewing problems We have 2 cars necessary for work and childcare this proposal would create a parking problem for us	55.949146	-3.2472943
<b>Resident</b>	The current parking arrangements on Succoth Gardens are adequate and not causing any particular issue that I am aware of. Adding in more restrictions to residents and visitors is not welcome. If the restrictions do go ahead can it be limited to Mon-Fri	55.95008	-3.237917
<b>Resident</b>	Parking in this area works. Don't need more restrictions. Will cause residents to park far from their homes.	55.949989	-3.2410026
<b>Resident</b>	The current parking system works well. Almost no problems. Restrictions will make the situation worse. Much worse. Will cause residents to have to buy permits and park away from home.	55.94571	-3.2497499
<b>Resident</b>	Do not like the proposals. We don't need new restrictions. Parking works well here. Restrictions will make it worse.	55.945664	-3.249414
<b>Resident</b>	While there are times of the school day that parking is difficult in Garscube Terrace, at all other times there is plenty of parking space for all residents and visitors. These proposals will reduce the amenity of the area for residents and visitors.	55.949975	-3.2362551
<b>Resident</b>	Please extend shared parking to outside 26 and 28 Coltbridge Terrace. Thank you.	55.947761	-3.2350312
<b>Resident</b>	In Coltbridge Terrace there needs to be more permit only spaces. The slip road at Murrayfield Place should be left open to help traffic flow. The area needs to be monitored at 3-4pm as parents park in front of drives, on corners, in restricted area with no	55.947674	-3.2350572
<b>Resident</b>	I am opposed for many reasons including (1) there is no parking problem as evidenced by your survey (2) negative impact on appearance of the area (3) impact on local businesses and economy (4) will cause problems for parents of children at local schools	55.949755	-3.2476042
<b>Resident</b>	The safety proposals for Ellersley rd are encouraging but would be vastly improved if there was a double yellow line on the north side. The road is a "rat run" and is extremely busy all day	55.946677	-3.2480729
<b>Resident</b>	I don't see any need for parking restrictions on Ellersly Road between the "elbow" and the junction with Kinellan Road. The road here is wide and does not suffer from any parking issues.	55.94622	-3.2501007
<b>Resident</b>	The street is used for drop off and collection of pupils attending St George's School. It is likely to become chaotic with double parking and road blockages, making it difficult for residents to access their parking and for others to use as a route.	55.949833	-3.2356344
<b>Resident</b>	It's great news that permit parking is proposed on the SE side of Succoth Gardens (house addresses 6-12), but my fear is that leaving the NW side of Succoth Gardens as Shared Use simply moves (and doubles) the issue on that side of the road.	55.950148	-3.2379625
<b>Resident</b>	There is no issue with commuter parking at the moment, we are at the top of Belmont Gardens (29). The PPZ may be something that might need to be brought in only if this changes due to the introduction of other CPZ in other areas.	55.945782	-3.2567106
<b>Resident</b>	If the scheme is to go ahead, parking on Belmont Crescent south of its junction with Belmont Terrace should be on the west side of the road. Parking on the east side will restrict site lines and cause safety issues.	55.944844	-3.2546497
<b>Resident</b>	Currently have a 1.30pm to 3.00pm restriction which works fine and deters commuters from parking here. I'm also against a yellow line across my garage as if I have visitors they then can't park across my garage and will have to take up a parking space.	55.946418	-3.2387576
<b>Resident</b>	The status quo works very well currently. This proposal would reduce the parking for everyone and is not required.	55.948061	-3.240788
<b>Resident</b>	There is plenty of capacity for parking in this area. There has been no issue with commuters parking since restrictions were imposed. I would prefer existing restrictions to be removed. There is no case for further restrictions	55.948077	-3.2407022
<b>Resident</b>	I'm extremely upset and concerned by the motives of this proposal. I was born in 29 Belmont Gardens and moved to 23 Belmont Gardens age 24 in all my years in this zone I have never once had an issue with lack of spaces	55.945419	-3.25623
<b>Resident</b>	No changes to existing rules are required, and any would be counterproductive. You are also proposing putting a bay in front of the access to 94 and 98.	55.94861	-3.24183
<b>Resident</b>	I am extremely unhappy with this proposal. There is absolutely no problem with parking where I live on Belmont Gardens.	55.945665	-3.2564105
<b>Resident</b>	The commentary about why this review is taking place mentions residents concerns about parking provisions but this proposal would go against all residents views as would massively impact the ability of residents to park anywhere near their homes.	55.947314	-3.2356362



<b>Resident</b>	This proposal will be opposed using all legal means available. It ignores all residents amenities, disadvantages families , does not target existing traffic issues and is utterly preposterous	55.947399	-3.2355396
<b>Resident</b>	Charging on top of council tax is Bad idea as never an issue parking here at top of hill in 26 years & Impacts visitors. One neighbour already excavating alternative- contributes to floods if more.	55.945573	-3.2563846
<b>Resident</b>	Much prefer status quo.Unfair our stretch would compete with Pay/Displayers and be subjected to meters/poles.Good deal of Shared Use on map for M'field Drive/Campbell Ave and more available in Kingsburgh north side.Otherwise all Gdns to be permitholders	55.947823	-3.2411287
<b>Resident</b>	Will make parking for residents impossible. Removes huge proportion of spaces and will cause stress to residents.	55.947337	-3.2356039
<b>Resident</b>	We (and most other residents of Murrayfield Gardens) do not see a need for change of the status quo, which has been working well. We wish to retain the current parking arrangements and have the basic hours of restricted parking between 13.30 -15.00h	55.948183	-3.2411757
<b>Resident</b>	Current B9 restrictions work in this area, the proposed CPZ would extremely limit resident parking	55.946502	-3.2357139
<b>Resident</b>	The consultation for improvement of Coltbridge has agreed bins will be moved to the bottom of Murrayfield Avenue, so would not be in place at 12 Murrayfield Place.	55.946557	-3.2355094
<b>Resident</b>	B9 restrictions could be extended to more than the 90min parking to further deter commuters in the permit zones	55.947109	-3.2356382
<b>Resident</b>	Road markings for Murrayfield Place/Coltbridge Terrace would drastically reduce resident parking and speed up traffic going up and down the road, the current parking ensures cars go slower, also previous consultations have considered a one way system	55.947007	-3.2357991
<b>Resident</b>	Disproportionate pay and display outside 3 shops and the present B9 restrictions provide a good balance for shops and residence	55.946196	-3.2360244
<b>Resident</b>	I am furious that this proposes double yellow lines outside my house and my neighbours, plus hugely reduced the amount of parking available to residents even allowing only one car per household.	55.94737	-3.23553
<b>Resident</b>	I object to yellow lines in this location.This is a residential street & like many I don't have the ability to park on my listed property. Instead of yellow lines, why not make it all permit holders & make extra revenue.	55.947399	-3.2355137
<b>Resident</b>	Do not limit my ability to park on my street by introducing yellow lines. If you must, just put resident parking bays and then at least i have a choice if i want to pay etc.	55.947369	-3.2355454
<b>Resident</b>	Please consider shortening the use of double yellow lines along Coltbridge Terrace as the proposed availability of permit holder bays appears well short of what I believe residents will need to successfully park.	55.947417	-3.2355209
<b>Resident</b>	Double yellow lines offside street compounds problem. Extend dble yellow at both ends to improve access. Residents parking full length of onside to accommodate 2 cars per h/hold. More practical to have full day permits for tradesmen/visitors	55.946028	-3.2390089
<b>Resident</b>	There is absolutely no need to bring in more permits. I totally and utterly disagree with this proposal	55.94715	-3.23746
<b>Resident</b>	I'm all for it! We regularly have commuters park and go into town. I live down the bottom end though and I doubt the residents up the top have this problem	55.946699	-3.2373366
<b>Resident</b>	We oppose this plan entirely. The plan is unnecessary and unwanted. There are no parking problems in Murrayfield to warrant this proposal.	55.947238	-3.2458716
<b>Resident</b>	I am opposed to this proposal on the basis that there is sufficient parking available for residents, visitors and tradespeople etc.	55.947238	-3.2458716
<b>Resident</b>	I object to the CPZ proposal for Murrayfield	55.94725	-3.2394298
<b>Resident</b>	I strongly oppose the introduction of a CPZ in Murrayfield. It is not needed, would create less parking for residents, would cost residents more to obtain a permit, and would make having daytime visitors/carers very difficult and expensive.	55.947165	-3.2397072
<b>Resident</b>	I would like the status quo to remain. It's enough to deter non-residents from taking up the spaces.	55.948641	-3.2423652
<b>Resident</b>	The status quo should be left in place. Commuters are already prevented from using resident parking through the existing permit bays, there are no safety issues (traffic in and around Murrayfield Gardens drives very slowly)	55.947928	-3.2410809
<b>Resident</b>	I would like it to remain as it stands	55.94856	-3.24193
<b>Resident</b>	Status quo on murrayfield gardens works well. Any change would be detrimental for residents	55.94684	-3.23921
<b>Resident</b>	I do not want CPZ parking to be brought in to our street- Murrayfield Gardens. It would not suit residents and would transform the character of the street.	55.948394	-3.2417549
<b>Resident</b>	We already have permit zones on our street that work. They've stopped commuters and people leaving their car for weeks to use the airport bus down the road for holidays. The 1.30 - 3pm zone already works well.	55.947829	-3.2404635

<b>Resident</b>	I am opposed to this proposal. The existing parking arrangements work well for residents, and further controls will be to their disadvantage, as well as altering the character of the street.	55.948527	-3.2417965
<b>Resident</b>	DY lines here. Upper Coltbridge Tce is narrow, congested and risky - safe access for emergency services is needed. DY lines along the north side and parking on the south side would improve access. Ambulances, bin lorries etc have failed get down	55.948452	-3.2346904
<b>Resident</b>	Strongly supportive - the cycle path provides sustainable transport. Put pedestrians first. Concentrate double yellow lines down one side of Upper Coltbridge to allow access for emergency vehicles.	55.94849	-3.2345143
<b>Resident</b>	23 houses in my street. four have made their garden hard parking. the proposals do not allow enough parking for each house to park one car?how is this a good proposal. does the council really want each character property to have its garden removed?	55.947434	-3.2354054
<b>Resident</b>	The current permit is sufficient for residents and visitors.	55.94837	-3.2415081
<b>Resident</b>	I am afraid that I do not agree with the current proposals for Coltbridge Terrace. They would certainly allow freer movement up and down the Terrace – at present it is a single traffic lane. This could result in faster traffic speeds than is desirable	55.947962	-3.2349462
<b>Resident</b>	Why is a double yellow line proposed along a large part of the Terrace on the east side? This would prevent any stopping other than to drop off passengers. What happens on occasions when loading/unloading has to take place involving one of the house	55.947893	-3.2349971
<b>Resident</b>	It would appear that the only parking for Tradesmen, visitors, etc. in both Coltbridge and Upper Coltbridge Terraces will be two rather limited lengths of “Shared-Use” bays in Coltbridge Terrace. These also have to cater for “Permit Holder” parking.	55.948004	-3.2350132
<b>Resident</b>	What is the reason for a single yellow line being in place outside Nos. 10 and 12 Coltbridge Terrace (quite appropriately), whereas elsewhere in similar circumstances (e.g. outside Nos. 26, 28 and 36) a double yellow line is in place.	55.947291	-3.2354893
<b>Resident</b>	I don't see any benefit to this proposal.	55.9456	-3.241
<b>Resident</b>	Driveway for no.6 is angled South West. This space will block access and obscure vision, creating danger exiting driveway.	55.94501	-3.2546774
<b>Resident</b>	Proposed bay blocks access to garages opposite.	55.944896	-3.2546945
<b>Resident</b>	This is not a driveway. There is no drop kerb and gates are permanently shut.	55.944824	-3.2547149
<b>Resident</b>	Cannot have parking bay in the middle of the street!	55.945226	-3.2545568
<b>Resident</b>	Parking bays on East side block view along the Crescent. People naturally park on West side as is safer. Also more space for additional bays.	55.944853	-3.2546479
<b>Resident</b>	Road will first need resurfacing, as there is a continual trench running from number 2 to number 10 that has removed existing white lines outside properties.	55.944738	-3.2545376
<b>Resident</b>	Parking bays would block access for bins to be collected for no.4 and no.6. Currently not an issue, as people park on West side of road.	55.944905	-3.2546586
<b>Resident</b>	Driveway to no.6 is angled. Placing parking bay here will impede access to the driveway and also obscure the view down the street making it dangerous to pull out of driveway	55.945003	-3.2546774
<b>Resident</b>	Proposed parking bay will impede access to garages opposite	55.944902	-3.2546742
<b>Resident</b>	Proposed parking bay will block access for refuse personnel to collect bins from outside no.6	55.944911	-3.2546375
<b>Resident</b>	People naturally park their cars on the west side of the street. The proposed parking bay will block the view of traffic travelling down the Crescent - this is a danger for other drivers and pedestrians.	55.94482	-3.254613
<b>Resident</b>	At the consultancy evening on 2nd March. The council representative stated that the 3rd party had recorded leaflets being delivered to all residents. We know that the majority of Belmont residents did not receive leaflets or notification	55.945153	-3.2546885
<b>Resident</b>	This section of residents parking looks perfect, thanks.	55.947778	-3.2376451
<b>Resident</b>	We wish parking restrictions to stay as they are. This works well. We do not want a yellow line across our drive. We would like a white line at the dropped kerb as this would prevent parking too close. This is a safety issue. Issue to help o	55.946858	-3.2388772
<b>Resident</b>	Dangerous to have vehicles parked on bends	55.950642	-3.2446289
<b>Resident</b>	Dangerous to have vehicles parked on bends	55.949128	-3.2425046
<b>Resident</b>	Dangerous to have vehicles parked on bends	55.950245	-3.2464743
<b>Resident</b>	Dangerous to have vehicles parked on bends	55.950185	-3.2481051
<b>Resident</b>	Dangerous to have vehicles parked on bends and hill without visibility	55.948587	-3.2442642
<b>Resident</b>	Dangerous to have vehicles parked on bends and hills without visibility	55.948671	-3.2444144

<b>Resident</b>	My road is currently private. If the proposals (which I fully support) go ahead, we will attract the displaced parking. Our street needs to be adopted and designated as a mews	55.945436	-3.2496314
<b>Resident</b>	The proposed 'shared use bays' shown on your map in Lennel Avenue at the Ravelston Dykes end . At a blind corner will result in an accident. The bays will force entering/exiting Lennel into the middle of the road. You can't be serious!	55.950473	-3.2445753
<b>Resident</b>	dangerous	55.949149	-3.2425422
<b>Resident</b>	dangerous	55.950449	-3.2445431
<b>Resident</b>	dangerous	55.950041	-3.2479763
<b>Resident</b>	dangerous	55.948263	-3.2459164
<b>Resident</b>	Do not think there is any need for permit parking. The street is not over used by people out with parking their vehicles	55.949176	-3.2425286
<b>Resident</b>	There is currently no requirement for additional zoned parking On Lennel Avenue. We do not have a problem with parking. Shared bays and permit zones will not make any money for the council as most houses here have a driveway. parking locatn is dangerous.	55.949882	-3.2439579
<b>Resident</b>	Double yellow lines required from Ravelston Dykes to drive way at number 26 Lennel Avenue , same on other side of road. Do not feel the need for permit parking bay in Lennel Avenue and surrounding streets .	55.950257	-3.2442213
<b>Resident</b>	Suggested alterations to Coltbridge Avenue and Coltbridge Gardens	55.94901	-3.23243
<b>Resident</b>	Double yellow line not needed here. Change to permit holder bay as not enough spaces for residents otherwise. Also having cars parked on both sides of the road will reduce traffic speed. Volume of traffic does not require cars to pass side by side.	55.947508	-3.2343326
<b>Resident</b>	Change double yellow line one one side of the road to permit holder spaces or shared use for the business at 64 Coltbridge Avenue. Parked cars will slow the traffic speed in the run up to the blind corner which is just before access to the bowling club	55.948029	-3.2332096
<b>Resident</b>	Consider making Coltbridge Gardens a mews for parking purposes (as Coltbridge Vale has been designated)	55.94879	-3.2330809
<b>Resident</b>	I live at 35 Ravelston Dykes and am concerned that this will increase parking outside my property. I would be happier if the permit zones were also put on Ravelston Dykes between Garscube and Succoth to stop this happening.	55.95125	-3.2391007
<b>Resident</b>	There are no places at all on ormidale terrace for visitors to residences. Also the church hall is very busy under normal circumstances so where will the users of the hall such as parent and toddler or tumble tots park?	55.946244	-3.2409168
<b>Resident</b>	The proposal indicates that a yellow line will be outside my property which means there will be no parking there. At the moment there are no parking issues in this street.	55.950137	-3.2440107
<b>Resident</b>	The proposal to introduce double yellow lines from 7 Coltbridge Terrace to St Georges School contradicts the purpose of the proposal, namely to increase residents parking. I'm fearful that it will be more difficult to park outside my own home.	55.94737	-3.23553
<b>Resident</b>	My more general comments will be sent by email. Specific point relating to identified location: no designation shown for north side of Ellersly Road east of Kinellan Road. This should be single yellow line plus bus cage.	55.946709	-3.2479055
<b>Visitor</b>	I would like to see more dual parking on Coatbridge Terrace especially due to it close proximity to St George's school George's	55.94676	-3.2355449
<b>Resident</b>	I think the proposals for Coltbridge Avenue are massively over-restrictive. This stret has an open and friendly almost village-like vibe at present which these proposals will destroy. Far better to lok at designating it as a mews	55.946679	-3.2352975
<b>Resident</b>	Please may the parking restrictions to be time limited to avoid full day parking by non residents. However it is vital the teachers at St Georges school can park all day - can they get special permits?	55.948447	-3.2364817
<b>Visitor</b>	There are no parking issues in Succoth Park and it should not be included in the Zone.	55.950329	-3.2424832
<b>Visitor</b>	This stretch should be permit or mixed use bay not yellow lines. The road is perfectly wide enough for this.	55.950149	-3.2401765
<b>Visitor</b>	All the yellow lines in Succoth Avenue should be permit holder or shared use bay. The street is perfectly wide enough to have ;parking on both sides.	55.95057	-3.2400102
<b>Resident</b>	the doubler yellow lines between nos 17 and 23 is totally unnecessary. The 10 houses 17-25 and 54-62 have 12 cars yet you are providing 3/4 spaces whilst also reducing parking elsewhere in the avenue. It will be a nightmare.	55.947428	-3.2344167
<b>Resident</b>	the double yellow line here create a double width road which will increase car speeds and reduce safety. In the 27 years I have lived at no 17 there has not been an accident in this section with parking on both sides.	55.947427	-3.2344194

<b>Resident</b>	double yellow line imply it is dangerous to park. That is not the case outside my house. This is a cul de sac in a conservation area with a village character and slow traffic: your proposals will increase speeds and damage it visually.	55.947421	-3.2344247
<b>Resident</b>	these double yellow lines are totally unnecessary and visually very inappropriate. This is a cul de sac with a rural village character, not a main highway! Occasional parking here is not a problem and essential for the bowling club on match days.	55.947968	-3.2332273
<b>Resident</b>	Create 2 disabled parking bays outside 9 & 11 Murrayfield Road and widen vehicle entry gap due to sightlines. As a disabled resident there are no disabled bays on proposal for Murrayfield Road.	55.946498	-3.2454698
<b>Resident</b>	there is no need for yellow lines between nos 38 and 46 (except for the existing ones) . the proposals are simply removing yet more resident parking, meaning the proposed resident provision willll many many times oversubscribed for absolutely no benefit.	55.947062	-3.2345791
<b>Resident</b>	Coltbridge Avenue and Gardens are a cul de sac with a village like character. Traffic is slowed by parked cars - like a single track road with passing spaces. People walk down the middle of the road, kids play in the street. The proposals destroy this.	55.947433	-3.2344462
<b>Resident</b>	Priority parking has resolved non resident parking problems in Coltbridge Avenue. There is currently just sufficient parking for residents. However, the proposals cut resident parking drastically, destroy that fine balance and will create major problems.	55.947415	-3.2344462
<b>Resident</b>	We believe the existing PPA works well. We think the introduction of the CPZ is highly undesirable and would be detrimental to residents, visitors and local businesses	55.946707	-3.2387844
<b>Resident</b>	Proposed restrictions are unnecessary for this area. Proposed bays at the junction with Ravelston Dykes would be dangerous.	55.949535	-3.2434004
<b>Visitor</b>	Parking at Succoth Court is not a problem. There are plenty of spaces for all the surrounding residents and always somewhere available to park.	55.950305	-3.2425797
<b>Visitor</b>	Parking restrictions are completely unnecessary in Succoth Park. There is ample parking space in Succoth Park and at Succoth Court and in Succoth Park most residents have driveways. This functions perfectly well as it is.	55.94993	-3.2410214
<b>Visitor</b>	Parking restrictions are completely unnecessary in Succoth Park. There is ample free space for parking and spaces at nearby Succoth Court. The area functions well and intrusion is not called for.	55.950101	-3.2403642
<b>Resident</b>	Double lines are unnecessary- no parking issues here - if restrictions are deemed essential , a single line offers greater flexibility to allow residents and visitors	55.948801	-3.2485791
<b>Resident</b>	What will happen when our Private Road of Westerlea Gardens is adopted? I understand its current status is "prospectively adopted". Meantime there is nothing to stop anyone just parking on our road or in our Visitors spaces.	55.946586	-3.2471816
<b>Resident</b>	Broadly in support but with objections/reservations for specific locations	55.946515	-3.2455017
<b>Resident</b>	HAZARD: Have NO PARKING restriction for 10 to 15 metres downhill from exit of 11 Murrayfield Rd	55.946515	-3.2455017
<b>Resident</b>	Restrict parking bays to only one side of Kinellan Road	55.947376	-3.2494342
<b>Resident</b>	HAZARD: Eliminate all parking bays on 'Odd No's' side of Murrayfield Road between Ellersly Rd and Ravelston Dykes	55.947265	-3.246587
<b>Resident</b>	In agreement with parking controls in principle, but believe they should be enforced for a short (eg. 2 hour) period in the middle of the day to effectively prevent commuters from using the streets as park and ride.	55.946166	-3.2449615
<b>Resident</b>	Ellersly Rd is a rat run and with double yellow lines cars will still be able to flow fast along here. The Bays on Murray fieldRoad will mean the street is narrower and so used less. Ellersly Rd Should be traffic calming/one way	55.946617	-3.2478583
<b>Resident</b>	I think people should be able to block their own drives, if required. Not sure if single yellow line allows that.	55.94883	-3.2427497
<b>Resident</b>	Shared use bays should not be right outside no 31 & 33 - if any shared use bays are implemented they should be right at top end of street only, where there are only properties on one side. Plan will severely impact our ability to park outside our door.	55.94735	-3.2425154
<b>Resident</b>	I live at 17 Coltbridge Ave. I am medically retired and on ESA benefit. I need to be able to park outside my house or very near to it. Double yellow lines prevent even loading and there are a radically reduced number of parking spaces in the street.	55.947427	-3.2344247
<b>Resident</b>	There is no parking problem this far up Ravelston Dykes. The proposals are unnecessary and a waste of Council resources. The cost of road painting, signage and meters will be considerable. Firmly against the proposals.	55.95069	-3.2448886
<b>Resident</b>	There is no issue with informal 'park & ride' or parking congestion in Cumlodden Avenue. I see no need therefore for my council tax to be spent on meters or other road markings.	55.950025	-3.2465926

<b>Resident</b>	There is no need to restrict parking and levy charges at residents. The only time parking is pressurised is when there's a match or other event at the stadium and on the rare time this happens, you just don't move your car to travel anywhere.	55.94872	-3.24328
<b>Resident</b>	Currently the residents park here - making this double yellow will mean there will not be enough space on the street for residents to park. There is a mixture of elderly and young families that rely on their cars and being able to park close to homes	55.947474	-3.2343282
<b>Resident</b>	To combat full day parking by non residents, any pay & display or resident parking needs to be time limited. For example short term permit zones similar to those that are already in place and pay & display limited to 2-4 hours.	55.94835	-3.2363283
<b>Other</b>	Henderland Road Tennis Club: this is used by the local community (members & non members) and parking access is required. We suggest pay & display limited to 2 hours to ensure people can access this sports facility.	55.948038	-3.2370257
<b>Resident</b>	There is nothing in these proposals to combat congestion or antisocial driving and parking at school drop off and pick up times.	55.94839	-3.2362613
<b>Resident</b>	Murrayfield Parish Church and Centre rely on easy access to their buildings. Preference would be to retain free parking outside both buildings or at the very least time limited free parking.	55.946148	-3.2409168
<b>Resident</b>	Time limited free parking of up to 2 hours would prevent all day parking by non residents and would also allow local people to access the tennis courts.	55.948086	-3.2369399
<b>Resident</b>	Preferred option is for short duration permit zones (as elsewhere in the street) to prevent full day parking by non residents.	55.948542	-3.2361245
<b>Resident</b>	More than sufficient parking capacity on street, currently not pressured traffic non-resident traffic. A CPZ only penalises current residents, with no fall in overall traffic. Visiting medical/care professionals would be unfairly charged.	55.948913	-3.232799
<b>Resident</b>	You have omitted my dropped kerb at the driveway of no 36 campbell road. This should have a white line to prevent parking.	55.949815	-3.2475723
<b>Resident</b>	You have indicated visitor parking bays commencing close to my drive. There needs to be at least a couple of meters between the drive and start of bays to allow me to exit safely	55.949802	-3.247693
<b>Resident</b>	The space between the drives for no 36 and no 38 is too small for a car so should either have double yellow lines or the white line across the two driveways should be continuous to prevent parking between them as well as across them	55.949835	-3.2477654
<b>Resident</b>	We do not need any more restrictions in this street. We are perfectly happy with no controls. Occasionally someone parks and goes on holiday. However it is a public road, so we work round it. It's just a stealth tax	55.946786	-3.2415883
<b>Resident</b>	Parking on Western Terrace is limited as the majority of the properties are converted flats with no driveways, so Permit Holder Bays are required to prevent use of the limited parking spaces by commuters and non-residents.	55.945198	-3.2467896
<b>Resident</b>	The status quo which already restricts parking and prevents commuters is sufficient. There is no need for and further restrictions which will just inconvenience residents at times when they have visitors, including for childcare and caring purposes.	55.948632	-3.2418012
<b>Resident</b>	We will have massive problemsMy husband is severely disabled and requires carers four times a dayIf they change parking I will struggle to get help if they have to pay for parking !!!Please don't make life any more difficult Thankyou Charlotte mitchell	55.947437	-3.2352241
<b>Resident</b>	I strongly support the existing system which works perfectly well for residents and visitors	55.946601	-3.2390938
<b>Resident</b>	There are no issues with the current arrangements on Coltbridge Avenue. We have a simple permit system which ensures no parking in the majority of the street by long term users without permit. This successfully controls commuter/airport bus users	55.947469	-3.2343534
<b>Resident</b>	Unacceptable - significantly reduces parking for residents by increasing double yellow lines. Insufficient parking for residents. We support restrictions for non residents but not discrimination against residents.	55.947458	-3.2354968
<b>Resident</b>	Very strongly against proposed double yellow lines. This will significantly negatively impact on residents and is absolutely unacceptable.	55.94732	-3.2355719
<b>Resident</b>	Coltbridge Terrace MUST be allowed sufficient residents permit bays for the residents. Removing permit parking between 26 and 36 means the remaining spaces between 2 and 25 will not be enough for the street. At the moment residents can easily find a space	55.94676	-3.2355449
<b>Resident</b>	Not sufficient parking for residents based on plans	55.94676	-3.2355449
<b>Resident</b>	I would like to know what the definition of MEWS is. Can't see where to find this information. I want to ensure that I have adequate access to my garage at all times and need free space because of the angle required to access.	57.8712	-38.317626

<b>Resident</b>	Parking on one side and wider pavement please. Road gets blocked easily with parking on both sides. Dangerously vans mount the pavement ALL THE TIME (pavement is so narrow even wheelie bins block it). Have to walk my daughter to school on the road regu.	55.94847	-3.2346475
<b>Resident</b>	Western Terrace in order to ensure parking outside of the properties in this stretch is it feasible to have resident parking? Concern comes from the development and building of flats opposite with limited number of parking bays provided	55.945176	-3.246442
<b>Resident</b>	I have concerns about provision for visitors or second car. Currently only have of road parking for 1 and double yellow lines out side house. Would we be able to park in the Mews down the side of the house?	55.945769	-3.2527786

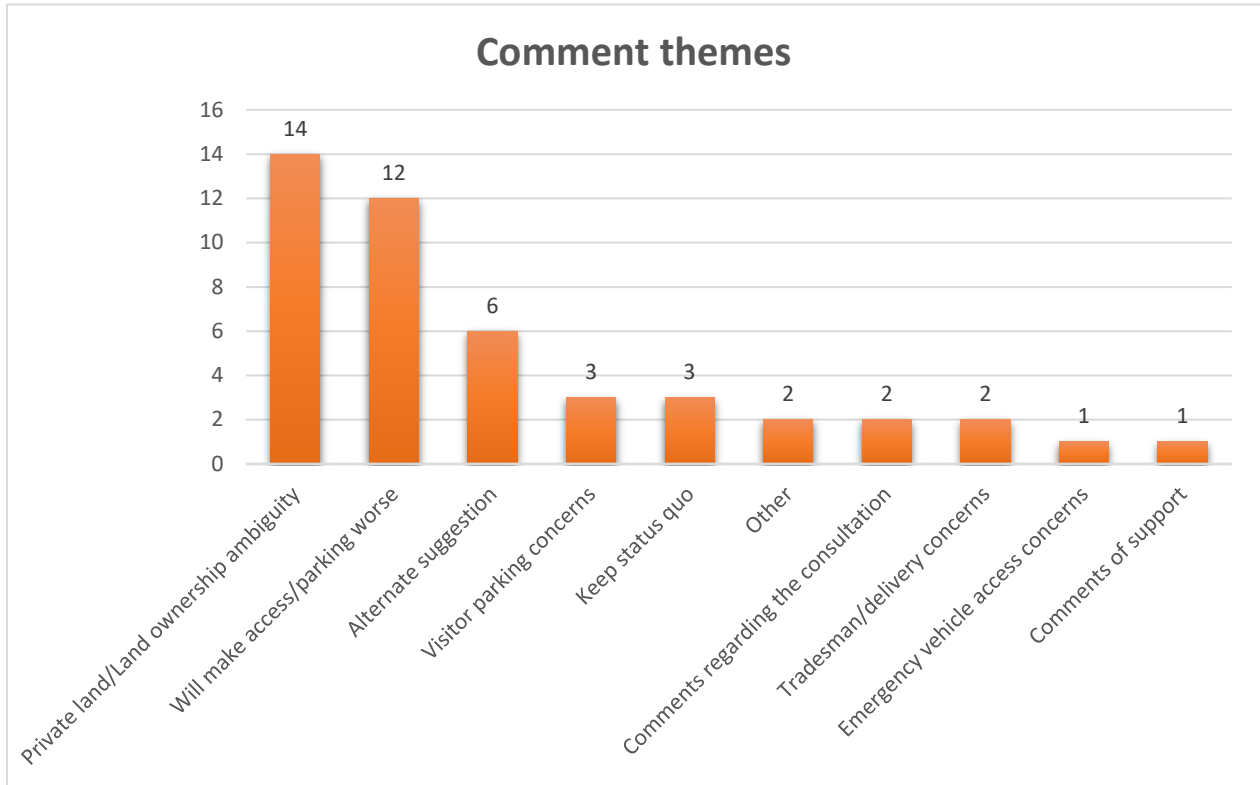
## 5. ROSEBURN

5.1.1 30 people dropped 39 pins on the interactive map

5.1.2 Of those, 37 had comments and two were left blank

5.1.3 4 comments are positive

5.1.4 35 comments are negative



5.1.5 The most common theme of comments was regarding land ownership and if there are discrepancies in council records.

5.1.6 The next most common theme is about the general parking availability.

I am a...	Comment	X	Y
<b>Commuter</b>	I commute to the school in this area as a teacher. Perhaps we could get staff permits.	55.944005	-3.2378818
<b>Other</b>	I don't feel parking restrictions are necessary in this area	55.9433	-3.2363
<b>Other</b>	Staff at school need to be able to park unable to use public transport. Commuters abuse this	55.943574	-3.2361123
<b>Other</b>	staff need free parking permits otherwise unfair tax on council staff who cannot access workplace.	55.943641	-3.2364317
<b>Resident</b>	I completely support the parking proposals for Roseburn. As a resident, our small streets are congested with traffic putting the children at the local school, and our elderly residents at risk.	55.944732	-3.2371683
<b>Resident</b>	I dont think half of Roseburn Place should be shared use, this should be in Roseburn Drive where there are more parking spaces and less properties	55.944965	-3.2346399
<b>Resident</b>	There needs to be more permit parking or take away the single yellow line in Russell gardens. The demand in parking for just residents is huge so please don't take away spaces away. We are competing with commuters and airport users as it is. There doesn't	55.943818	-3.2386753
<b>Resident</b>	We have perfectly good mixed parking restrictions on Murrayfield Avenue and CPZ would have major impact for friends and family visiting. Solving a problem that doesn't exist	55.94806	-3.23878

<b>Resident</b>	As with the previous parking consultation the vast majority rejected the proposal as there is not a parking issue in this vicinity. The proposal you are 'considering' will only make parking more restrictive and is actually just another tax	55.944253	-3.2333389
<b>Resident</b>	Double yellow lines within the Maltings will make it more likely for freeloaders to park in the dedicated space for my flat. I don't have a car so it is seldom used, and given the space is right outside my living room window I would rather keep it clear.	55.945154	-3.2328688
<b>Resident</b>	Lived in Roseburn Street for 25 years and my vehicle is registered to my company address in Loanhead so I couldn't get a permit. There must be a way company registered vehicles can be included.	55.944413	-3.2348134
<b>Resident</b>	Not necessary. Parking spaces are always available to be found at very close distance. After covid it is expected to be less commuting as less people will travel to office. Wrong time to be making this time of decisions with so much uncertainty ahead.	55.943951	-3.235264
<b>Resident</b>	31 Roseburn Drive. I share the drive with my downstairs neighbours at No 33. For ease I daily use one of the 2 existing spaces which are now to have double yellow lines. Could this be reconsidered?s	55.944203	-3.236113
<b>Resident</b>	Currently there is no problem finding parking	55.944958	-3.2370959
<b>Resident</b>	These spaces are privately owned and cannot be used for shared use parking bays	55.943894	-3.2312727
<b>Resident</b>	Parking bay indicated and bay to right of block 19 are private and cannot be zoned. More single yellow lines would help residents and still stop misuse	55.943945	-3.231305
<b>Resident</b>	Unnecessarily restrictive. Will make getting deliveries and access for tradesmen harder, and drastically reduce parking for visitors, which will spill out to other streets nearby.	55.944243	-3.2317637
<b>Resident</b>	I do not see how this is going to help me personally find a parking space I do not believe double yellow lines outside your front door helps either I do not wish the council to proceed with this plan	55.945713	-3.234582
<b>Resident</b>	You seem to be proposing changes to some privately-owned parking spaces in Roseburn Maltings: will this involve compulsory purchase, or is the map wrong?	55.943944	-3.2312868
<b>Resident</b>	Further consultation required re specific issues such as yellow lines, pay and display and permit holder zones. Local input essential.	55.943981	-3.2320012
<b>Resident</b>	The shared use bays marked in brown on the map are not correct. The brown rectangle in front of block 17, as well as the 2 areas at the sides of blocks 17 and 19 are allocated to individual flats, and are numbered.	55.943692	-3.2310904
<b>Resident</b>	This area in front of the garage block is residents parking as it is all mono blocked like the rest of all the resident parking areas on the development. This belongs to the residents so it can not be used for any form of shared parking.	55.944293	-3.2330646
<b>Resident</b>	This area is residents parking. It is monblocked like all the other parking bays on the development so cant be used. There are not enough spaces as it is on the development for each flat. The area is owned by the residents and is not public road space.	55.944293	-3.2330431
<b>Resident</b>	There is not a need for double yellows the whole length of the block. Why not have it as residents permit parking instead?	55.943975	-3.2309617
<b>Resident</b>	Please check with the map provided by Hacking and Paterson showing the privately owned land- I think this is not adopted and therefore cannot be council parking	55.943894	-3.2306063
<b>Resident</b>	There is not a need for blanket double yellows all along here. How about some residents permit parking here.	55.944273	-3.2317476
<b>Resident</b>	These 3 parking spaces are private & belong to the Russell Gardens development so can't be changed to a shared-use bay	55.94432	-3.2331096
<b>Resident</b>	it looks as if you are planning to put shared-use bays on land which is currently part of our private gardens!!! I don't think so!!!	55.944248	-3.233307
<b>Resident</b>	Again it looks as if you are planning to add shared-use parking on an area of private garden	55.942157	-3.2312428
<b>Resident</b>	This part of road was missed when double yellow lines were added last year. It was on the original proposal & these are required to allow easy access for emergency & utility vehicles	55.944358	-3.2331697
<b>Resident</b>	This is another area of private parking you want to change to a shared-use bay. By adding yellow lines near this you will be reducing the area available to residents therefore we can't afford to loose any of our private resident spaces	55.943527	-3.2337963
<b>Resident</b>	I believe these four sections of parking spaces have been incorrectly marked for shared use. My understanding is that they are private property, the same as the other numbered bays within Roseburn Maltings.	55.943954	-3.231297
<b>Resident</b>	VERY DIFFICULT TO PARK DURING DAYTIME AS CARS BEING LEFT BY COMMUTERS AND LOCAL BUSINESSES.	55.943977	-3.2381119
<b>Resident</b>	Double yellow lines in Roseburn Maltings? Why? The flow of traffic in and out of the Maltings runs well. We already have double yellow lines where needed. Where would visitors park? How would deliveries be made? It is totally a bad idea.	55.945867	-3.2283735



<b>Resident</b>	Certain areas on the digital map marked for change are development owned.	55.943909	-3.2331289
<b>Resident</b>	I am resident in Roseburn Maltings. The proposed parking changes are excessive. Double lines are only required on corners not on every pavement area. This would lead to problems for deliveries and maintenance workers.	55.944181	-3.2314708
<b>Resident</b>	I have sent an email. Yellow lines a poorly thought out solution. Mistakes made with owner spaces. Need elaboration over shared spaces. Please read email.	55.94432	-3.2318749

## 6. SAUGHTONHALL

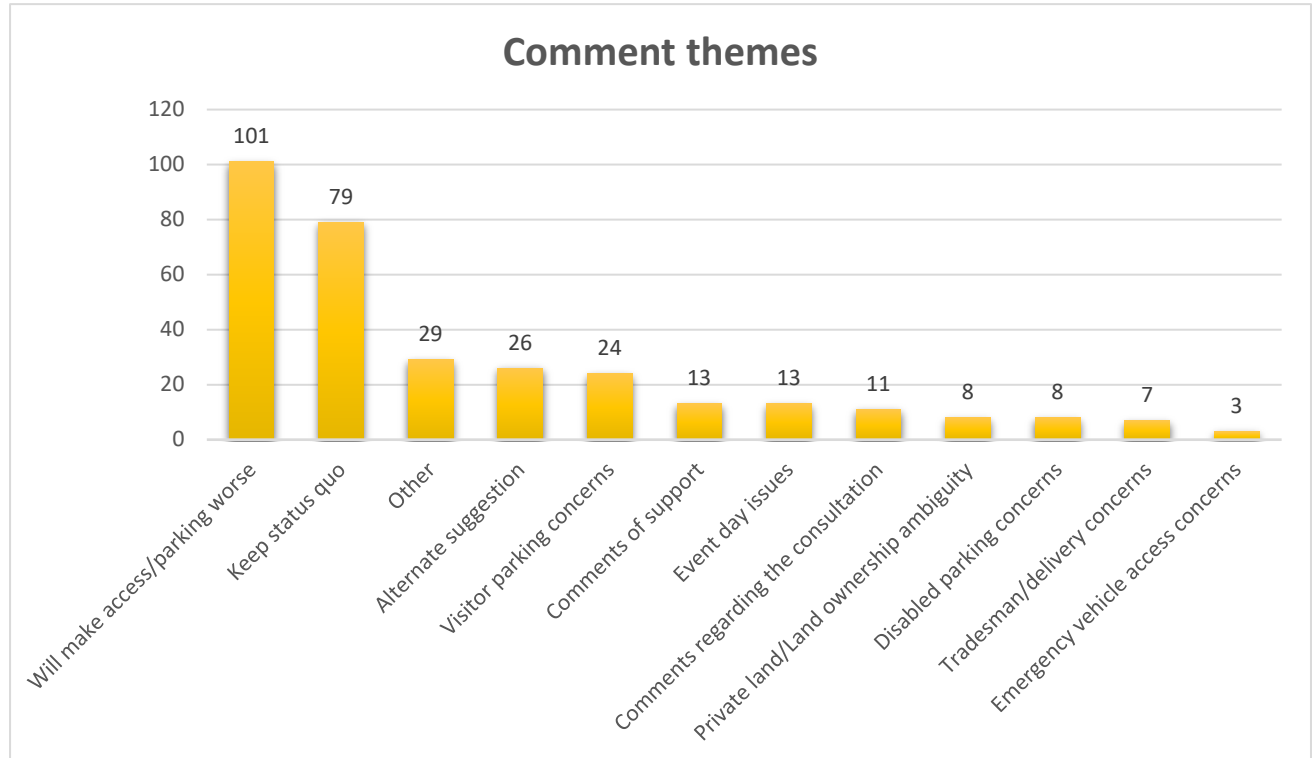
6.1.1 189 people dropped 259 pins on the interactive map

6.1.2 Of those, 253 had comments and six were left blank

6.1.3 25 comments are positive

6.1.4 16 comments are negative

6.1.5 18 comments are neutral



6.1.6 The most common theme of the comments is about the loss of parking availability should the proposals be implemented.

6.1.7 The second most common theme is comments stating that the current layout/restrictions work fine as they are.

I am a...	Comment	X	Y
<b>Business owner</b>	There is no problem with parking currently. The proposed changes will be detrimental to the area	55.94086	-3.25134
<b>Commuter</b>	My place of work SystemWise is located in the target area. Part of the reason we are located here was the parking. We have never had an issue finding a space, nor have we had complaints from neighbours. This is unfair.	55.94096	-3.25149
<b>Commuter</b>	I travel by car to the tram every day for work. If there is no free parking how can I do this? This will stop me using the tram service and be forced to use Lothian buses. Why would you do this?	55.93396	-3.25697
<b>Commuter</b>	Stop the implementation of paid parking in Saughtonhall	55.94088	-3.2514
<b>Commuter</b>	To use the tram to get to work I park legally and respectful in this area please help commuters by allocating proper bays and have a peak charging structure	55.93915	-3.24986
<b>Commuter</b>	I disagree with this proposal, I would respectfully suggest you provide a better solution for employees of local businesses in the area.	55.9409	-3.25195
<b>Other</b>	We have disabled visitors, regular hall users, sometimes delivery vehicles and tradesmen who need to park outside the hall. At the very least we would require a disabled parking space.	55.94161	-3.24942

<b>Other</b>	I am totally against the proposed parking permits for saughtonhall. There has never been any problems with parking in the saughtonhall area as a whole. The only group to gain from this is Edinburgh Council in the money raised from unnecessary permits.	55.94306	-3.25563
<b>Other</b>	The community hall requires access for disabled, dropping off and collecting children at After School Club, deliveries for events eg Fete, Coffee mornings and maintenance of the grounds	55.94136	-3.24913
<b>Other</b>	Access to community hall would be easier if Double yellow lines were on other side of the road. Perhaps a disabled bay outside the hall or Loading only would be useful	55.94131	-3.24909
<b>Other</b>	THE INTRODUCTION OF PARKING RESTRICTIONS IS NOT NECESSARY OR WANTED . THEY WOULD SIGNIFICANTLY REDUCE THE AMENITY OF THE AREA FOR RESIDENTS AND MAKE THINGS VERY DIFFICULT FOR VISITING FRIENDS, CARERS AND TRADESMEN.	55.94117	-3.25741
<b>Resident</b>	I approve of permit parking	55.9435	-3.25145
<b>Resident</b>	Why Double yellow lines here!?	55.94339	-3.25307
<b>Resident</b>	Driveway ignored	55.94362	-3.25294
<b>Resident</b>	My driveway seems to have been missed allowing cars to block the entrance, will this be corrected before work starts ? 15/1 glendevon PK.	55.9395	-3.25507
<b>Resident</b>	I am all in favour of this proposal as presently we have people who park there car for the airport bus, a two week holiday then return. Some return in the middle of the night and exchange loud farewells and door slamming. Also we have the commuters who park	55.94371	-3.25137
<b>Resident</b>	The extension to the double yellow line is not required, it will cause problems with door opening due to the trees , the existing double yellow line is satisfactory	55.94373	-3.2514
<b>Resident</b>	There is no problem in my street with a lack of parking spaces, or with any of the neighbouring streets.	55.94039	-3.25716
<b>Resident</b>	I am strongly against having permit parking outside my own house. Vehicle levels do not warrant this at all in our location	55.94255	-3.25327
<b>Resident</b>	We live in a private residents only parking area which is a cul de sac and need no parking permits or yellow lines!	55.94266	-3.25982
<b>Resident</b>	Totally against this - there's no need for permit parking here, plenty of available space. I don't see why I would have to pay for parking at my house. There's a lot of elderly people who wouldn't be able to have visitors if this comes in.	55.94336	-3.25301
<b>Resident</b>	Riversdale Road here is a wide street with rarely more than a few cars parked, other than on rugby international days.	55.94263	-3.24757
<b>Resident</b>	How is council going to stop non residents parking in residents parking spaces	55.94275	-3.26103
<b>Resident</b>	I would have no parking outside my house with single yellow lines & no residents bay nearby. I am 80 & my nearest parking would be some distance away. I'd have to compete with visitors to find a space in a shared bay & parking pressures would be increased	55.93954	-3.25113
<b>Resident</b>	I object to the shared bays located outside my house, I'd prefer residents only as it appears to be only my end of the street that has shared bays. This will result in me finding it difficult to park outside my property.	55.94351	-3.2514
<b>Resident</b>	Parking controls are not required in this area. The street is only used by residents and the introduction of 'shared parking' bays would make parking in the area worse.	55.94268	-3.25538
<b>Resident</b>	Neighbour with limited mobility at 20 Balgreen Rd will no longer be able to park outside her house.	55.94266	-3.25781
<b>Resident</b>	This will have a negative impact on the community with regards to parking. This is shocking from the council and another money making scheme against the public.	55.94309	-3.25042
<b>Resident</b>	We have no parking problems in this area and we don't have any problems for our visitors or tradesmen when they come as there is plenty space to park. I am always able to park at or near my home. There will be NO benefits to residents with a new system.	55.94219	-3.25941
<b>Resident</b>	There is no issue with parking, you would be creating an issue where there are none	55.94284	-3.24759
<b>Resident</b>	Double yellows placed in an area where parking bays are required and there are no obvious reasons for this	55.94191	-3.25844
<b>Resident</b>	Loading or short term stay should be considered here to support local shop	55.9393	-3.25184
<b>Resident</b>	An attempt by the council to push through a solution to a problem that does not exist. A proper consultation with the residents is not possible due to the covid situation, which is being used by the council to push through a scheme that is not required	55.94008	-3.24874

<b>Resident</b>	This is just a money making exercise from CEC to fill their depleting coffers. There is absolutely no need for controlled parking in Saughtonhall. You haven't even set out how much it will cost.	55.93984	-3.24681
<b>Resident</b>	Proposed parking restrictions on Balgreen Park will half current parking capacity, creating a parking problem where one does not currently exist.	55.94162	-3.25793
<b>Resident</b>	Lack of visitor parking or shared spaces on Balgreen Park. This would impede family and friends from visiting. This pressure would only be made worse by reduced parking spaces on the street.	55.94174	-3.25811
<b>Resident</b>	We don't have an issue with parking currently. The proposed structure appears to reduce parking directly outside the house to 1 or 2 spaces. This may make it more difficult for us to park in front of the house and will cost at the same time.	55.94151	-3.25172
<b>Resident</b>	There is no need for this as parking is not an issue and never has been in my 3 years here. All this will do is disrupt a quiet street and cause the destruction of trees, hedges and gardens to make way for drive ways.	55.94377	-3.25284
<b>Resident</b>	There is no need for controlled parking in this area & we totally are opposed to this proposal.	55.94169	-3.24843
<b>Resident</b>	Great...we need permits as when Murrayfield stadium is in use I can't park!	55.9435	-3.25145
<b>Resident</b>	1) I am currently building a double garage to replace my existing single wooden garage which is falling apart. 2) The vehicle I drive is a long wheelbase (6.5 metre) Mercedes Sprinter Coach. I need a longer parking bay.	55.94275	-3.25794
<b>Resident</b>	Having consulted personally with neighbours we are firmly of the view that there is no need or desire for controlled parking in Saughtonhall Crescent. We don't have any issues with non residents parking so there is no need to impose a CPZ in our area.	55.94415	-3.25236
<b>Resident</b>	No need whatsoever for any restrictions in Saughtonhall Circus all households have driveways for one or more cars.No existing parking problems in this area even when rugby is on This will will have a negative impact on visitors	55.94305	-3.24965
<b>Resident</b>	No need for any restrictions in the Saughtonhall area no existing parking issues large number of residents have driveways or ample on street parking there is no problem to be solved here	55.943	-3.25002
<b>Resident</b>	in Glendevon Place we have no parking issues except on rugby days at Murrarfield. We would only need control on those days, if it is pay and display they would just pay, it needs to stop these visitors. Not fair to pay for permit for 2-3 days' benefit	55.9408	-3.25612
<b>Resident</b>	i do not see a problem with the current arrangement, i have lived here for 30 years,have 2 cars at our home and have not had a problem parking in the street. This will definitely cause problems and financial worries.	55.94387	-3.24346
<b>Resident</b>	Either way it's the residents that suffer therefore I prefer not to have the added financial burden of having to purchase parking tickets or permits.	55.94246	-3.25356
<b>Resident</b>	It's infrequent that there's too many vehicles trying to park, and that's mostly to do with rugby so the rest of the year is fairly uninteresting. I am concerned because I have a van which won't fit in my driveway and lives on the .street.	55.94476	-3.24951
<b>Resident</b>	Parking should only be allowed on one side of Western Place to allow access for delivery, refuse and emergency vehicles. This is currently a big problem.	55.9447	-3.24955
<b>Resident</b>	I would like to know how many requests you have received from residents in the Saughtonhall area requesting parking controls in the area. There is no parking problem here. The housing stock is low level, either terraced, bungalows or at most 4 in a block	55.94329	-3.25674
<b>Resident</b>	Cars park on pavement on east restalrig terrace to avoid damage but this is quite recent. Road is passable with on street parking both sides. When one car goes on the pavement others follow suit.	55.96861	-3.15897
<b>Resident</b>	We are an upper villa with 1 narrow driveway to be used for access for 2 properties and therefore there is no possibility for off street parking within our property boundary. We would like accessible on-street parking. We hope plans include cycle lanes.	55.93943	-3.25126
<b>Resident</b>	For three decades resident and visitor parking in this quiet cul-de-sac has been self regulated allowing for one side parking and free flow of traffic. Imposition of statutory regulation and parking charge is unnecessary, would be detrimental to existi	55.94245	-3.26051
<b>Resident</b>	For decades on road parking in South Beechwood has been self-regulated, vehicles being parked on one side or the other along the road, allowing uninterrupted traffic flow, The arrangement works well for everyone. Inclusion in a CPZ is unnecessary.	55.94264	-3.25982
<b>Resident</b>	This is a ridiculous idea. We have a care home in our culdesac. There has never been a problem parking for people. I don't drive or have a car but think family, friends or workman need to come to my house then they will need to pay. I totally object to	55.94264	-3.25982
<b>Resident</b>	We have no problem with parking except when the stadium is in use Then it is a nightmare. our street is too narrow and those attending matches etc llne the street as a result traffic cannot flow.	55.94369	-3.24742
<b>Resident</b>	I have had permission passed to put a driveway into my private garden to the side of 5 Glendevon Park. This is currently in the centre of where you are proposing to put a permit holder bay. This will leave even less space for parking.	55.93954	-3.25431

<b>Resident</b>	Seems unnecessary. Residents and visitors manage to find suitable parking space within reasonable distance	55.94051	-3.25562
<b>Resident</b>	I'm outraged with proposed double yellow lines outside 61 Sth Beechwood, already have long path to walk with heavy bags & you're expecting elderlies to walk even further? Nonresidents will park in private bays. This is not fair and total inconvenience!	55.94276	-3.25916
<b>Resident</b>	No difficulty finding parking to date; annual permit adds to costs, living will become unaffordable	55.94065	-3.25617
<b>Resident</b>	Sledge hammer to crack a nut. Not necessary given there isn't a problem.	55.94315	-3.24897
<b>Resident</b>	At the location marked below, there is no necessity of any road markings. It will disrupt the agreed parking within the street.	55.94314	-3.24901
<b>Resident</b>	There are no permit places outside numbers 53 or 55 Balgreen Rd. If all of Glendevon Ave is mixed use spaces then all visitor traffic will park here and prevent residents from finding a space. Different space types need to be more evenly distributed	55.94181	-3.25544
<b>Resident</b>	There is no requirement to bring in controlled parking in South Beechwood or for that matter Saughtonhall. The survey identified is out of date. It has identified the medical centre as being high use. It is a small centre and does not impact parking.	55.94225	-3.26199
<b>Resident</b>	Double yellow lines and single yellow lines are not required. Currently no issue as parking but restrictions would reduce available spaces.	55.94222	-3.26198
<b>Resident</b>	Dual use parking bays would be extremely restrictive for visitors. 90 mins max stay is ridiculously short period of time. Getting a permit does not mean getting a space. Waste of money and if no parking in area then could impact personal safety in dark.	55.94218	-3.26172
<b>Resident</b>	For whole South Beechwood the changes severely restrict parking unnecessarily and create pressure on private bays which will create problems for residents. There is no external pressure on private bays currently.	55.94281	-3.25895
<b>Resident</b>	Please do not introduce permit/pay and display parking	55.94007	-3.25755
<b>Resident</b>	Previously no significant issues In Saughtonhall Circus apart from inconsiderate parking on corners which despite contacting council and police nothing was done! Think you are wrong to impose parking restrictions in this quiet residential area.	55.94296	-3.24964
<b>Resident</b>	Business vans always parking on corners blocking access/view but otherwise no issues in Circus	55.94289	-3.24991
<b>Resident</b>	I strongly object to the proposals particularly for South Beechwood where no resident permits have been proposed in addition to large amount double yellow lines causing severe parking restrictions to residents who don't have allocated parking. See email.	55.9427	-3.25916
<b>Resident</b>	Balgreen park- no need for double yellow running full length of street. Strongly advise against this, has anyone actually visited the street to look at this or has it all been based off of an OS map? Ample space for two cars to pass currently	55.94145	-3.2577
<b>Resident</b>	As mentioned in the consultation. Balgreen Park stands out as an "anomaly" in having a double yellow line the full length. I am opposed to permits and proposed double yellow. If permits are introduced both sides of the street will be needed for parking	55.94151	-3.25783
<b>Resident</b>	I'm concerned for the future viability of our Saughtonhall Co-op, with no convenient stopping-off place for passing motorists to shop - and with no loading bay provision at the rear. The same may apply at Western Corner.	55.93932	-3.25167
<b>Resident</b>	I am strongly against having a shared bay on this side of the road. It should simply be double yellow lines. By putting this shared bay in you are in effect turning it into a single track road. Which would make it impossible for emergency vehicles.	55.94383	-3.24484
<b>Resident</b>	I would advise that one side of this Riversdale Road should be double yellow. To ensure that emergency vehicles can travel along it. If not you will find cars will park on the pavement.	55.94394	-3.24861
<b>Resident</b>	Where there are driveways, I would suggest that Access Protection Markings are added instead of single yellow lines. By having it as a yellow line it is saying it is ok to park across the driveway. (Especially when rugby events are on).	55.94362	-3.24597
<b>Resident</b>	I am strongly against this permit bay. It would make much more sense to have it on the other side. It is all about ensuring the road is not dangerous.	55.94432	-3.24418
<b>Resident</b>	In a previous comment this shared bay should be removed. The double line should remain in place all the way to 12B. where it meets the single yellow.	55.94366	-3.24545
<b>Resident</b>	I am strongly against having a shared bay on this side of the road. It should just be double yellow.	55.94388	-3.24472
<b>Resident</b>	I am against having single yellow lines across driveways. Access Protection Markings should be there instead.	55.94363	-3.24597
<b>Resident</b>	Please do not introduce parking charges or permits	55.94007	-3.25758

<b>Resident</b>	If this goes ahead. This should be a permit holder bay for 1 ballgreen park and others upto start of corner. I dont want to fight with none residents to park out side my house.	55.94208	-3.25858
<b>Resident</b>	Double yellow lines should not be installed in this road. The road is wide and this should have permit holder bays for the residents on both side of road. Curently there is enough space for all residents to park using both curbs. cu	55.94214	-3.25879
<b>Resident</b>	The elderly couple in this house will need this bay to park their car.	55.94248	-3.25851
<b>Resident</b>	Double yellow lines have no business in a residential area unless for corners, junctions, or other safety issues. These areas in residential areas where the road width allows should be set up for parking.	55.94203	-3.25864
<b>Resident</b>	This area should be set up for permit holders for these 2 houses.	55.94269	-3.25793
<b>Resident</b>	Road junction is very large and double yello lines are not needed for this area, additional shared or permit holder parking can be easily utilised in this area for both sides.	55.94229	-3.25873
<b>Resident</b>	There is a dropped kerb NOT marked on your map. There is a double gate, obscured by a hedge, giving access to parking on my property. I reserve the right to reinstate this access. Please amend your map to show dropped kerb.	55.94313	-3.24905
<b>Resident</b>	I am very strongly opposed to these plans as I am positive that the proposed plans will cause chaos and a severe lack of residential parking. I question if anyone has actually been out to look at this in person as there is ample space for cars to pass	55.94156	-3.25793
<b>Resident</b>	This is not needed and given changes in commuting habits etc in the last 12 months doesn't have research to support it	55.94148	-3.2578
<b>Resident</b>	We have never had a problem with parking in our street and I only see the proposal to charge our guests and visitors to park here as an alienation. Council looking to fill their coffers in this manner is diabolical	55.94017	-3.24904
<b>Resident</b>	Parking problems in the southern part of the proposed area have been caused by tram parking. You cannot seriously consider that the fair option is to now charge residents to park outside their properties. You desperately need to re-think this.	55.93908	-3.25013
<b>Resident</b>	The provision for non residents is not acceptable. Those with space to create front drive will do so which will further restrict on street parking.	55.94387	-3.25272
<b>Resident</b>	There are currently no issues with parking in saughtonhall. There are no signs of commuters driving to this area to park before taking public transport into town. This is completely unnecessary in this area.	55.94115	-3.26118
<b>Resident</b>	Opposed to paying for a permit, live in a cul de sac and don't find our street particularly busy even on rugby days	55.93934	-3.25414
<b>Resident</b>	So as a home owner you are expecting me to purchase a parking permit? Will I receive a discount to council tax. As other home owners can park in other areas outside their house. Where is the equality in this !	55.93963	-3.24801
<b>Resident</b>	I object to these new proposals, There is no need for double yellow at this part of Riversdale Road, residents who need to use on street parking for any reason will be severely inconvenienced. Things are fine as they are.	55.94294	-3.24746
<b>Resident</b>	Why as a resident can I not park, at all times, in front of my own driveway? My car will be registered to my home address. If a yellow line is put across my driveway then will the "warden" check the vehicles registered address?	55.94255	-3.2488
<b>Resident</b>	There are no issues whatsoever in 90% of the area you have indicated for Saughtonhall. I don't see any benefits even if flowover from neighbouring CPZ zones.	55.94228	-3.25885
<b>Resident</b>	Oppose this scheme as unworkable in our area. Don't think this proposal is properly thought through. The Terrace has many private drivewayso don't see a permit improving parking any better than it currently is. You will just cause congestion elsewhere.	55.94287	-3.24909
<b>Resident</b>	I have a shared driveway this will arise to parking problems as the road outside will become a parking lot due to supermarket in th area	55.94008	-3.25162
<b>Resident</b>	All of these proposals (i.e. the whole scheme proposals are very good - well done! This will help to prevent massive disruption when events are taking place at the Stadium.The proposals adjoining my property are fine, thanks.	55.94203	-3.24756
<b>Resident</b>	This would ruin the lovely community feel of the area. PLEASE DO NOT DO THIS	55.94079	-3.25126
<b>Resident</b>	As a resident of c40 years I am unaware of non residential parking being an issue. As a pensioner, visitors, in particular family members with young children, be need to pay to park. This just seems to be an opportunity for the Council to make money.	55.94117	-3.2547
<b>Resident</b>	There is no need for proposed restrictions on my street and surrounding area.	55.94054	-3.25707

<b>Resident</b>	Totally not needed in this area, even though I have off street parking it's just a money making project for the council and will put pressure on other areas totally discussed with this idea	55.94068	-3.2493
<b>Resident</b>	Restricting parking so much is going to have A massive impact on me personally I'm registered disabled and rely on care from family friends Home helps and other agencies with out parking this will be difficult surely yellow lines on corners is enough	55.93964	-3.24776
<b>Resident</b>	This is not acceptable as it will affect our life here.	38.744	-76.0636
<b>Resident</b>	I don't like this as it is an unnecessary tax on resident drivers. The parking in the area is not excessive and this is a stealth tax by the council who are hell bent on banning cars,we don't see commuters park here.	55.9398	-3.25595
<b>Resident</b>	I've lived here for 20yrs and never had a problem parking. My car is always within a few metres of my house even when there's a rugby match at Murrayfield. There's absolutely no need for permit zones	55.94051	-3.25562
<b>Resident</b>	I have lived here for 15 years or so and have never had any problems with parking. I have also spoken with neighbours and they have never had any issues so I'm surprised to see these proposals and the rationale for change.	55.94021	-3.25669
<b>Resident</b>	Looking at the proposals I feel there is no need for parking restrictions in South Beechwood. I would like to see the survey results for this street as looking at it for the year there have been no recorded parking issues. Not enough comment space in box	55.94249	-3.26009
<b>Resident</b>	The lack of residential parking bays, at the south end of Saughtonhall drive, will cause myself great difficulties, as I live next door to the Scot MID store my driveway is constantly being blocked by customers, who are nipping into the Scot mid store	55.93911	-3.25137
<b>Resident</b>	I am against parking restrictions in Saughtonhall area. I have never had a problem with parking. This is just a money making scheme without any consideration for the residents	55.9392	-3.25139
<b>Resident</b>	I do not think parking restrictions are needed in Saughtonhall and on the contrary, it will create problems for residents.	55.94201	-3.25335
<b>Resident</b>	I do not think introduction of parking restriction in Saughtonhall are needed. On the contrary, they will cause problem for residents.	55.93969	-3.2515
<b>Resident</b>	I do not think that there is a need for controlled parking in this area, & there should not be double yellow lines outside our house	55.94264	-3.24756
<b>Resident</b>	Parking should be permitted on both sides of Balgreen Park as the width is adequate.	55.94177	-3.25828
<b>Resident</b>	42 properties on Glendevon Terrace, how many parking spaces, it looks around 50%? Parking spaces should be increased by trimming double yellow lines and allowing parking opposite driveways.	55.94042	-3.25688
<b>Resident</b>	Residents park here, the number of shared parking bays in Saughtonhall drive, Saughton Crescent and Riversdale is disproportionately favouring incoming traffic rather than residents whom very few of have driveways.	55.94294	-3.25175
<b>Resident</b>	Why is ours the only driveway with a single yellow line on our street? We don't need a single yellow line at our driveway. We have a dropped curb which indicates driveway in use.	55.94317	-3.24915
<b>Resident</b>	In general we have few parking issues in the Saughtonhall area, with congestion only near the tram stop at Balgreen/Baird Drive and bus stop at Western Corner/west end of Riversdale Road. Double yellow lines and parking bays would help in these areas.	55.94382	-3.25086
<b>Resident</b>	I have never had any problems parking outside of my flat, there are always plenty of space outside the door. I do not see any need for pay and display here either as there are not businesses nearby that would require that type of parking.	55.9425	-3.25444
<b>Resident</b>	I strongly object to double yellow lines on both sides of South Beechwood especially at No.61. It's not necessary as not affected by commuters. Just sheer inconvenience to residents having to walk far too far with heavy food shop & those disabled. Parkin	55.9428	-3.25905
<b>Resident</b>	There is a double yellow line outside my property- in the middle of the street- where our building parks their cars	55.9434	-3.25315
<b>Resident</b>	This wheelchair space was created for the previous resident, now deceased.	55.94204	-3.25851
<b>Resident</b>	Parking in Glendevon is NOT excessive & residents park thoughtfully.These proposals will create problems for residents who are being punished by an anti car agenda at ECC. What would happen if people add driveways & reduce spaces? ECC are creating issues	55.93987	-3.2559
<b>Resident</b>	This lay by used for Co Op deliveries. Will the new restrictions move them to shared bays?	55.93925	-3.25176
<b>Resident</b>	I will find it harder to park as there are shared bays at my house as double the amount of people will be able to use them	55.9395	-3.25223
<b>Resident</b>	Parking isn't a problem here as there is still enough space to get round when cars etc are parked there	55.94015	-3.25358

<b>Resident</b>	Drivers going to Co Op park across bus stop making it difficult to see buses coming then to get on. Yellow lines are ignored. Needs more monitoring by parking attendants	55.93937	-3.25144
<b>Resident</b>	Drivers going to Co Op/ cashline leave vehicles on zigzag lines. Needs more monitoring by parking attendants	55.93926	-3.25145
<b>Resident</b>	Drivers going to store/ cashline leave vehicles on zigzags. More monitoring by parking attendants needed	55.93927	-3.25126
<b>Resident</b>	Drivers going to Co Op/ cashline leave vehicles in bus stop markings. Need more monitoring by parking attendants	55.93943	-3.25128
<b>Resident</b>	unnecessary as it isn't a busy street unless for sport games and even then its restricted parking. A lot of elderly residents who require care during the day and this is going to negatively affect the care that they receive.	55.94155	-3.24892
<b>Resident</b>	Never had a problem parking nearby. Restrictions on rugby days are also adequate. Our overnight visitors would struggle with proposed plans. Don't believe any neighbours support the proposals - suggest Saughtonhall be excluded from plans.	55.9443	-3.25031
<b>Resident</b>	Since the tram line was built the top half of Baird drive does seem to have a few more cars parked there during the day but there is still ample parking in the area. Any complaint of lack of spaces I'd argue is unfounded.	55.93949	-3.24922
<b>Resident</b>	I don't think parking restrictions are necessary across any of the Saughtonhall area.	55.94013	-3.25712
<b>Resident</b>	I disagree strongly with this proposal and the report submitted to committee in 2019. There is no evidence of serious issues with parking (commuter or otherwise) in our area over the last 10 years.	55.94274	-3.2499
<b>Resident</b>	There are no parking issues in this street and don't understand why residents and visitors of the residents should be penalised financially for having a car. Also I do not understand why there is a proposed double yellow line right outside my building.	55.9434	-3.25325
<b>Resident</b>	No requirement for parking restrictions to be imposed. Will cause significant difficulties for residents being able to park when there is currently no problem. Golf club at the end of Glendevon Park will suffer the consequences of restrictions.	55.93937	-3.25509
<b>Resident</b>	House prices-will be effected Drive ways-lack of trees and hedges People struggling financially-jobless,can't afford permits. The return of people going back to offices in town will be lower-no demand for parking ever here.	55.94369	-3.2526
<b>Resident</b>	Hi.in the next few months, I plan to in stall a driveway on my property. at the moment you propose to have it as a permit holders bay rather than this in a few months could it be changed to allow for this to happen and save any future alternation .	55.94034	-3.25665
<b>Resident</b>	The southern part of Saughtonhall Drive has only shared use parking places, where the middle part has only permit holders spaces. This seems very unfair as all the visitors to will have to park in our area. Surely a mixture of spaces type would be fairer	55.94044	-3.25141
<b>Resident</b>	It seems to me that the answer to everything these days is to make the people pay more, I think a good idea would be to make the parking permits free and anybody parking here without a permit should be the ones who are fined.	55.94311	-3.25168
<b>Resident</b>	Huge reduction in available parking on Balgreen Park with the double yellow line. Can't work out why this is here - narrower streets don't have this?	55.94155	-3.2578
<b>Resident</b>	This is a bay and a parking space here would not interfere with traffic crossing the bridge	55.94003	-3.24643
<b>Resident</b>	At the point pinpointed there is a kerbside tree. The car parked at the end of the resident's parking stretch will be parked such that they will not be able to open their offside doors.Why does the double yellow line have to come so far round the corner?	55.9437	-3.2514
<b>Resident</b>	I don't think there is much of a problem with parking only a slight problem with access for large vehicles. I dont think its a good time for a survey since circumstances are different due to Covid.	55.9397	-3.25557
<b>Resident</b>	I am in favour of the parking proposals for the Saughtonhall area.	55.94344	-3.24946
<b>Resident</b>	I support the proposals for Saughtonhall	55.94344	-3.24946
<b>Resident</b>	I have council approval for a dropped kerb from the council (to allow me to create a garden drive for e-charging) but I have not converted my drive yet so how can I get this annotated to negate a bay being created in front of my house ?	55.9435	-3.25145
<b>Resident</b>	This is a nursery and scout hall which should have double yellows the entire length past 52 and 54 saughton crescent.	55.94359	-3.25465
<b>Resident</b>	There should only be 1 bay per property (not necessarily outside the property)with remainder of street double yellowed allowing safer cycling	55.94166	-3.25578
<b>Resident</b>	We welcome the general principle BUT we have reservations about 'shared use' parking either side of our gate. It will not alleviate our issues - parking across our gate, park and ride , large vans either side of the gate blocking view to drive out.	55.94376	-3.25112



<b>Resident</b>	Important that double yellow lines go to top of this street to protect entry to recreation ground which is often blocked. Entry required for grass cutting, grounds deliveries etc.	55.94054	-3.24841
<b>Resident</b>	Helpful to have these double yellow lines here. Inconsiderate parking often makes this very narrow.	55.94382	-3.25045
<b>Resident</b>	Double yellow lines on the four corners of this junction are unnecessary. Rare that anyone parks this close to the junction.	55.94304	-3.2492
<b>Resident</b>	My view is that introduction of a CPZ in Saughtonhall is unnecessary. However, if it is to be introduced nonetheless pleased that this area designated as Mews as will provide an appropriate degree of flexibility for residents.	55.94284	-3.24896
<b>Resident</b>	No one ever parks in this area currently and would be likely to make left turn from Saughtonhall Terrace dangerous given oncoming traffic coming around sharp bend from Riversdale Crescent.	55.94201	-3.24796
<b>Resident</b>	This severely restricts parking for locals. We don't have issues with people from outside Edinburgh using this area for park and ride. This proposal is purely an exercise to increase revenue for the council. Costs to install will not be recouped.	55.94048	-3.24837
<b>Resident</b>	Proposal drawing shows double yellow line in front of existing driveway at this address.	55.94173	-3.24948
<b>Resident</b>	I disagree strongly with this proposal and the report submitted to committee in 2019. There is no evidence of serious issues with parking (commuter or otherwise) in our area over the last 10 years.	55.94275	-3.24987
<b>Resident</b>	I see no need for this, it is a money making council scheme. I think it will put unnecessary pressure on residents. Very little evidence of people parking outwith in the area.	55.9421	-3.25176
<b>Resident</b>	We don't have a parking problem in our area and will lose a lot of resident parking with all the double yellow lines. It is a very bad idea.	55.94104	-3.26283
<b>Resident</b>	There are and never have been any issues requiring a controlled parking zone in Riversdale Road. This is simply a money grabbing issue by the Council and not acceptable. If it is implemented will council ensure drop kerbs for residents to allow access t	55.94293	-3.24782
<b>Resident</b>	I would like to suggest you use a system adopted by the area at Mark Erskine School. You are not allowed to park between the hours of 11.00 am and 15.00 pm and works well. The parking around Saughtonhall has increased but is not that bad.	55.94543	-3.26648
<b>Resident</b>	We will lose all on street parking due to single yellow lines and there are to be no designated residents parking bays.	55.93955	-3.25119
<b>Resident</b>	The issue of non-residential parking does not exist here. As a result I can see no need to extend the CPZ this far out from the City Centre. There are many locations in this area for parking that does not impact residential parking.	55.9413	-3.25559
<b>Resident</b>	We live in a courtyard in Balgreen Avenue and do not have any parking issues and these proposals would cause significant disruption where we presently have none - both in our courtyard and on the street.	55.94143	-3.25981
<b>Resident</b>	I have studied the proposed map. If I am correct the drop kerb position to the left hand side of my house is out by 3 meters. This apparent error would mean the purple parking zone would be in front of my left hand driveway	55.94006	-3.2493
<b>Resident</b>	I think double yellow lines on the entrance of Baird Gardens is essential.	55.93996	-3.24938
<b>Resident</b>	The only other area in saughtonhall that badly needs addressing is Baird Drive as for the rest no need to do anything the Council is just waisting money	55.93896	-3.2506
<b>Resident</b>	we do not have any problems with people from outside the area parking	55.94255	-3.25825
<b>Resident</b>	Extending the CPZ into the Saughtonhall area is totally unnecessary as 99.9% of vehicles belong to residents and not commuters.	55.94235	-3.25032
<b>Resident</b>	How will the council provide electric charging points on Saughtonhall Drive	55.9435	-3.25145
<b>Resident</b>	The proposed MEWS areas are currently essential for residents to park from between 23 and 43 Saughtonhall Drive as parking is restricted at junctions. Loosing ~8 parking spaces as a result of the MEWS would create a massive parking problem for residents	55.94307	-3.25092
<b>Resident</b>	Restrictions unnecessary - no issues as a household with two cars getting parked on street. Restrictions likely to lead to greater disruption as grandparents helping with childcare unable to get parked.	55.94067	-3.25121
<b>Resident</b>	Where will payment meters be positioned? We have issues with homeowners on Saughtonhall Avenue using our street as it is. How can we be assured we will be able to park outside our properties when bays are introduced?	55.94147	-3.24787
<b>Resident</b>	Making Glendevon Ave shared use, unlike all surrounding areas on BGR, will cause displacement of any non-residential parking to this area, creating parking pressure outside our house where none existed before. 250 characters is insufficient.	55.94185	-3.25543
<b>Resident</b>	The reduction in parking with double yellow lines around this area is unnecessary and will not improve road safety - and will create parking problems where none previously existed.	55.94217	-3.25493

<b>Resident</b>	Why are there double yellows over my driveway? That means I can't access the driveway	55.94164	-3.24951
<b>Resident</b>	Would you please advise where we can access the evidence that there is a parking issue that warrants the scale of the restrictions proposed. Would you also advise exact what the red colouring implies for Beechmount Park	55.94365	-3.25624
<b>Resident</b>	I would have no parking outside my house with single yellow lines & no residents bay nearby. I am 80 & my nearest parking would be some distance away. I'd have to compete with visitors to find a space in a shared bay & parking pressures would be increased	55.93953	-3.25114
<b>Resident</b>	Unacceptable for double yellow line outside house. There should be no parking changes in our street	55.9403	-3.24834
<b>Resident</b>	Excessive double yellow lines along this road	55.94307	-3.25664
<b>Resident</b>	Exit from the bridge is dangerous, particularly as a cyclist as the visibility is obscured by walls and gatepost. Not strictly a parking issue but something to be aware of.	55.94451	-3.244
<b>Resident</b>	Residents and business owners out on Saughtonhall already are struggling to find a space to park and use this street to ease the parking out there this will just be chaotic for them and us as residents trying to find a space THIS IS A LUDICROUS IDEA	55.94332	-3.2494
<b>Resident</b>	There is no issue with ability to park on Balgreen Road. Even when the restriction are in place for rugby, you can always find a space. This will have a negative impact on the environment, There is no need for permit parking.	55.94108	-3.25453
<b>Resident</b>	I object to parking restrictions on Balgreen Avenue and Park. There is no parking pressure in this area and restrictions are unnecessary. The lines and signage reduce the visual amenity and will make my home less accessible to friends and family.	55.9422	-3.25864
<b>Resident</b>	Will you be installing EV Charge points as part of these changes? Seems like the obvious time to do that if you are installing meters and rezoning parking.	55.94344	-3.2511
<b>Resident</b>	We don't have a parking problem in our area. Permits will encourage private driveways, residents parking off street and allowing the road to free up for increased vehicular speeds, not safe. This will cause more issue than it will be solving.	55.94153	-3.25543
<b>Resident</b>	Our garage is at dropped pin. We plan to have a PHEV or an electric car soon. we would always need access to this, but a single yellow line would let people park when they can. we normally park on criss/cross area that is paved or in front of door.	55.94144	-3.25961
<b>Resident</b>	I fear there will many more issues for residents here. The single yellow from 43 to 25 Balgreen Avenue should be a white no parking line i.e. leading on to a driveway/garage. The double yellow in front of 35 and 37 should also be white line.	55.94146	-3.25963
<b>Resident</b>	The pinned location is my garage. if I park my car in front of my garage one of the tyres will be on the yellow line. I want to continue parking either in front of my main door/garage (no. 35) w/o falling foul of any regulation. Please change plan.	55.94144	-3.25961
<b>Resident</b>	There is no need for this. Also - any zones that are not permit only will, as a result, become unnecessarily congested which means that even with a permit we will not have any place to park on our own street at this refers to our street.	55.94265	-3.25555
<b>Resident</b>	This one should be shared use so people can access the park and WOL walkway by car we should be encouraging outdoor recreation not limiting it. Maximum stay time on pay and display of 5 hours or so will prevent mis-use by office workers in the city.	55.94432	-3.24416
<b>Resident</b>	Moving bays across the road from drive ways is a good idea. Double yellow on driveways might be wise.	55.94381	-3.24481
<b>Resident</b>	Parking in Saughtonhall Drive is never a problem for residents, visitors or tradesmen. Unreasonable to impose permit system to boost council funding.	55.94127	-3.25151
<b>Resident</b>	Fortunate to own house with a driveway – But deeply opposed to any notion of residents having to pay to park near their own property. We feel this is a deterrent for multiple households visiting .e.g. both sets of our parents from Dundee	55.93942	-3.24845
<b>Resident</b>	Extremely unhappy with double yellow line outside my house - look at the number of cars parked on the street on a normal day as there is nowhere near enough parked cars to warrant parking restrictions, only concern is money.	55.94267	-3.24754
<b>Resident</b>	There is absolutely no parking pressure in my street and we don't expect any even if parking in Corstorphine is restricted. No need for any change. In fact with yellow lines going in that in itself will cause less parking space than is available now.	55.94405	-3.25359
<b>Resident</b>	There is no parking problem in Saughtonhall, with the exception of a few times a year when Murrayfield is in use. A problem will be created if the proposed restrictions go ahead.	55.94016	-3.25361
<b>Resident</b>	My property is to have single yellow lines outside and no allocated parking, I do not have a driveway. There are no parking issues in this street. Costly pointless exercise.	55.93924	-3.25127

<b>Resident</b>	South Beechwood is a nice quiet residential area that isn't affected by commuters. Putting double yellow lines both sides on the road this area may be full from commuters who won't be able to park on Balgreen Road.	55.94264	-3.25982
<b>Resident</b>	The parking charges that you are suggesting appear ridiculous and money grabbing to me. We generally do not have significant numbers of cars on the street around my flat and it is only the residents and their visitors that use the street for parking.	55.94146	-3.25294
<b>Resident</b>	I concerned about elderly visitors not being able to park. There are no issues with safety and parking so this seems unnecessary.	55.94359	-3.24656
<b>Resident</b>	the only problem with parking is with cars parked on BGR too close to SH Ave W, double yellow line needs to be extended to reduce near misses. I do not support permits as this will decrease green space and increase pollution as residents convert gardens	55.94019	-3.25337
<b>Resident</b>	parking is not a problem commuters do not park here	55.94014	-3.2515
<b>Resident</b>	There are no current parking issues within my area. I never have any trouble parking outside my property. The proposal of a shared bay directly outside my property will no doubt increase the issue rather than reduce it.	55.94268	-3.25541
<b>Resident</b>	Strongly object. Not in any way necessary. Always available spaces for parking. Councils will make money at local residence and businesses expense. Suggest applying efforts to enforcing 20mph speed limit to make road safer.	55.9418	-3.25173
<b>Resident</b>	I support the idea but there is still too much space lost to private parking. Cut all parking on one side of B'green Road, S'HDrive, S'H Ave, Glend' Pk and provide segregated cycle routes. Enable kids to cycle to school,library,park!	55.94025	-3.25372
<b>Resident</b>	Please remove parking from outside the length of the nursery.(52) and replace with double yellows and even school yellow zig zags. It is thoroughly unpleasant and dangerous for toddlers on narrow pavement and cars swinging in to park.	55.94359	-3.2547
<b>Resident</b>	Could the double yellows be extended here please to allow direct access to my side gate for cargo bikes carrying children.	55.94154	-3.25602
<b>Resident</b>	Could this section of road be closed? Dangerous to cross. Poor visibility and high speed cornering encouraged.	55.94002	-3.25335
<b>Resident</b>	I use this side gate to enter/exit my house with kids/shopping strapped to a bike. Access is difficult when cars are parked directly outside the gate. Is it possible to request this area is kept clear of parked cars? Or only dropped kerb?	55.94153	-3.25603
<b>Resident</b>	This IS required and will hopefully eliminate parking on junctions and pavements. Can this be done without the pavement poll clutter though?	55.94039	-3.25376
<b>Resident</b>	Will this be on streets which are not main roads? Existing residents shouldn't have to pay parking	55.94292	-3.25454
<b>Resident</b>	I dont think it is necessary as we do not have a problem with non residents parking. I think it will encourage more people to convert front gardens to driveways which goes against keeping the street visually appealing.	55.94215	-3.25647
<b>Resident</b>	You are trying to solve a problem that is neither perceived nor real. This is clearly a revenue generating exercise.	55.94215	-3.25647
<b>Resident</b>	Map is out of date. Double yellow lines would make parking worse as care home staff will use more of resident's spaces as care home has insufficient. Parking currently not an issue but proposals would mean non-residents would use private spaces.	55.94266	-3.25968
<b>Resident</b>	I agree to double yellows by the island outside my house but as per the island at the top of the Drive, there is no reason for the double lines to extend as far as the disabled parking bay outside 114.	55.94079	-3.25163
<b>Resident</b>	This was originally a disabled space assigned to the resident at No 26 Baird Drive who died in 2009, and so is no longer required. The location of the space also precludes our being able to provide a driveway to our property at No 28.	55.93913	-3.24963
<b>Resident</b>	I can count a handful of times during the entire year where parking is an issue!!	55.9424	-3.25711
<b>Resident</b>	This will severely restrict parking in an area that does not have any parking issues. There is no need for these measures.	55.94017	-3.24847
<b>Resident</b>	Very limited opportunity for visitors to park here (especially given the reduction in spaces for residents due to the double yellow line).	55.9417	-3.25801
<b>Resident</b>	Absolutely zero problems with parking on the area. Only problems recently have come due to the fact half the roads have been dug up and half of the street is unavailable for parking! Just a money making scheme nothing more!	55.94233	-3.25332
<b>Resident</b>	Pay and display right next to a convenience store? Who is going to pay for parking just to pick up milk? No one. You will force it out of business and the community will lose this much valued service.	55.93926	-3.25179

<b>Resident</b>	You must think nobody comes to visit - where are non-residents meant to park?	55.94104	-3.25471
<b>Resident</b>	This area would be better suited as a mews.	55.94166	-3.26013
<b>Visitor</b>	Post Covid we want to be able park. Not have to pay unnecessarily and also be limited in time and numbers visiting. No restrictions required at all.	55.94349	-3.2529
<b>Visitor</b>	No need for parking restrictions on a quiet residential street. Parking availability is not an issue for residents and guests here.	55.94255	-3.25825
<b>Visitor</b>	There is no parking issues whatsoever in this area, this is a scheme to tax the residents. I object to this in the strongest terms.	55.94276	-3.25536
<b>Visitor</b>	My elderly parents have no driveway to use, would have no parking outside their house due to single yellow lines, would have no dedicated residents bays in the street & parking pressures would be greater due to the volume of shared bays in this area	55.93952	-3.25109
<b>Visitor</b>	Consider this a poorly researched and unnecessary use of funds.	55.94156	-3.25793
<b>Visitor</b>	Rediculous proposal, there is no parking issues in this area. This is obviously a revenue generation tactic which will effect house prices etc..	55.94141	-3.25768
<b>Visitor</b>	I don't feel I should have to pay for parking if I'm going to visit my parents who live here.	55.94019	-3.24816
<b>Visitor</b>	This road is wide enough for a single lane of traffic and parking on both sides, as demonstrated by this proposal allowing it at certain times, and therefore this single yellow line is unnecessarily restrictive on parking.	55.94018	-3.24832
<b>Visitor</b>	The length of this proposed double yellow line is excessive and therefore unnecessarily restricts parking opportunities on this road. The Highway Code says do not park within 10 metres of a junction, so is all the length that is required here.	55.94024	-3.24833
<b>Visitor</b>	The length of this proposed double yellow line is excessive and therefore unnecessarily restricts parking opportunities on this road. The Highway Code says do not park within 10 metres of a junction, so is all the length that is required here.	55.94029	-3.24814
<b>Visitor</b>	The length of this proposed double yellow line is excessive and therefore unnecessarily restricts parking opportunities on this road. The Highway Code says do not park within 10 metres of a junction, so is all the length that is required here.	55.94042	-3.24737
<b>Visitor</b>	The length of this proposed double yellow line is excessive and therefore unnecessarily restricts parking opportunities on this road. The Highway Code says do not park within 10 metres of a junction, so is all the length that is required here.	55.94	-3.24903
<b>Visitor</b>	Seems no reason why parking spaces could not be provided here at all times (except at vehicle accesses) rather than just outwith the CPZ operating times.	55.94093	-3.25002
<b>Visitor</b>	Seems no reason why parking spaces could not be provided here at all times (except at vehicle accesses) rather than just outwith the CPZ operating times.	55.94122	-3.25024
<b>Visitor</b>	Seems no reason why parking spaces could not be provided here at all times (except at vehicle accesses) as for the rest of this length of road.	55.94106	-3.24747
<b>Visitor</b>	Seems no reason why parking spaces could not be provided here at all times (except at accesses) as this road is wide enough to allow parking opposite a jct. Compare with the Carrick Knowe Ave/Traquair Park jct where there are no proposed restrict	55.94046	-3.24698
<b>Visitor</b>	Seems no reason why parking spaces could not be provided here at all times (except at accesses) as this road is wide enough to allow parking opposite a jct. Compare with the Carrick Knowe Ave/Traquair Park jct where there are no proposed restrictions.	55.94057	-3.24709
<b>Visitor</b>	There is no need for these restrictions, parking is fine in this area.	55.94434	-3.25106
<b>Visitor</b>	Not required, these streets are not at all busy when parking controls operate.	55.93892	-3.25142
<b>Visitor</b>	Unnecessary way to try and get money out of residents in a quite area where parking is not problematic	55.94245	-3.25834
<b>Visitor</b>	I visit regularly to help look after my brother who has motor neuron disease. There's plenty parking so unfair to charge for this.	55.93902	-3.24958
	You've taken away half the parking in a wide street used solely by residents and then charge them to park on the other side. You're creating problems, not solving them.	55.9415	-3.25783

## 7. WEST LEITH

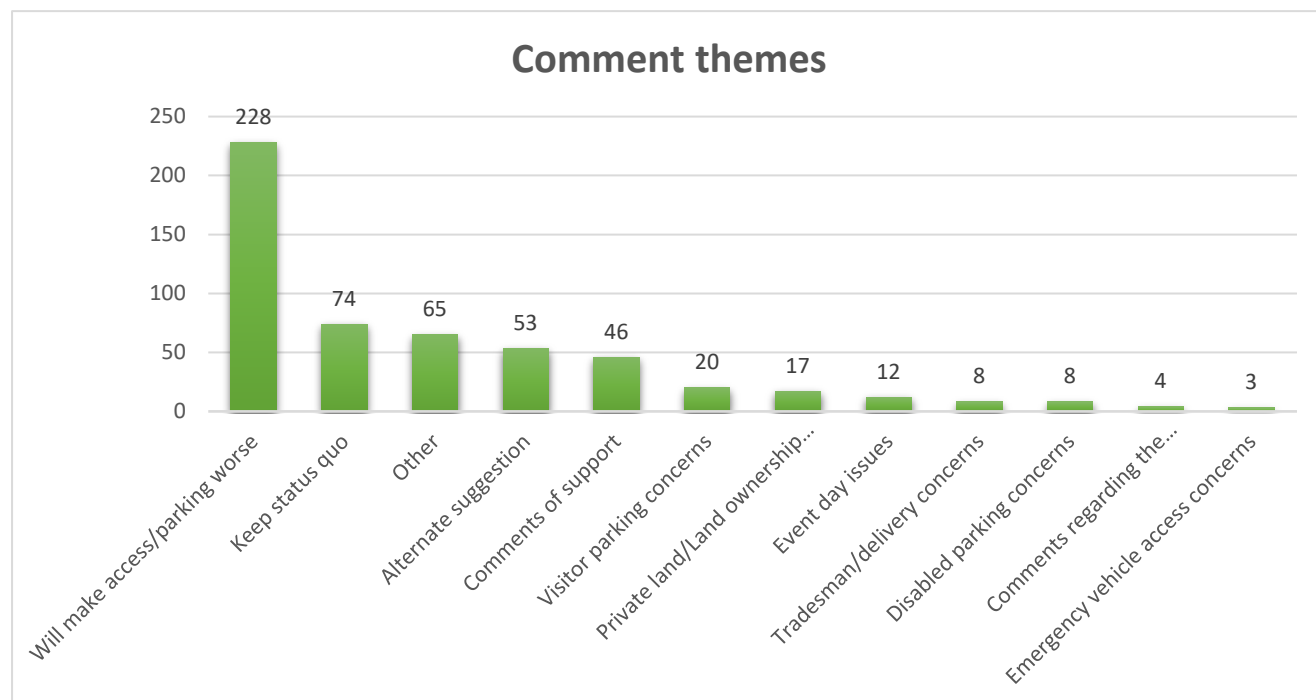
7.1.1 279 people dropped 389 pins on the interactive map

7.1.2 Of those, 363 had comments and 26 were left blank

7.1.3 50 comments are positive

7.1.4 323 comments are negative

7.1.5 16 comments are neutral



7.1.6 The most common theme of the comments is about the loss of parking availability should the proposals be implemented.

7.1.7 The second most common theme is comments stating that the current layout/restrictions work fine as they are.

I am a...	Comment	X	Y
Business owner	My business Clown Around on Restalrig Road has now been closed a year due to government covid regulations. Now the council wants to make it make it impossible for any of my customers to park in the surrounding area. Think about local independentbusiness!	55.96655	-3.15532
Business owner	The parking restrictions are going to damage local businesses which have already suffered dramatically with lockdown	55.96696	-3.15679
Business owner	This is a massive over reaction to parking. The problem of parking isn't as big as this seems to make out. I would be looking at closing my business and making 5 people redundant big this comes into place.	55.96557	-3.16305
Commuter	I am a teacher at Hermitage park primary and rely on my car to get to work as I live a 35-40 minute drive away. If this goes ahead it will take me even longer to get to work as I'll have to find a free space or park quite a distance away and walk.	55.96556	-3.16116
Commuter	I am working for The City Edinburgh Council. I choose this location so I don't need to face difficulties with parking spaces and fees for that. I am expecting that Council will pay for my parking time.	55.9659	-3.16193
Commuter	I come in from East Lothian and work in Hermitage park. There is very little parking as it is, I don't know what I would do if this goes ahead.	55.96604	-3.16133
Commuter	I am an NHS worker, this parking changed would effect all of our staff members along with our patients. We aim to serve the local area and I know if this was put in place many of our staff members would look for work elsewhere.	55.96918	-3.16479

<b>Other</b>	Where on earth are teachers and other staff going to park to get to their work at Hermitage Park Primary School. I am currently shielding so am not keen to use public transport and even if I was there no direct route from my home to my place of work.	55.96586	-3.16187
<b>Other</b>	AS AN OWNER, AND VISITOR. I THINK THIS IS BAD FOR THE WHOLE AREA. THERE'S NOT MANY PARKING SPACES AS IT IS. GOING TO CAUSE TROUBLE AMONGST NEIGHBOURS. RIDICULOUS.	55.96437	-3.16186
<b>Other</b>	Family and friends stay in area and never had any issue.	55.96723	-3.16057
<b>Other</b>	The proposed parking bay is within a private development	55.96718	-3.16473
<b>Other</b>	Permit spaces have been allocated within private land	55.96718	-3.16471
<b>Other</b>	Permit spaces have been allocated within private property	55.96719	-3.16465
<b>Other</b>	Permit spaces have been allocated within private property	55.96721	-3.16455
<b>Other</b>	Permit spaces have been allocated within private property	55.96722	-3.16449
<b>Other</b>	Permit space have been proposed within private land	55.96724	-3.16441
<b>Other</b>	Permit space has been proposed within private land	55.96727	-3.16435
<b>Other</b>	Permit space been proposed within private land	55.96726	-3.16435
<b>Other</b>	Permit space been proposed within private land	55.96728	-3.16425
<b>Other</b>	Permit space been proposed within private land	55.9673	-3.16419
<b>Other</b>	Permit space been proposed within private land	55.96731	-3.16413
<b>Other</b>	The parking bay is within a private development	55.96719	-3.16466
<b>Resident</b>	Opposed	55.9648	-3.1613
<b>Resident</b>	I have never experienced a problem parking local to my home. Also, if a CPZ is introduced, how will visitors be able to stay with me overnight with only 1 hour parking vouchers available?	55.96725	-3.15875
<b>Resident</b>	Totally unnecessary to implement parking permits in this area. I've lived here for 22 years and have never had any trouble parking. A punitive money grab by the council.	55.96672	-3.16103
<b>Resident</b>	Would like to see double yellow lines on street corners but I am totally against any other parking restrictions. We have no issues at all but restrictions would cause numerous problems	55.96732	-3.16039
<b>Resident</b>	Parking not a significant problem at the moment. Leave as it is rather than add a further expense to motorists for parking outside their own home	55.96737	-3.16042
<b>Resident</b>	There should be double yellow lines - left side Lochend Road on way down opposite Upper Hermitage. This would prevent cars parked up on pavements. Road is used by emergency services and bus route. No parking on road would improve flow. Put up 20mph sign.	55.96678	-3.16459
<b>Resident</b>	We live at 66 Lochend Road and have a drive. The map indicates plan for yellow line outside 66 & 68, which also has drive. 64 LR has drive but map indicates parking zone. Map / plan is not an accurate reflection of this part of Lochend Road.	55.9656	-3.16366
<b>Resident</b>	Don't want to pay for permit, or visitors to be restricted to pay and display. No issues with commuters parking on our streets currently. Currently ample space for resident parking. Restalrig Terr. with double yellows would make our parking a nightmare.	55.96771	-3.1614
<b>Resident</b>	Easter Hermitage shared use bays. Wrong as residents have servitude in title deeds and pay property owners liability insurance to cover. Factor maintains and paid for residents only parking signs and mono block paving.	55.9663	-3.15753
<b>Resident</b>	This is a really tight community, and we work out parking without difficulty so please do not interfere. Also you will issue more permits than there are parking spaces and we can't park on the main road, which we need to do.	55.96649	-3.16157
<b>Resident</b>	What is happening in the area marked news?	55.96645	-3.16203
<b>Resident</b>	I wish to state my objection to the proposed changes to the parking in Cornhill Terrace and advise I strongly object to these plans, there is no need for this in this street having lived here for 20 years, it is only residents who park in this street.	55.96766	-3.16062
<b>Resident</b>	The proposal does absolutely nothing to help the residents on our street and would in fact be detrimental! There is no need for "shared use" or permit parking on this street at all! Just another excuse for you to make money of the residents. Daylight rob	55.96512	-3.16046
<b>Resident</b>	Hawkhill is a residential estate and currently only has issues when football is on apart from then proposed restrictions would be negative for a few residents leaving them no parking in the estate	55.96371	-3.15803
<b>Resident</b>	Not suitable in our street.	55.96481	-3.16112

<b>Resident</b>	Commuters are not taking up parking spaces in my area, there are simply too many residents with cars so introducing permit parking would be a waste of time. Double yellow lines on street corners would help traffic / deliveries though.	55.9665	-3.16011
<b>Resident</b>	The proposed parking permit bays in upper hermitage off lochend road are part of a private development. How can these be included as proposed permit bays for others outside of the development to use?	55.96719	-3.16425
<b>Resident</b>	one thing, remove the pay and display bays from blackie road to the junction with East Hermitage place and make it double yellows all the way down - with cars parked on both sides the road is width is reduced to one lane and is often congested.	55.96922	-3.15927
<b>Resident</b>	I object strongly to this proposal, we are 71 year old pensioners and cannot afford the cost of such a scheme, we have no problems with parking in our area and see no reason to impose such disgraceful parking restrictions	55.96634	-3.15937
<b>Resident</b>	There is currently a bus stop here, but you've put no provision in for a bus cage. I'm fairly sure a single yellow line through a bus stop is not going to help local services. Can you confirm that the bus stop is being kept in place?	55.96847	-3.16647
<b>Resident</b>	The South side of Burns Street is all garages. Are you sure that placing a single yellow line across the garage entrances is safe and in any way good for the garage owners?	55.96864	-3.16468
<b>Resident</b>	Having purchased my property party on the basis that there is a residents only car park, these proposals are ridiculous. The car park at Barleyhill Terrace is already outlined as being for residents use only and should not be included in these proposals.	55.96664	-3.15903
<b>Resident</b>	First time buyer, purchased a property in Barleyhill Terrace. A major factor in our decision was the PRIVATE car park. ECC have since "adopted" the car park to implement these charges. Current parking allocation is fine among residents. Why should we pay	55.96744	-3.15618
<b>Resident</b>	With the Covid situation resulting in a drastic change in behaviours (commuting and retail) which will carry on into post -covid, the plans are inappropriate and unnecessary in this area.	55.96771	-3.16897
<b>Resident</b>	At present these are parking spaces. They should remain as the parking problem will be made worse by the council removing spaces.	55.96588	-3.1618
<b>Resident</b>	At present this is a parking space. It should remain as the parking problem will be made worse by the council removing spaces.	55.96596	-3.16148
<b>Resident</b>	Once this goes back to normal and parking is allowed at weekends and evening and nights it will help alleviate parking issues. If this remains then it is the council trying to create a problem.	55.96582	-3.16208
<b>Resident</b>	I do not agree with the proposals as more permits for parking in this street will be sold than there are parking spaces (due to the mews) and so, despite paying for parking I will not be able to park in my street if these proposals go ahead.	55.96564	-3.16308
<b>Resident</b>	If this goes ahead (I do not approve of it) then I would expect to still find a space in my street, even on event days at Meadowbank and the Hibs Stadium. I would expect cars to be removed from this area if they have no permit to park.	55.96581	-3.16229
<b>Resident</b>	There is hardly enough parking for residents that need the use of a car and that will just make everyone take the residents places	55.96742	-3.16759
<b>Resident</b>	This proposal is surely very underhand and sleekit exactly how have you let the residents know about this we have not received any communication about this. and the mmajority of residents will not be able to afford the cost	55.96634	-3.15937
<b>Resident</b>	This proposal is surely very underhand and sleekit exactly how have you let the residents know about this we have not received any communication about this. and the mmajority of residents will not be able to afford the cost	55.96634	-3.15937
<b>Resident</b>	Insufficient parking for even 1 car per household. Is this a council money making scheme? What is the reason behind it? Unworkable!	55.96839	-3.1597
<b>Resident</b>	There are no issues with parking - please do not introduce parking restrictions, this will only have a negative effect on residents& visitors. This isn't Leith, this is not an overly busy area.	55.96349	-3.15573
<b>Resident</b>	This proposal is completely untenable. There is already barely enough parking for residents in this area, and you are planning to take away at least half of what we have! Where are residents going to park??? Completely unacceptable!	55.96739	-3.16223
<b>Resident</b>	Vehemently opposed. This will leave residents with nowhere to park!!! 50% of parking removed from our road for no reason, and it is mainly residents who park here.	55.96746	-3.1621
<b>Resident</b>	Don't believe this will reduce carbon emissions or commuter traffic but will reduce parking space available to residents. There is not a problem with commuter traffic parking in this area and seems to be a money making scheme for the council.	55.96629	-3.16308

<b>Resident</b>	I don't think the proposal has been researched properly and does not suit the area for a number of reasons.	55.96802	-3.16235
<b>Resident</b>	Double yellow lines on Restalrig Terr and East Restalrig Terr will potentially turn the street into a fast short cut between Lochend Rd & Restalrig Rd. This will make it more dangerous for pedestrians. There is no problem with non residents parking here.	55.96803	-3.16218
<b>Resident</b>	I don't think there will be enough spaces for residents to park if the proposal goes ahead. This means the proposal will be causing the problem that it claims to be aiming to solve. I don't think a problem of non residents parking here exists.	55.96781	-3.1636
<b>Resident</b>	The proposal is likely to make people resort to paving their front gardens to use for parking as there is unlikely to be enough parking space provided for residents. Taking away vital green space in the city is surely not to be encouraged.	55.96846	-3.15963
<b>Resident</b>	Terrible proposal. Have spoken to several people in the area, all have been against it & most are saying they won't pay for permit, will just park in nearby streets. Can't see how this benefits anyone except to line the council's pockets.	55.96334	-3.15629
<b>Resident</b>	Completely opposed. 25 years resident. Where is bus stop?Proposals represent reduction in parking for residents and visitors and discriminate against those with mobility issues.	55.96791	-3.1581
<b>Resident</b>	The additional cost of a parking permit may price us out the the area and we'll have to move. It may seem like a small cost but Covid restrictions have had a massive financial impact.	55.96895	-3.16132
<b>Resident</b>	I am strongly opposed to this proposal. Parking is difficult enough as it and this is additional and unforeseen costs for residents.	55.96812	-3.15865
<b>Resident</b>	This is awful, extremely dangerous. This leaves nowhere to park for residents, devalues our house prices, and will encourage dangerous driving. There are absolutely no problems with the way it currently is. Don't change it.	55.96813	-3.16122
<b>Resident</b>	There is no problem of commuters parking in this area and so permits are not the appropriate solution to this. I can understand putting double yellows on corners to allow traffic flow and to meet the highway code but that is the only measure I agree with	55.96683	-3.15938
<b>Resident</b>	This will make like more difficult for residents. The parking works as it is we cannot lose any of our residents parking. My car is parked in the day outside my house as I work at night. A single yellow will mean I can't park my car. Think of shift work	55.96756	-3.16112
<b>Resident</b>	It would be even better if there was a way to stop it becoming a fast "rat run" to allow our children to continue playing out on the streets. A barrier between East and Restalrig terrace would help stop this.	55.96789	-3.16323
<b>Resident</b>	Having more City Car club spaces in the Restalrig/Ryehill areas would also help more people get rid of their cars and use the car sharing more readily.	55.96775	-3.16389
<b>Resident</b>	Really like the plan for the school street this will make it much safer for school kids and residents alike.	55.96591	-3.16164
<b>Resident</b>	My only concern would be the single yellow lines on Lochend Road would increase the amount of speeding which is already a problem. Are there plans to look at this?	55.96733	-3.16481
<b>Resident</b>	This is solely a residential and school drop off with very limited parking as it stands. It does not get used as a drop off point for commuters therefore I reject the proposal on this basis and believe the sole motivation is to obtain further revenue.	55.96637	-3.15982
<b>Resident</b>	Making my street a mews when there is hardly any parking in the street at present. I have older residents in the street who find it difficult to park at present. Making them find on street parking else where is counter productive.	55.96684	-3.15617
<b>Resident</b>	Making my street a mews when there is hardly any parking in the street at present. I have older residents in the street who find it difficult to park at present. Making them find on street parking else where is counter productive.	55.96684	-3.15617
<b>Resident</b>	i dont live in a through road, parking is difficult for all but we manage, making it a mews would be more difficult and force us to park in the other streets, not helping anyone. this change about money for the council not better parking.	55.96684	-3.15617
<b>Resident</b>	Worried about the overspill from Cornhill Terrace and East Restalrig into Ryehill Gardens. We are thinking about buying an electric car, this would impact our chances of being parked outside our house to charge our car.	55.96721	-3.15968
<b>Resident</b>	The proposals for a parking zone in this area are completely unworkable. Introducing so many yellow lines in a relatively small area will greatly reduce the number of parking spaces in the neighborhood. Parking near home will become impossible for many.	55.96784	-3.15594
<b>Resident</b>	I am completely against this - no parking restrictions are required, there are no parking issues here. PLEASE DO NOT MAKE RESIDENTS PAY TO PARK OUTSIDE THEIR OWN HOME!!!	55.96337	-3.15411



<b>Resident</b>	in favour of restrictions to make the streets safer such as double yellow lines at corners. However it is only residents parking permits unnecessarily and problematic	55.96722	-3.15862
<b>Resident</b>	No provision for visitors	55.96743	-3.1588
<b>Resident</b>	The traffic/parking which is being moved out of this area will be pushed towards my own area and creating problems elsewhere. I have children who attend Hermitage Park primary and both parents work full time so we have no option but to drive to school.	55.96586	-3.16187
<b>Resident</b>	Not appropriate for our street.	55.96481	-3.16133
<b>Resident</b>	If the aim is to encourage commuter use of cars. Please can the locations of cycle safe cycle storage be shared, or if there provision to actually provide any? And when will the awful potholes that make cycling risky for any commuter be fixed?	55.96739	-3.16869
<b>Resident</b>	I don't agree with this at all. I'm strongly against it.	55.96464	-3.16198
<b>Resident</b>	The reduction on parking in the Restalrigs will impact residents in the Ryehills more than the pressures from the zoning on Leith walk. It will make it impossible to find parking on the weekends and evenings because of the overall reduction in parking.	55.96837	-3.16017
<b>Resident</b>	Hi, I live in the colonies on Leith Links that are marked as 'mews', however there's no explanation about what this means in relation to parking. Will this be free parking or will we need to apply for permits?	55.9691	-3.16097
<b>Resident</b>	Does not solve the main issue of football traffic blocking access for emergency services	55.9641	-3.15847
<b>Resident</b>	I don't understand why permits are required for Ryehill streets - we don't have a parking problem. You are able to get a space even when e.g. the Hibs games are on. I'd resent having to pay for a permit to address a problem that doesn't exist	55.9667	-3.16023
<b>Resident</b>	I support efforts to reduce care use and while this will impact upon me to some extent, I do think it is probably a good idea.	55.96906	-3.16099
<b>Resident</b>	So my parents use the private car park but I would need to buy a permit. I work from home and need my car to go out at night. I can't afford permit.	55.96581	-3.15914
<b>Resident</b>	I don't like the fact that there are yellow lines going across my driveway	55.96464	-3.15729
<b>Resident</b>	I have wanted permit bays for a long time due to the number of people that park all day / evenings / match days and no parking to access property easily. My concern is that the permit bays are insufficient to meet the demand and will make no difference	55.96527	-3.16313
<b>Resident</b>	I fail to see how this will improve the area. There are just enough spaces for residents as it is, reducing the space they can use is just going to force people to park elsewhere rather than reduce the amount of cars in the area. NOT ENOUGH SPACE	55.96745	-3.1629
<b>Resident</b>	Parking is already pushed to the limits in this street. If you impose a double yellow line along Restalrig Terrace and elsewhere this will force cars into other areas. This is unworkable. Rethink required.	55.96752	-3.1652
<b>Resident</b>	This is a terrible plan for Restalrig Terrace/East Restalrig Terrace. It will leave us with much less parking than we have now and will result in most residents parking further away from their houses, potentially in other streets thus counterproductive.	55.96819	-3.16194
<b>Resident</b>	No required as parking as ample	55.96487	-3.16154
<b>Resident</b>	Been living at this location for 20 years and not had any problems with parking close to my home regardless of day or time.	55.96789	-3.1581
<b>Resident</b>	We will send a separate email with comments. Thank you.	55.96824	-3.15701
<b>Resident</b>	Some of the changes are good. It not happy with a lot	55.96577	-3.15349
<b>Resident</b>	Some of the changes are good. It not happy with a lot	55.96577	-3.15349
<b>Resident</b>	Can't understand why there is to be half the provision of space on East Restalrig Terrace. There is NO problem with non residential use here. Where can all these vehicles go under this proposal? Permits can be purchased but there is no chance of parking!	55.96806	-3.16194
<b>Resident</b>	There isn't enough space for all cars to park at the moment, so where do we park when you're displacing over 50% of the spaces?	55.96827	-3.1604
<b>Resident</b>	THIS HAS NOTHING TO DO WITH HELPING FOLK PARK OUTSIDE THEIR HOMES, ITS ALL ABOUT FILLING CEC COFFERS. IF THIS WAS GENUINE(WHICH IT ISN'T) CEC WOULD GIVE FOLK FREE PERMITS. WE HAVE NO PROBS WITH PARKING HERE!!	55.96493	-3.16142
<b>Resident</b>	These restrictions are will be detrimental to residents. Is this a CEC money making exercise? I cannot see any benefits to residents relating to the proposals	55.96771	-3.16043
<b>Resident</b>	There is no real reason to implement the proposed parking restrictions. Who is expected to benefit? The Incompetent CEC money making exercise.	55.9676	-3.15886

<b>Resident</b>	This is a residential area with no problem of non residents parking in this street. The street is busy in the evenings with residents cars. Putting in pay meters and permit zones is a money making racket and is of absolutely no benefit to locals	39.43506	44.76923
<b>Resident</b>	Money would be better spent sorting out a process for putting electric charging points in place for local residents for environmental strategy 2030	55.96778	-3.16019
<b>Resident</b>	Have you considered making a one way system up Cornhill and Down Ryehill to Restalrig road. Preventing traffic going round onto Restalrig terrace from Cornhill or Ryehill terrace. This would alleviate traffic on East Restalrig terr	55.96809	-3.15864
<b>Resident</b>	Where do you propose to place parking meters on such narrow pavement	55.96778	-3.16019
<b>Resident</b>	Have you considered marking boxes for cars to park in.?	55.96778	-3.16019
<b>Resident</b>	Money making racket by CoC say you are consulting. Has the decision been made already and we the residents are wasting our time?	55.96778	-3.16019
<b>Resident</b>	What is the purpose of double yellow lines in the middle of the street? Residents know the etiquette of waiting at top or bottom of street no passing place required. Make one way system to avoid having to pass. Take away dble yellow from mid terrace	55.96778	-3.16019
<b>Resident</b>	I strongly oppose these proposals that impact on residents who have taxis or vans to make a living. It will make it difficult for elderly residents and for us to have work completed on our houses and to have family visiting	55.96567	-3.1588
<b>Resident</b>	I live within alemoor crescent and while I agree with the double yellows in certain area to make the area directly in front of my house a single yellow line I totally disagree with and was not something discussed with us in the original meetings.	55.96353	-3.1606
<b>Resident</b>	Remove parking space to create bus lane	55.96809	-3.16599
<b>Resident</b>	Thank you for double yellows	55.96781	-3.16328
<b>Resident</b>	Thank you for double yellows!!	55.96793	-3.16566
<b>Resident</b>	Keep clear for visibility / safety	55.96763	-3.16537
<b>Resident</b>	Why no double yellows??	55.96581	-3.16212
<b>Resident</b>	Double yellow required	55.96625	-3.16016
<b>Resident</b>	Remove parking to create bus lane	55.9682	-3.16841
<b>Resident</b>	The bays indicated here appear to be on private land and if this is the case they should not be included in the scheme.	55.96717	-3.16472
<b>Resident</b>	Hermitage Place and East Hermitage Place were included within the 2019 consultation for Leith & North Leith CPZ area. How can they now be included within the West Leith CPZ area?	55.96911	-3.16588
<b>Resident</b>	Removal of parking altogether down one side of Restalrig Terrace/East Restalrig Terrace and Cornhill Terrace will result in the loss of 100+ parking spaces. Where do you envisage these displaced vehicles will now park?	55.96756	-3.16508
<b>Resident</b>	Removal of parking altogether down one side of Restalrig Terrace/East Restalrig Terrace and Cornhill Terrace will result in the loss of 100+ parking spaces. Where do you envisage these displaced vehicles will now park?	55.96744	-3.1626
<b>Resident</b>	Currently we have high parking pressure in the evenings and endemic pavement parking which often blocks access, Moving to single side of the road only parking will solve this problem	55.96792	-3.16274
<b>Resident</b>	pavement parking is a problem here	55.96692	-3.16474
<b>Resident</b>	Risk of ERT becoming a rat run due to no right turn at bottom of Lochend Rd. Current parking acts as a deterrent	55.96845	-3.15984
<b>Resident</b>	Need space for 2 busses to pass here as frequently causes a blockage and people need to reverse. Also on street bins at this location	55.96911	-3.15921
<b>Resident</b>	Why double yellow lines on East Restalrig Terrace and yellow lines on Cornhill, which is narrower? Yellow lines should be sufficient	55.96844	-3.15987
<b>Resident</b>	No 16 ERT has a dropped curb but garden is not a driveway. Swapping permit spaces to this side would mean more spaces as fewer driveways	55.96837	-3.1601
<b>Resident</b>	Could add additional permit parking on Links Place	55.96996	-3.16023
<b>Resident</b>	Halving the amount of parking on Cornhill Terrace is going to create a parking problem when there wasn't one to start with. This will displace half of the cars into neighbouring streets, some of which will also have less parking space.	55.96796	-3.15965
<b>Resident</b>	No need for parking restrictions - there are always spaces. Introducing parking restrictions will only reduce spaces. Extremely against this.	55.96287	-3.1536

<b>Resident</b>	Fed up getting cars from every where parking over my drive in if we don't have this street will be even more cars from Restalrig road	55.9685	-3.1602
<b>Resident</b>	There is adequate parking for cars here and you can find a space, if not outside your house. With already restricted parking in the colonies and no parking on Rosevale Terrace, this leaves a high proportion of residents to number of cars.	55.96852	-3.16294
<b>Resident</b>	This will simply force rogue parkers into the private parking at the rear of 374 Easter Road. We'll be inundated with cars that don't belong to the owners parked up in PRIVATE parking spaces and no legal power to remove them.	55.97091	-3.15527
<b>Resident</b>	Permit parking is not necessary in Ryehill Grove. All residents who live in Ryehill Grove are opposed to this parking tax. The Council are strapped for cash, but should be raising cash from the City Fibre Companies, not from people already struggling to	55.96633	-3.15951
<b>Resident</b>	This area is called the Colonies not Mews which are totally different. This will make parking worse for people who have restricted mobility or who have to have a car to travel as they have caring responsibilities.	55.96643	-3.16334
<b>Resident</b>	Why is this being proposed in the first place? Parking is right here, yes, but bringing in zoning will do nothing to improve that. All I see is a council looking to increase their income. Our address is one street and we have a back door in another.	55.96726	-3.16097
<b>Resident</b>	Whilst it may be an advantage to have access to the colonies restricted to those who live in them, I do have concerns about the access to parking for trades and deliveries. Given age of properties there is almost constant maintenance required.	55.9693	-3.16098
<b>Resident</b>	Delivery drivers already hate these streets, if they needed to pay to park they may start refusing to deliver large appliances which require time to install.	55.96894	-3.16051
<b>Resident</b>	If making changes at all could you also consider marking bays, and installing eV charge points.	55.96938	-3.16103
<b>Resident</b>	Supportive. Aims should be to reduce traffic speed and volume and create more space for wider pavements, cycling and wheeling infrastructure off carriageway and urban greening to create green networks and tackle the Climate Emergency.	55.96779	-3.16554
<b>Resident</b>	Parking restrictions should allow for electric car charging spaces on street, car club spaces and bike parking.	55.96624	-3.1637
<b>Resident</b>	This is not going to deter drivers. It will cause congestion, yet more issues for businesses in the area, add extra costs for households who may already be struggling financially, and inconvenience disabled people.	55.96751	-3.16891
<b>Resident</b>	Restrictions will reduce spaces, this will leave the residents without enough spaces. Where are residents going to park?	55.96735	-3.16296
<b>Resident</b>	The street on which I live does not have parking problems.	55.96737	-3.16041
<b>Resident</b>	Only residents park on restalrig road anyway. The proposed double yellows will reduce space for residents parking not improve it !!!	55.96945	-3.15956
<b>Resident</b>	There is ample parking in this area, and it's not a place with lots of commuter parking either. Offices have also become much more flexible with working location since the pandemic we do foresee commuter parking becoming an issue in the future either.	55.96624	-3.1596
<b>Resident</b>	I'm concerned. I have space for two cars in my drive. I have a white line painted on the road. Drivers still park over my drive. Please reassure e that road markings will make it crystal clear, that my exit should not be blocked. I	55.96553	-3.16367
<b>Resident</b>	I would prefer to see marked bays in all mews areas. Car ownership in the colonies is higher than elsewhere in Leith, and marked parking maximises space by reducing selfish parking (i.e. straddling large spaces).	55.96884	-3.16312
<b>Resident</b>	I own a business that requires me to have a car. It is important that I park outside my house so I can load and unload equipment. Having double yellow lines outside my house would seriously impact me. I also have two small children and being able to	55.96843	-3.15946
<b>Resident</b>	I would like encourage a balanced approach to parking provision however it should not take priority over space for people. Leith was not built with cars in mind which residents must take in to consideration as many feel they have the "right" to parking	55.97097	-3.17248
<b>Resident</b>	No justification for this project. A blatant money grab from the council	55.96671	-3.16275
<b>Resident</b>	All residential parking at the moment, no commuter traffic to control. There is currently no problem - if this is implemented there will be.	55.96777	-3.16101
<b>Resident</b>	Parking in this area is mainly by residents and a few teachers at Hermiage Park Primary during week days. It's not commuter parking, so charging for permits won't make parking problems go away. It will put extra financial pressure on a deprived community	55.96635	-3.16373
<b>Resident</b>	The parking in the colonies are only used by residents . No need to change this .	55.96405	-3.16401

<b>Resident</b>	West Leith is a residential area where presently there is adequate car parking. Creation of permit zones and associated non permit spaces is unneeded and will erode the overall total of parking available to residents. This is un needed, un wanted	55.96762	-3.16177
<b>Resident</b>	Things are working as they are so why change it	55.96595	-3.1584
<b>Resident</b>	Family visiting would have to pay to park to see their relatives which could isolate some families	55.96437	-3.16186
<b>Resident</b>	I live at No 72 Lochend Road, the pink line for a parking permit runs over my drive but all my other neighbours drives are blockedout, giving them access. Can someone confirm this is a mistake?	55.96542	-3.16366
<b>Resident</b>	There is a Parking permit pink line over my drive. Can someone get back to me with an explanation? This is the second time I have raised this query but nobody has got back to me.	55.96542	-3.16366
<b>Resident</b>	This is not required in our street	55.96496	-3.16126
<b>Resident</b>	I park right outside my house which is on a corner and is wide enough for a car to get round safely! This is private residence parking and we have no issue other than football match days. We don't have enough parking for ppl who live here.	55.96637	-3.15446
<b>Resident</b>	This will prevent pavement parking on this street.	55.96761	-3.16296
<b>Resident</b>	This will prevent pavement parking on this street.	55.96776	-3.16369
<b>Resident</b>	This should be a double yellow line as there is not enough room on this street for vehicles to park on both sides.	55.96742	-3.16242
<b>Resident</b>	This should be a double yellow line vehicles are always parked on the pavement blocking it entirely, suggesting the road isn't wide enough.	55.96626	-3.16014
<b>Resident</b>	This will prevent pavement parking on this street.	55.96799	-3.16237
<b>Resident</b>	I would prefer the parking to be on one side of the street only, the full length of the street – rather than swapping sides.	55.96821	-3.1612
<b>Resident</b>	This should be double yellow lines. This stretch of street constantly has cars parked on the pavement indicating there's not enough room for parking on both sides at any time. I think this also limits emergency service access, e.g. fire engines.	55.96825	-3.16124
<b>Resident</b>	This will prevent pavement parking on this street.	55.96841	-3.15999
<b>Resident</b>	This will prevent pavement parking on this street.	55.96722	-3.16257
<b>Resident</b>	There is not enough room at this point on Restalrig Road for parking on both sides of the street. At the moment, there is only space for one vehicle at a time to pass, creating congestion, dangerous manouvers by drivers and awful pedestrian conditions.	55.96924	-3.15934
<b>Resident</b>	I would like to see the introduction of a modal filter here to prevent an increase in through-traffic, reduce parking pressure and encourage people to walk or cycle.	55.96795	-3.16272
<b>Resident</b>	I would like to see the introduction of a modal filter here to prevent an increase in through-traffic, reduce parking pressure and encourage people to walk or cycle.	55.96748	-3.16228
<b>Resident</b>	I would like to see the introduction of a modal filter here to prevent an increase in through-traffic, reduce parking pressure and encourage people to walk or cycle.	55.96615	-3.16008
<b>Resident</b>	It's great to see the parking being removed here as it currently creates a really difficult junction to make a safe exit from Restalrig Terrace.	55.96764	-3.16537
<b>Resident</b>	Removing parking here will make the junction of Lochend Road and Restalrig Terrace safer.	55.96759	-3.16545
<b>Resident</b>	I believe this is a horrendous suggestion. I see no sign of people who do not live in my street parking in it. I cannot believe i have to pay to park outside my own house. I also cannot believe you will double yellow line half the street.	55.96785	-3.16038
<b>Resident</b>	This a totally ill thought out scheme as I see it as all that will happen is no residents will buy your permits and park in there allocated bays leaving a totally empty street.	55.96533	-3.16001
<b>Resident</b>	This is absolutely ridiculous! The only people that park in these areas are residents. The council doesn't care about its residents at all - all they care about is f***ing us over to get more money	55.96778	-3.16019
<b>Resident</b>	I live on a purely residential street. There is no need to reduce parking here. You are halving the number of parking spaces Ona street that is already full when every resident parks. Where am I supposed to keep my car?	55.968	-3.16193
<b>Resident</b>	I always park on my street and almost never experience any issues. I will no longer be able to park on my street as there will be single yellow lines. I am strongly against the parking restrictions proposed for Burns Street.	55.96867	-3.16456

<b>Resident</b>	I am fine with permit parking but please do not single yellow line Burns Street. There are at least 15 parking spaces which do not obstruct garages and so there is no need to restrict parking in this way on my street.	55.96868	-3.16471
<b>Resident</b>	There is currently no problem finding a space to park. Double yellow lines on corners to stop inconsiderate parking would benefit the residents more than permit bays.	55.96759	-3.16119
<b>Resident</b>	Non-residents do not park here. I would prefer to wait and see if any issues occur from parking changes in other parts of Leith rather than future proofing.	55.96765	-3.1612
<b>Resident</b>	Perhaps parking bays could be painted on to the road to help drivers park respectfully and not waste parking spaces.	55.96766	-3.16119
<b>Resident</b>	Double yellow lines on one side of Cornhill Terrace where it becomes narrow. Would stop parking on the pavement.	55.96741	-3.16251
<b>Resident</b>	Only residents use this area. This is purely a way to make money out of us.	55.96604	-3.16109
<b>Resident</b>	Dislike - halving the number of parking spaces; residents will be unable to park; double yellow lines making this a through route for traffic; deliveries, loading, tradespeople all negatively affected; intolerable worsening of daily living convenience.	55.96768	-3.16397
<b>Resident</b>	Additional resident parking in Upper Hermitage is welcome but currently notice at entrance states this is private parking.	55.96723	-3.16438
<b>Resident</b>	Good for allowing emergency vehicles along street, good for environment. I worry that there won't always be enough permit holder bays though, which would be stressful for my neighbours (I don't have a car).	55.96837	-3.161
<b>Resident</b>	I agree with the changes as it will stop people parking on the pavements. WHY does each household get 2 parking permits? We are trying to reduce car use so this is your opportunity to make changes, ONE PARKING PERMIT PER HOUSEHOLD IS SUFFICIENT.	55.96788	-3.16333
<b>Resident</b>	1.For Restalrig Road buses struggle in the pinchpoint between Leith links and Ryehill Terrace (yellow lines may help here) but buses have no such issues south of Ryehill Terrace. 2.Will garages/driveways on side streets get white lines or yellow lines?	55.9677	-3.15804
<b>Resident</b>	I am not aware of any issue with non-resident parking. The proposed use of double yellows along the whole length of one side of the street will effectively reduce resident (and total available) parking by 50% , 24 hrs a day, 7 days a week.	55.96803	-3.16225
<b>Resident</b>	There is a lack of information as to how this will work, including what will happen if residents in mews areas cannot find parking within them. In general, the entire proposal is unnecessary in such a residential area.	55.96666	-3.16121
<b>Resident</b>	We are a tight community that manage our limited parking well ... there is absolutely no reason other than greed, to adding parking charges. My partner is disabled and has a blue badge and I am really worried we will not get parking near our door.	55.96545	-3.15895
<b>Resident</b>	I don't understand why it is necessary to create any restrictions in this area. These are quiet residential streets a long way from the town centre.	55.96781	-3.16382
<b>Resident</b>	Restalrig terrace This is a quiet residential area - absolutely no need to impose parking restrictions - yellow lines & permits in this street and area.	55.96789	-3.16361
<b>Resident</b>	I don't really see the need for this I live in this area and there are no problems. Where do you expect people to park their cars. Funny how permits are on roads with expensive housing this is just Money making. I work for nhs and need my car for home vis	55.96666	-3.15802
<b>Resident</b>	I think the planning to restrict parkin in this residential area where the majority of houses are 3 bed plus is absolutely ridiculous, most households have more than one car and not everyone has a drive.	55.96518	-3.15736
<b>Resident</b>	Ridiculous people trying to make money from people in residential areas. Some areas are nowhere near town, shopping centres etc and are fully residential, there is no need for charging people to park outside their own home.	55.96917	-3.16238
<b>Resident</b>	Completely unnecessary. The vast majority of people that park here are residents, not visitors. You'll be taking away spaces & asking residents to pay to park when there is no need.	55.963	-3.15723
<b>Resident</b>	Whatever the budget is for CPZ, I believe in the region of £7M, then this money would be better spent on resurfacing the roads which are in an appalling state of dis-repair...rather than putting fancy coloured lines around the edges!	55.96452	-3.16155
<b>Resident</b>	It seems to me that one effect of imposing further restrictions on parking in any area is to displace vehicles into areas where no such restrictions exist, thus simply moving rather than solving the problem.	55.96865	-3.15865
<b>Resident</b>	Barleyhill Terrace was a private road that was adopted. The road is in a separate development and in effect has operated as de facto residents parking for the last 11 years. Furthermore - current area proposed as single yellow is vital parking for us!	55.96676	-3.15874

<b>Resident</b>	Controlled parking is not required in this street. Always enough parking for residents.	55.96487	-3.15832
<b>Resident</b>	Please visit the colonies/mews I live in. It's very difficult to get a parking spot there and you want us to pay for it - shocking.	55.96655	-3.16148
<b>Resident</b>	I am concerned that the introduction of permit parking and double-yellow lines on East Restalrig Terrace will mean only half the houses on the street will have places for parking. When most residents are car owners this seems unhelpful.	55.96846	-3.16015
<b>Resident</b>	I am worried that under the proposed parking restrictions this would make Restalrig Terrace and East Restalrig Terrace much more likely to become a rat run, especially as cars can no longer turn right at the bottom of Lochend Road.	55.96795	-3.16268
<b>Resident</b>	Permit parking on both sides of this stretch of Restalrig Road will not assist with bus congestion that regularly occurs here.	55.96836	-3.15864
<b>Resident</b>	If part of the Council's objectives with this proposal is to discourage car use, then why is there no provision for additional cycle lanes and/or cycle storage?e storage	55.9692	-3.15495
<b>Resident</b>	This proposal is outrageous. There is not enough space for local residents cars. This area is full of working families who need to be able to access their own homes with shopping and kids. This proposal is not taking into consideration us residents.	55.96752	-3.1652
<b>Resident</b>	Reducing parking to one side of the street leaves greatly inadequate parking availability already under stress thus displacing parking to other side streets and main roads. Currently no problem with non residential parking in Cornhill.	55.96768	-3.16048
<b>Resident</b>	Zones do not work, always too many cars for the zone so its impossible to find spaces late in the evening.	55.9668	-3.16188
<b>Resident</b>	There is already extremely limited parking in the Lochend colonies. We would like assurance that we will be eligible for permits covering the surrounding area if we live within the mews area.	55.9664	-3.16383
<b>Resident</b>	There is no need for parking Bays in this location, the parking is adequate, the non permit parking would never be policed making it redundant and a scheme to make money.	55.965	-3.15964
<b>Resident</b>	I need my car as I often work late at night and travel long distances after public transport has finished. There is no need for this. Not one positive reason for having pay and display.	55.96778	-3.16019
<b>Resident</b>	Non resident parking is not a problem. If necessary permit parking or one way system? Most vehicles can access and restricted parking would only mean cars park on nearby. CPZs seem to be a solution in this street for a problem that doesn't exist ..	55.96778	-3.16019
<b>Resident</b>	Concerned parking restrictions on Restalrig and East Hermitage will move cars looking for free parking to the Mews designated areas which are already extremely tight for residents parking. Has consideration been given to issuing permits mews residents?	55.96921	-3.16002
<b>Resident</b>	We do not have issues with parking locally and do not want parking permits. People do not park here to go to the airport / town. CoEC does not state the price of a permit, the time restrictions or why 2nd vehicle permits are charged at an additional 25%	55.96906	-3.16174
<b>Resident</b>	No issues with parking - against these proposals all the way!	55.96341	-3.15602
<b>Resident</b>	What's the purpose of this parking zone apart from taxing the local residents to park outside their homes	55.96799	-3.15996
<b>Resident</b>	I'll elaborate further as above but will say this, how about fixing the potholes rather than unnecessary and wasteful spending on what pleases the Council rather than us who live here.	55.9654	-3.15553
<b>Resident</b>	There is not a problem parking in my street so why create one ?	55.96772	-3.1647
<b>Resident</b>	This proposal is only going to create a problem to neighbouring streets as Cornhill Terrace does not require or need these restrictions.	55.96729	-3.16018
<b>Resident</b>	The proposal to put double yellow lines along Restalrig Terrace/East Restalrig Terrace is an extremely bad one. It will reduce the available of on street parking drastically for residents.	55.96768	-3.16397
<b>Resident</b>	Parking is not really an issue here.	55.96892	-3.1614
<b>Resident</b>	No need for this	55.96487	-3.16151
<b>Resident</b>	I'm completely rejecting this proposal. It doesn't to any of us residents.	55.96665	-3.16243
<b>Resident</b>	As a resident of Lochend Road I think it would help the flow of traffic if parking was limited. But I have off street parking so I recognise that the financial implications for those who don't is a consideration.	55.96732	-3.1648
<b>Resident</b>		55.96886	-3.16301

<b>Resident</b>	We strongly object to this proposal which will create problems for residents as it will cut the parking by half in Restalrig terrace, creates a rat run for speeding traffic that cannot turn right at the foot of Lochend Rd, 90mins for visitors is unfair.	55.96784	-3.16403
<b>Resident</b>	Absolutelly ridiculas proposal. This will only mean residents will not be able to park in their own street and will only move the problem to another street outwith the area in question. Yet another indirect money making tax from the council.	55.96847	-3.15975
<b>Resident</b>	Absolutely no need for this plan to be put in force, lived her for over 30years and it is beyond comprehension that this has even been thought about for such a narrow street like this , I strongly object to thisg	55.96785	-3.16065
<b>Resident</b>	I object to this, I am a car owner and don't have parking issues. This also feels like a stealth tax in what are difficult times financially and finally the council could reopen links gardens which has parking spaces.	55.96884	-3.16312
<b>Resident</b>	More of this please! But what's happening to the bus stop at 70ish Restalrig Road?	55.96796	-3.15838
<b>Resident</b>	More of this please! But will restrictions be enforced? There are already double yellow lines at the junction of Cornhill Terrace and Restalrig Road, but that doesn't stop drivers parking there to 'just pop over' to McColls.	55.96808	-3.15853
<b>Resident</b>	Can we please consider not having parking here? Traffic frequently comes to a standstill here, making it incredibly unsafe to cross since pedestrians are at the mercy of drivers impatient to get moving again.	55.96921	-3.1593
<b>Resident</b>	Whilst there is plenty spaces for parking in the area, you say you have had many complaints yet highlight none. If no one could park cars would be in the middle of the street, but they are not! EDC money grabbing again!!!	55.96466	-3.16239
<b>Resident</b>	250 characters is not enough - I will use the e mail option	55.96794	-3.15907
<b>Resident</b>	Upper Hermitage is private grounds and should not be part of this proposal. The parking bays suggested for permit parking are only in use by the residents and guests of the development.	55.96719	-3.16467
<b>Resident</b>	At our property development there is a shared car park which is often used by non-residents, particularly when there are football games on. I am worried that non-residents will use our car park to avoid parking controls.	55.96406	-3.16079
<b>Resident</b>	Everyone around this area gets parked no problem, if this was to go ahead it would be chaos. Stop parents using cars for the school run, thats the problem	55.96115	-3.15558
<b>Resident</b>	Absoulty ridiculous,parking is very scarce now.	55.96669	-3.16129
<b>Resident</b>	Absolute disgrace and unnecessary in this area.	55.96314	-3.1522
<b>Resident</b>	Support the introduction of permits	55.96683	-3.16043
<b>Resident</b>	This will reduce the already busy parking options, there is not enough permit spaces here and it will leave residents paying to park outside their house. There is not alot of visitors parking here anyway it is majority residential parking	55.96655	-3.16415
<b>Resident</b>	This is absolutely unnecessary to implement parking restrictions here. The is mainly a low council tax neighbourhood, people won't pay for the permits & will instead park further up the road impacting people outside the bracket.	55.96336	-3.15621
<b>Resident</b>	Please do not implement parking restrictions on this area - this area does not need it, there are no issues parking. To do so would be of no benefits to residents & would be for council gain only!	55.96336	-3.15414
<b>Resident</b>	Parking on Cornhill Terr is NOT currently problematic; halving available parking space would be highly problematic. I strongly object to this proposal: unnecessary, unwanted, costly for residents, & potentially divisive if we have to compete for parking.	55.96789	-3.15934
<b>Resident</b>	I feel that the suggested restrictions will only add to, rather than improve, the current parking situation. Currently, from working at home, I'm familiar with all the cars on our street - there are no transient cars here but residents!	55.96672	-3.16027
<b>Resident</b>	This proposal is very bad for local residents. This would cause a huge parking issue as there just wouldn't be anywhere near enough spaces left for local families and residents. I very much object to this. Local people's opinions haven't been heard!	55.96752	-3.1652
<b>Resident</b>	Have you considered making the parking restriction between 11 and 1.30 each day as is done in ravelston to stop non residents parking in that area?	55.96708	-3.16269
<b>Resident</b>	I am furious and disgusted by this proposal. It is only about making more money for the council a will cause chaos.	55.96532	-3.16038
<b>Resident</b>	There are not nearly enough spaces available for the residents own car's in this area . There are very few visitors to this area and this appears to be solely to generate extra revenue for Edinburgh Council.	55.96584	-3.15921

<b>Resident</b>	From the map it appears the shared visitor spaces in this area are to be permits, can you explain why they cant be kept as shared bays as in other surrounding areas such as hawkhill??	55.96584	-3.15897
<b>Resident</b>	The proposal will make what is already difficult parking for front line workers on shifts impossible. There is no evidence that parking fees are beneficial to services	55.96659	-3.16222
<b>Resident</b>	I need more information on this proposal. There is no legend to understand the map, or a writeup.	55.96906	-3.16099
<b>Resident</b>	I am disabled and a blue badge holder. I park outside my home and the new proposals will not allow me to do this. This will have an impact on the quality of my life	55.96708	-3.15946
<b>Resident</b>	There are never issues with parking in our streets. Everyone is courteous and we all get a parking space. It is disappointing that there was no notification of these proposed changes. I strongly oppose these changes, they are not necessary.	55.96072	-3.13819
<b>Resident</b>	I have very specific concerns about this proposal. I am a full-time wheelchair user. There is a dropped kerb outside my flat. I need the dropped kerb to be clear at all times, or I cannot leave my house. I need access to the road. (comment box too short)	55.96792	-3.16012
<b>Resident</b>	No need for parking restrictions in Alemoor Park. The street is never too busy on weekdays, even with a busy doctors surgery. It is not used for park and ride. The only busy period is when Hibs are at home, which is out with your permit times.	55.96518	-3.15818
<b>Resident</b>	How can you justify charging me for parking near my home? I have lived here all my life & there has never been any problem with people parking where they shouldn't. Why are some areas exempt? You are punishing me for owning a car. It's discrimination.	55.96658	-3.16167
<b>Resident</b>	Non-residents & a car repair business constantly park on the exit/entrance to Easter Hermitage. The road there is narrow & any cars parked there cause a problem with oncoming traffic to/from Restalrig Rd.	55.96666	-3.15703
<b>Resident</b>	I am in favour of aspects of this - such as permitted parking for residents (depending on the charge, of course) but I think it's awful for the staff at Hermitage Park primary school who will have nowhere near the school to park freely.	55.96574	-3.16274
<b>Resident</b>	You have purple permit holder spaces at the rear of 178. These spaces are on the title deeds of each flat - private property. You cannot make these permit holder spaces	55.96261	-3.15337
<b>Resident</b>	It's going to make things a lot worse for residents	55.96286	-3.15769
<b>Resident</b>	I object to a double yellow line outside my house, if this project goes ahead there will not be enough parking bays available for residents by who are polite and considerate but this will cause animosity!	55.96792	-3.16213
<b>Resident</b>	I DON'T AGREE WITH THIS SITUATION WHATSOEVER. HAVE LIVED HERE FOR 40YRS, THERE HAS NEVER BEEN AN ISSUE WITH PARKING, THEN & MORE SO NOW. MY DEEDS STATE THIS IS A PRIVATE ESTATE	55.96493	-3.16142
<b>Resident</b>	There is a dropped kerb here	55.96781	-3.1634
<b>Resident</b>	Unnecessary passing place, reducing the amount of parking spaces. Only residents park in this area and plenty of space for trades parking during the working week. In the last 20 plus years I haven't had a problem with giving time for another car.	55.96692	-3.15938
<b>Resident</b>	The 50% reduction on parking fo restilrig East, terrace and Cornhill will put a strain on evening parking after permit hrs. This is of no benefit to the residents and would cause a problem for our older residents.	55.96771	-3.16064
<b>Resident</b>	There is not an issue getting a parking spot near our home, either in Lochend Colonies or on Lochend Road. These proposals will make the issue worse by removing spaces, whilst demand will remain the same as non residents do park in this area.	55.96639	-3.16379
<b>Resident</b>	Overall, this is a positive move. However, this is a chance to make Restalrig Road safer by allowing parking on only one side of the road at certain points. At present, vehicles - buses especially - cannot pass each other which leads to potential danger	55.96889	-3.15907
<b>Resident</b>	This is not required as everyone who parks their car in this area are residents. There are no commuters parking their car here and going into the city centre. This is a money making exercise and totally uncalled for as there is no justification for this.	55.96695	-3.16036
<b>Resident</b>	Given the scale of the changes and the extent to which the entire local area is covered, there will be no space for parking near by and this will push others into dangerous parking or the like in local areas. Some areas, like restring Road would benefi	55.96778	-3.16019
<b>Resident</b>	As a resident I have not had any issues parking in my area. Ever. I would like to wait until after the tram works are complete to see if the council's perception of a problem actually IS a reality. Postpone this proposal	55.96746	-3.16213



<b>Resident</b>	I cannot understand how the seemingly arbitrary number of 90 minutes for visitors was arrived at? Who at CEC thinks they get to dictate the length of time my friends and family can visit for?	55.96741	-3.1613
<b>Resident</b>	I'd like to see some bike hangars installed in this area. Restalrig Terrace could do with some. Why only on street car parking?	55.96788	-3.16337
<b>Resident</b>	I'm dissatisfied with there being proposed single yellow lines across my drive. The Hawkhill/Ale Moor double yellow line areas need patrolling during football matches - late evenings & weekends otherwise this proposal is pointless.	55.96419	-3.15929
<b>Resident</b>	The permanent restrictions are only required at the entry road and corners within Hawkhill to stop dangerous football parking. These permanent measures around Hawkhill, a quiet family estate are not needed.	55.96365	-3.15864
<b>Resident</b>	The parking is bad enough without these proposals on restricted parking in the area. Also where are visitors meant to park, when they come to visit you? They can't park over your drive when there's a yellow line there. What happens when parents come in t	55.96593	-3.16172
<b>Resident</b>	This appears to effectively half the available space for parking without providing an alternative. I am not aware of any issues with non residents parking here so I don't see any benefit in this proposal	55.96805	-3.1622
<b>Resident</b>	We don't have a problem with parking at present. If your suggestions are introduced they will cause a problem with parking. We would require the parking bays to be for permit holders only.	55.96403	-3.15838
<b>Resident</b>	Double yellow lines on the corners of streets would be beneficial but the remainder of the proposals particularly in East Restalrig Terrace reduce parking capacity by around 50% thus just displacing vehicles to other nearby areas	55.96715	-3.16067
<b>Resident</b>	Limiting parking to one side of the street will encourage the use of the street as a convenient route between Restalrig and Lochend roads, leading to higher traffic volumes on this residential street.	55.96802	-3.16219
<b>Resident</b>	The proposal removes half of the currently available parking places. We do not currently face any parking pressure on this street so the proposal will effectively create the very issue it claims to be addressing.	55.96804	-3.16201
<b>Resident</b>	Why can't we park in front of our own homes without having to pay for the privilege, Another tax for the good residents of Leith to then be spent in the glorious New Town of Edinburgh.	55.96666	-3.16121
<b>Resident</b>	This is insane and completely unnecessary for Cornhill Terrace. We have no parking problems at the moment. This would create huge problems by halving the number of spaces during the day - why? You are trying to fix a non-existent problem.	55.96746	-3.16198
<b>Resident</b>	Why are we having to pay for permits when we are not guaranteed a space or can you guarantee a space for everyone? Why the pay and display at the doctors?	55.96265	-3.1584
<b>Resident</b>	Currently in Cornhill Terrace every space is used up. If you halve the amount of parking I genuinely don't know where we'd all park. There's no spare parking around our street either so we could be traveling miles away. I strongly object to this proposal	55.96799	-3.15981
<b>Resident</b>	paid permit no guarantee of space, no access for trades people, no access for electric car charging, potential loss of garden space, see separate email for further comment	55.96743	-3.16296
<b>Resident</b>	I live in one of the few houses in the street where there is no option of turning my garden into a drive way and so rely on being able to park in the street. If the street were to become a mews with no parking I would have no where to leave my car.	55.96692	-3.15532
<b>Resident</b>	Absolutely no point of this in hawkhill, all the vehicles parked here are residents vehicles or visitors, the only time we have problems with outsiders parking is when theres football on, this would have serious implications for residents and our visitors	55.96355	-3.15771
<b>Resident</b>	This should be a DOUBLE yellow line, not a single. People often bump up on the kerb and park here, especially on football days and it's hard to get passed, and ambulances etc have no room. Please make it a double	55.96494	-3.16086
<b>Resident</b>	This should be a DOUBLE line all the way down here. This part of the road is a nightmare as it narrows and people park	55.96672	-3.16452
<b>Resident</b>	There is and has never been a parking issue on Summerfield Place.	55.96885	-3.15967
<b>Resident</b>	I reject the need for permit holder bays and any alterations to existing parking in this area. This is a difficult time for many people financially and an additional cost annually will be detrimental to so many. Another tax?	55.96647	-3.16267
<b>Resident</b>	Are the council not causing parking problems in the Links area, with the road closure of Links Gardens? This is an additional tax. There is sufficient parking in this area and the traffic lights at the foot of Easter Road, created pollution	55.9648	-3.16276
<b>Resident</b>	Insufficient parking spaces and road is not used as a rat run so should not be necessary	55.96768	-3.16397

<b>Resident</b>	I have lived in Ryehill Terrace for 16 years and have never had any issues with parking and I am certain that commuters do not use our street to park in and then travel into town. Parking restrictions are to be welcomed on Restalrig Road.	55.9677	-3.15804
<b>Resident</b>	You are proposing to turn our residents only car park into a permit holders bay. We bought this property last year and one of the largest swaying factors was the parking. Your proposal will take this away and devalue our property massively.	55.96688	-3.15862
<b>Resident</b>	where is WEST LEITH stayed in Leith all my life and never heard links/Restalrig called west Leith	55.96563	-3.16298
<b>Resident</b>	double yellows restrict delivery/tradesmen, street not used 9-5 by commuters nor as cut through, risk residents will turn front gardens into parking spaces - bad 4 environment, stress/environmental impact from people circling for half an hour to get parked	55.96781	-3.16382
<b>Resident</b>	I'm currently working from home due to COVID and won't be back in office for a while. I normally drive to office therefore wouldn't need a space during the day. Sadly due to covid my car is parked there. I'm not paying a permit .	55.96573	-3.15918
<b>Resident</b>	No parking issues on Cornhill Terrace for residents or visitors. Resent having to pay for permit when no problems. Would hate visitors having to pay. Proposed restrictions on other streets would mean shared bays would be taken by resident permit holders.	55.96772	-3.16145
<b>Resident</b>	We purchased our home knowing that there was free on street parking outside, to introduce permits and single yellow lines would be detrimental to the way we chose to live. I will be forced to park far away from my home which makes me feel unsafe.	55.96631	-3.16414
<b>Resident</b>	This is a blatant move by the council to profit from car owning residents. The Hawkhill parking issues only occur on Hibbs football match days so only require temporary parking restriction on these days. Why are you making residents suffer permanently.	55.9641	-3.15847
<b>Resident</b>	I cannot see any point in introducing parking permits for this area. Some residents like to park close to their property, others prefer to park on the main road. We all need tradesmen to come pretty regularly to maintain these period properties.	55.9691	-3.16097
<b>Resident</b>	These proposals are completely unnecessary and will majorly impact our lives. My husband uses lots of equipment that he needs to load and unload. I have small kids that need to get in and out of the car. We have no complaints with the current set up!	55.96843	-3.15946
<b>Resident</b>	This removes half the available parking which will cause great pressure on the area and surrounding streets. If the aim is to widen the space it would be better to use existing powers to prevent people parking on pavement.	55.96851	-3.15949
<b>Resident</b>	This is long overdue. The whole area is dominated by cars. It is difficult to walk down many of the streets due to cars parked on both sides. Get these proposals implemented ASAP!	55.96806	-3.16275
<b>Resident</b>	This is good, but what category will the permits be?	55.96839	-3.15866
<b>Resident</b>	Adding pay and display bays here will reduce residents' parking by a lot, and it's already tricky. I'd prefer permit bays.	55.9692	-3.1593
<b>Resident</b>	It is bad enough trying to get a parking space when you live on the street never mind letting random people park here nearly all people now have at least two cars on which road tax is paid.	55.94316	-3.12
<b>Resident</b>	The scheme in practice won't leave any car spaces for visitors. Residents with more than one car or unwilling to use their own spaces due to concerns over poor lighting and safety will undoubtedly take over the shared bay spaces.	55.96512	-3.16037
<b>Resident</b>	I think it should be all resident. Otherwise people will have to pay to park in their own street and we will be overwhelmed with football traffic on match days.	55.96775	-3.16066
<b>Resident</b>	Whilst the economy is in melt down Edinburgh Council has taken it upon themselves to introduce parking permits for most of Leith. Slow hand clap.	55.96661	-3.16097
<b>Resident</b>	I would like to question why the 4 parking bays opposite our house are being proposed as Permit holders and not shared use bays? This does not make sense.	55.96469	-3.15875
<b>Resident</b>	No need for parking restrictions! The majority of people who park here are residents & there are plenty of spaces for residents & visitors! Ridiculous proposal!	55.96291	-3.15364
<b>Resident</b>	Reduced parking already due to increased double yellow lines, dropped kerbs for people changing gardens to driveways, communal bins in the street. Painted parking bays will result in further reduction in spaces. These are residential streets.	55.96594	-3.16347
<b>Resident</b>	This will significantly reduce parking spaces for residents causing parking issues where there are currently are none.	55.96806	-3.16158
<b>Resident</b>	The plans for East Restalrig Terrace seem completely unnecessary. They will create far more problems than they might solve. People will pave over their front gardens to get a space to park, to the detriment of the environment and carbon footprint.	55.96802	-3.16226

<b>Resident</b>	Completely opposed to proposals 1) Current arrangements are fine - can still park car outside house 2) proposals represent a reduction in available parking by increasing yellow lines and introducing bays 3) have lost busstop outside 72 Restalrig rd.	55.96791	-3.1581
<b>Resident</b>	Wait until Phase 1 goes in. No issues with parking on Cornhill Terr. This reduces parking by half. Ryehill gets Permit Parking we get halved!	55.96797	-3.15895
<b>Resident</b>	Parking in Cornhill Terrace currently insufficient for residents. Currently no commuter parking issues in this screen while one side only parking would increase speed and volume of through traffic in street making it more dangerous.	55.96626	-3.16481
<b>Resident</b>	The proposed CPZ is complete overkill. The only significant problem with non resident parking on Lochend Road occurs on match days at Easter Road which could be easily regulated by Traffic Wardens and Police. Will a CPZ even operate on a Saturday?	55.96379	-3.16148
<b>Resident</b>	This plan is unworkable and will not benefit the residents in any shape or form. EH council need to get their act together and concentrate on restoring the city to pre pandemic levels. Not taxing the residents and motorists.	55.96689	-3.15922
<b>Resident</b>	There is absolutely no need to make Lochend Road and Colonies a controlled parking zone. I have lived in the colonies for 9 years and have never had a problem finding a space either in the colonies or on Lochend Road. This is just a money-making scam.	55.96679	-3.16158
<b>Resident</b>	I do not see any need for controlled parking in this area. There can be issues around school drop off and pick up times, but there are other ways to manage this.	55.96662	-3.16097
<b>Resident</b>	There are currently plenty of parking spaces for residents on either sides of road, and space for visitors too. I don't think there are any issues with parking on the street which need solved. These proposals seem to reduce	55.96812	-3.15865
<b>Resident</b>	Our block of flats only provide one parking space per flat and i am often forced to park on the road often because my space is being used by other people visitors have to park on the road as there are no visitor spaces in the block.	55.96627	-3.15176
<b>Resident</b>	!) We do not have a non-resident parking problem. Our current system is satisfactory 2) one side parking is NOT acceptable for deliveries and service.	55.96756	-3.16112
<b>Resident</b>	There is no need for these changes. There is not an issue with parking at the moment. This is just an excuse for the council to charge us for permit spaces.-	55.96257	-3.1595
<b>Resident</b>	I object to this proposal as this will leave an unsustainably small availability of parking spaces in Cornhill Terrace. There is no increase in unsolicited parking since the Tram works. Predominantly families who need cars and parking spaces live here.	55.96774	-3.16094
<b>Resident</b>	In principle very much in favour of this plan, but it does leave several questions.	55.96924	-3.15999
<b>Resident</b>	With parking restrictions coming into place on the surrounding streets what is going to stop these residents from parking in the mews which are already jam packed with parked cars	55.96923	-3.16003
<b>Resident</b>	We have our own private parking as shown on map as private road. This proposal now shows that anyone who visits me will need to pay and display or I need to purchase a permit ? !!!!	55.96583	-3.15898
<b>Resident</b>	Object to creation of permits . Especially with many people wfh and not using or moving their car during the pandemic. Penalised fir using car or not using car is the Edinburgh way now is it ?	55.9658	-3.15905
<b>Resident</b>	Lived here 20yrs absolutely no issue with non residents parking here	55.96675	-3.16015
<b>Resident</b>	There is already limited parking in this street. Taking away parking bays that already exist in this street and streets in the surrounding area means that residents will have nowhere near their homes to park.	55.96778	-3.15991
<b>Resident</b>	CEC WON'T CLEAR OUR STREET OF SNOW,WON'T FILL OUR GRIT BIN,WON'T CUT OUR GRASS BUT THINK YOU CAN BRING IN THIS DISASTER.WE ARE A PRIVATE STREET, CEC HAVE NO RIGHT TO DO THIS. TYPICAL CEC USING MOTORIST AS CASH COW. WE'VE NEVER HAD ANY PARKING ISSUES!!	55.96496	-3.16138
<b>Resident</b>	THIS PROJECT IS GOING TO CAUSE THE SO CALLED PROBLEMS IT IS MEANT TO ADDRESS, THIS NEED TO BE SCRAPPED!!!!!!	55.96496	-3.16137
<b>Resident</b>	SCRAP THIS PROJECT!!	55.96497	-3.16138
<b>Resident</b>	The proposed permit zone in this area needs scrapped! This 3 bay area is used by residents & visitors to park outside/near their homes. Also there's an elderly resident who needs carers multiple times a day every day, why should we have to pay to park!!!	55.9648	-3.16134
<b>Resident</b>	Brilliant idea. Especially if it will stop people parking illegally on pavements obstructing pedestrian access for those of us with disabilities and / or pushing a pram. Also dissuade against those who use the area as a free park and ride.	55.9649	-3.16319

<b>Resident</b>	Bringing in these Parking restrictions in to the street will not work. Are we being asked to pay to park in our own street & once the games start back at Easter Road, it will be horrendous & much worse than usual.	55.96569	-3.15946
<b>Resident</b>	If this helps us become carbon neutral by 2030 I'm a fan.	55.9661	-3.16396
<b>Resident</b>	only problem is when there is a football match on and this idea doesn't solve the this as it is only 9 to 5 .Leave as is unless you do something about the football parking	55.96358	-3.15875
<b>Resident</b>	This is a private housing estate and the only on match days is there a problem so why are you taking spaces away when we don't have a problem just now .Is this just another one of the council's money making ideas like the garden tax	55.96354	-3.15877
<b>Resident</b>	Another money making ploy for the council. Not enough space here for all the comments. Reduce car ownership to one per household unless key workers.	55.96891	-3.16218
<b>Visitor</b>	V. much in support of controls on parking generally, but this road is too narrow for parking on both sides! Buses can't get through, cars can't get through and it creates a dangerous area for cyclists.	55.96848	-3.15879
<b>Visitor</b>	V. much in support of controls on parking generally, but this road is too narrow for parking on both sides! Buses can't get through, cars can't get through and it creates a dangerous area for cyclists.	55.96514	-3.16317
<b>Visitor</b>	More car club bays please! The whole area generally needs them because it is so densely populated and it might encourage people to give up cars.	55.96613	-3.156
<b>Visitor</b>	My son & daughter-in-law live at 41/3 Easter Hermitage and I regularly help with child care for my 2 yr old granddaughter	55.96628	-3.15774
<b>Visitor</b>	More parking allocations for disabled and car clubs/ co-operatives. Fewer shared use/permit holders. Encourage people to share cars so fewer cars on the road and space for bike lockers, cycle lanes & pedestrians	55.96536	-3.16135
<b>Visitor</b>	Resident spaces reduced to intolerable level with struggles for young families trying to get safely with kids, shopping etc to their front door. Likewise for Tradesmen to park near enough to unload/work. Elderly will find it so hard. Think again please.	55.96773	-3.16135
<b>Visitor</b>	This means when I stay over at boyfriend's house I need to make sure I get up and feed the meter in the morning when I'm on late shift. Also only allowed 90 mins on shared bays ! So I can't see him longer than that during day !!!	55.9657	-3.15907

## 8. WILLOWBRAE NORTH

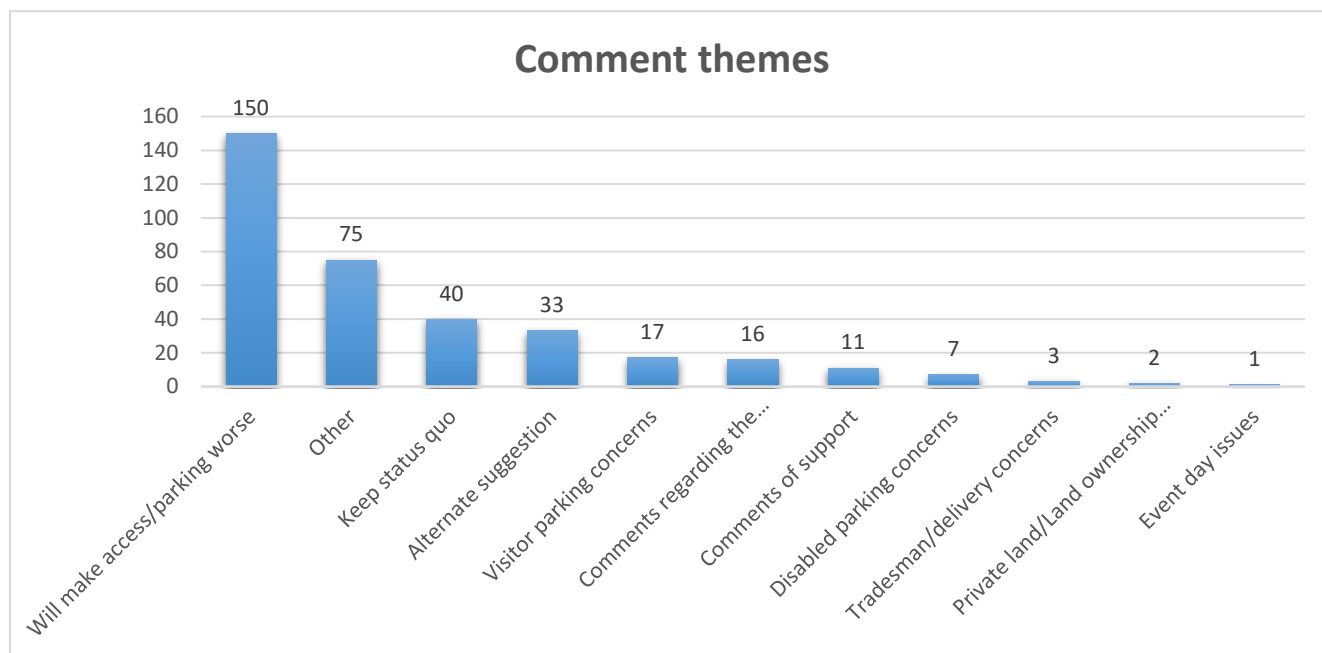
8.1.1 196 people dropped 298 pins on the interactive map

8.1.2 Of those, 296 had comments and two were left blank

8.1.3 19 comments are positive

8.1.4 269 comments are negative

8.1.5 10 comments are neutral



8.1.6 The most common theme from the comments was regarding the potential loss of parking availability.

8.1.7 Secondly were comments that were too varied to be counted under one main theme.

8.1.8 The next highest theme of comment was stating that the current layout and/or restrictions work fine as they are.

I am a...	Comment	X	Y
Business owner	Hi. Double yellow lines are proposed on the bowling club private road. We feel these lines should be approx 6m less in length stopping at our current gatepost.	55.95366	-3.15404
Business owner	Self employed Artist, teaching students from all over Edinburgh and Lothians in Studio, Early Onset Alzheimer's Sufferers and carers attend workshops, Exhibitions & charity fundraising events held in studio. All would be adversely affected by these plans	55.95428	-3.14855
Other	This is a bad idea	55.9532	-3.15368
Other	Double yellow lines will provide greater capacity for road users. Providing greater capacity always for more eat running and higher speeds. I would be surprised if anyone is in favour of this. Furthermore it will only displace parking up towards the school	55.95279	-3.14748
Other	By introducing double yellows on Glenlee Ave & Gardens it will allow cars to travel at higher speeds and create a more dangerous street. It will create a rate in through the neighbourhood pushing more traffic up through Paisley Crescent.	55.95268	-3.14943
Other	No need for permits or yellow lines. People have cars so places to put them is needed. If you block more safe parking then cars will be parked in other areas thus causing more issues. People also can't afford permits given how unstable jobs are	55.94998	-3.14051

<b>Other</b>	As there have been no Parking concerns raised in this Ward, the process for stating that there is a problem is flawed. This is a political solution to a problem that does not exist and should be scrapped.	55.95212	-3.14961
<b>Other</b>	Proposals will reduce the number of parking spaces for residents forcing those who can't find a space, or those who do want to pay for residents parking into streets like Piershill Terrace and Abercorn Crescent/avenue.	55.95313	-3.14663
<b>Resident</b>	Strongly in favour of the area becoming a CPZ. However, top of Lilyhill Terrace alongside Park wall should be double-yellow, as too narrow to support any sort of parking even outside controlled hours.	55.95284	-3.15168
<b>Resident</b>	Most of the people who park in this area are not shown on the map. There are a number of student flats, residential and sport centre also being built with no parking. How has this been taken into consideration?	55.95561	-3.15176
<b>Resident</b>	I like the idea of the CPZ, but this should be a double yellow line, as there is no space for cars to park on this side of the street (even temporarily) as they would block the road. No one parks here and a single yellow line would encourage parking.	55.95277	-3.15185
<b>Resident</b>	I like the Residents parking proposed on this side of the street	55.95281	-3.15173
<b>Resident</b>	50% of the parking to be removed from Glenlee Avenue and Gardens. Where is everyone going to park? I am going to have to pay to not be able to park in my own street which is currently not an issue. They currently work fine. How is this an improvement?	55.95284	-3.14859
<b>Resident</b>	I have stayed at 34 Glenlee Avenue for 23 years and never had an issue with parking, you now tell us that due to residents not being able to park you will do away with half the spaces in my street and ask us to pay for the privilege of half the spaces	55.95278	-3.14852
<b>Resident</b>	Hi I fully agree with the introduction of parking measures in my street as we find it virtually impossible to get parked anytime. It's particularly bad during the working week as commuters and local businesses use my street as a work car park.	55.95462	-3.1544
<b>Resident</b>	For this whole area, no difficulty parking during the day, as there are no businesses/visitors "stealing" spaces. Parking is difficult at night - there's simply too many residents with cars for the amount of spaces. This solves nothing!	55.9545	-3.15
<b>Resident</b>	have lived in this street for 25 years and have parked at no cost. Now you want me to pay for a permit but probably not get to park when i get home. The cars parked in this street are residents cars.	55.95261	-3.14837
<b>Resident</b>	My car is a long lease so is not registered at my address, therefore don't qualify for permit? Where am I supposed to put my car? What about Company cars?	55.95356	-3.14956
<b>Resident</b>	Both my partner and I are in favour of these plans. However my big concern remains about the narrowness of Scone Gardens, its use as a "rat run" to avoid London Rd traffic lights. Could it be made one way - PLEASE!!!	55.95457	-3.15137
<b>Resident</b>	I like the plan but am concerned about the overspill from Glenlee Garden and Glenlee Avenue impacting on the surrounding streets, particularly Willowbrae Avenue, and Abercorn Road. Scone Terrace, a very narrow Street, has parking on both sides???	55.95316	-3.15039
<b>Resident</b>	As the owner of 75 Willowbrae Avenue, I would like assurances that my driveway entrance. Shown with double yellow lines on the proposal, will have adequate space, and sight lines, for safe entry and exit.	55.95207	-3.14984
<b>Resident</b>	We don't have a parking problem now but will if you remove the 50% of parking on our street that this purposes.	55.95252	-3.14941
<b>Resident</b>	As a resident of "willowbrae north" area in consultation, I utterly oppose these proposed measures! After viewing the colour coded map the idea that parking in the street will be halved is preposterous. As a family of 4 parking at our property is essenti	55.95316	-3.15039
<b>Resident</b>	We don't understand why it is necessary to implement this new project as parking or too many cars are not a problem in Glenlee Gardens (in my opinion)	55.95316	-3.15039
<b>Resident</b>	Would it be possible to see the survey that has created this decision during the worlds largest crisis in modern history.	55.95171	-3.15019
<b>Resident</b>	No problems parking in Glenlee Gardens. No you are proposing we pay for it and are reducing spaces by 59%. Then there will be serious problem parking in this area. Ridiculous idea and nobody in this area will benefit from it	55.95262	-3.14978

<b>Resident</b>	For over 40yrs have NEVER had a problem with parking! Now you propose cutting space by over half and also charging money! This is just a money making joke and helping nobody!	55.95263	-3.14979
<b>Resident</b>	I think this is an awful idea for the area, we have never had any problems parking here, you are just going to cause problems with the parking.	55.95323	-3.15035
<b>Resident</b>	Our daughter has had many health issues and getting to the hospital with a vomiting child with a high fever on a bus is not viable. Half of the street parking in our area is lost in this proposal. You should focus on-street ev charging if we are to pay.	55.95276	-3.14951
<b>Resident</b>	Family can't visit. Difficult to park with a small child - will have to park further away. Clearly a money making scheme or residents would be able to apply for 1 free permit. Will push parking out further east.	55.95313	-3.14907
<b>Resident</b>	Strongly opposed to Glenlee double yellow. Contradictory to easing pressure. No evidence of non-residents parking. Residents will be forced to other streets where pressure will increase in & after CPZ hours. Creates problems, solves none. Utter madness.	55.95298	-3.14896
<b>Resident</b>	Currently people park here. By removing the parking here a lot of spaces will be lost - compounding issues with lack of parking	55.95307	-3.15026
<b>Resident</b>	Currently people park here. By removing the parking here a lot of spaces will be lost - compounding issues with lack of parking	55.95264	-3.14953
<b>Resident</b>	Currently people park here. By removing the parking here a lot of spaces will be lost - compounding issues with lack of parking	55.95302	-3.14904
<b>Resident</b>	Currently people park here. By removing the parking here a lot of spaces will be lost - compounding issues with lack of parking	55.95341	-3.14959
<b>Resident</b>	Could we have an explanation for reducing parking space by half on Glenlee Avenue and Glenlee Gardens? I am in favour of controlled parking but do not think this provides enough space for these two streets	55.95313	-3.14907
<b>Resident</b>	There is currently no problem with the parking on Glenlee Gardens but putting in double yellow lines in half the spaces will create a problem and not be of any benefit to the residents. It is not clear why it is proposed to put in double yellow lines.	55.95268	-3.14979
<b>Resident</b>	I strongly object to the introduction of double yellow lines as this reduces the available parking by 50%. The people who park in our street are all residents. We do not have off road parking, so where would be park.	55.95278	-3.14948
<b>Resident</b>	I strongly object to the proposed double yellow lines, this will reduce residential parking leaving us no where to park.	55.95278	-3.14948
<b>Resident</b>	We are owners of the lock up garages on Kenmure Avenue we we access on a daily basis. If a single yellow line is put in place across the two garages this will restrict our access. Parking out-with restrictions could block access.	55.95307	-3.14769
<b>Resident</b>	At present there is not an issue with parking in my street during day hours the issues are in the evenings when there appears ti be lots of work vans. The proposed parking controls will mean due to double yellow lines there will be less available spaces	55.95345	-3.14949
<b>Resident</b>	No issues with parking at present proposed will make issues due to less spaces and the proposed is a council income generator	55.95309	-3.14946
<b>Resident</b>	no issues with parking at present proposed is an income generator as there will be less spaces available due to double yellow lines	55.95307	-3.14943
<b>Resident</b>	No improvement for me whatsoever as my street is already an overflow from neighbouring streets. Even less chance of getting my one small car parkedna	55.95387	-3.1518
<b>Resident</b>	I have never had problems parking on my street, which is a big attraction for living here. The proposals will mean that more people will park on my street due to restricted parking in the area caused by the increase in double yellow lines.	55.95151	-3.14882

<b>Resident</b>	My street gets the worst of two options by being one side residents parking and opposite mixed which taking in account that the whole surrounding area is mainly residents only is going to lead to visitors parking there as only option available and reside	55.95459	-3.15565
<b>Resident</b>	We'll get even less parking for residents since halving the available space by putting mixed parking in one side of the road. You need to share the burden among the whole area and not just one street	55.95459	-3.15565
<b>Resident</b>	The main times when there are parking pressures is outside the regulated time. Evenings and weekends are when there are the greatest pressure. These bays should also be linked to proposing electric charging bays.	55.95333	-3.15213
<b>Resident</b>	In this location there is an inset in the road and parking bays could be created facing the pavement (perpendicular to the curb).This could maximise parking and slow through traffic.	55.95334	-3.15229
<b>Resident</b>	Vehemently against the proposals. Introducing these paid permit zones is purely a money-making scheme for the council. The only people that use these streets to park are the people who actually live here, as there is no local industry or work places.	55.95451	-3.15513
<b>Resident</b>	Vehemently against the proposals. Introducing these paid permit zones is purely a money-making scheme for the council. The only people that use these streets to park are the people who actually live here, as there is no local industry or work places.	55.95451	-3.15513
<b>Resident</b>	Vehemently against the proposals. Introducing these paid permit zones is purely a money-making scheme for the council. The only people that use these streets to park are the people who actually live here, as there is no local industry or work places; c	55.95451	-3.15513
<b>Resident</b>	I can usually get parked outside my house. How on earth is this improving parking? Double yellow lines will reduce the number of spaces dramatically. I will struggle to be anywhere near my home!!	55.95342	-3.14947
<b>Resident</b>	I am completely against the painting of unnecessary double yellow lines in Glenlee Gardens and proposed parking restrictions. We do not have parking problems in our street. People do not park here then go to town. Lack of parking will lead to conflicts.	55.95285	-3.14975
<b>Resident</b>	If parking is causing such an issue, why on earth have the council given planning permission to allow residencies to be built without additional parking. These are family areas, many of whom have more than one vehicle by necessity.	55.95313	-3.14907
<b>Resident</b>	Unnecessary double yellow line	55.95487	-3.14544
<b>Resident</b>	Massive loss of spaces to residents, loss of spaces for visitors, tradesmen and businesses, and money being charged for worse amenities than before.	55.9529	-3.15002
<b>Resident</b>	Massive loss of spaces to residents, loss of spaces for visitors, tradesmen and businesses, and money being charged for worse amenities than before.	55.95312	-3.14926
<b>Resident</b>	Obsolete disabled bay - do they ever get removed? (some others have, according to the map)	55.95395	-3.15099
<b>Resident</b>	Obsolete disabled bay - do they ever get removed? (some others have, according to the map)	55.9543	-3.15108
<b>Resident</b>	Forgot to add in previous comments on Glenlee Gardens and Avenue - I am aware these roads are narrow and people park on the pavement, which is presumably why yellow lines are proposed. But, the remaining pavement is still wider than others in the area!	55.95286	-3.14995
<b>Resident</b>	Stupid idea. Completely pointless and a waste of money. This is just another parking scheme for Edinburgh Council to make money after Covid. Please explain to me exactly how this benefits me as a resident?	55.95366	-3.14895
<b>Resident</b>	Why is there a gap in controlled parking outside number 3 Wilfrid Terrace? Why are there double yellows on the corner of Wilfrid terrace and Woseley Crescent? I'm concerned that removing space here will mean i won't be able to park near my house.	55.954	-3.1495
<b>Resident</b>	The council have said that this is because of parking and lack of spaces. So they want to shorten the parking spaces with yellow lines, city cab spaces and parking control bays. Just be honest and say its all final. Not because of residents complaining	55.95467	-3.14888



<b>Resident</b>	I do not believe paid permit parking should be introduced to Willowbrae. There is not a problem with parking in this area. I have a bicycle and previously commuted when working in town. I am now pregnant and so cannot safely cycle or take the bus	55.95266	-3.15143
<b>Resident</b>	The prosal of the double yellow line on both Glenlee Gardens and 1Avenue is detrimental to the councils plans to allow better parking for residents. By implementing DYL, cars will be pushed on to adjacent streets to park creating more problems.	55.95316	-3.15039
<b>Resident</b>	I strongly oppose all your proposals. Absolutely no need for restrictions. This is Edinburgh Council screwing residents yet again for more money. There is no need for permits or meters. There is no problem as only residents and there visitors park	55.95335	-3.14798
<b>Resident</b>	There are spaces on this and the surrounding streets during the day, but not at night. These cars in the evening are for residents on the street. I cannot see his permit parking will benefit us. Simply put money into the council pocket.	55.95345	-3.14855
<b>Resident</b>	Disappointed that this scheme is not extending south, particularly to Ulster crescent that is so badly impacted by people using it to park for access to Arthur's seat.	55.95212	-3.14556
<b>Resident</b>	I do not think your proposal will help the situation. You are removing parking in my Street and I fear I will struggle to park nearby. I live in glenlee avenue. The street is usually full of parked cars as most residents do have a car. Where will I park	55.95305	-3.14884
<b>Resident</b>	I work in social care and feel that the parking proposals are unlikely to reduce congestion and will negatively increase the cost of living in the area. I would be far more in favour of traffic calming measures that reduce the flow of vehicles.	55.9547	-3.15319
<b>Resident</b>	The proposal would half the current number of available spaces for parking. As a resident without the luxury of a private driveway I am extremelly concerned about where I would park when I finish my job as a teacher at the end of day	55.95346	-3.14963
<b>Resident</b>	Double yellow lines in Glenlea Avenue and Gardens seem excessive overall the reduction in space available to residents can only exasperated the situation and increase parking pressure on streets close by which are outwith the proposed zone	55.95285	-3.14988
<b>Resident</b>	I have concerns that surrounding streets that loose 50% of parking will park in Willowbrae Avenue causing parking issues for residents that are currently not a problem.	55.9523	-3.15069
<b>Resident</b>	I'm colourblind and these colours make it impossible for me to see what is outside my house.	55.95273	-3.1486
<b>Resident</b>	The double yellow lines along the whole of Glenlee Ave & Glenlee Gardens, lead to 7% loss of residents parking space in the CPZ. This will mean 41-42 cars displaced out of the CPZ to Paisley Cres, & the main walking route for local children to School.	55.95286	-3.14978
<b>Resident</b>	The design of the CPZ, reduces residents parking space by 8% to pay&display. Whlst some pay&display may help the CPZ work, 8% is far higher than is needed, when the majority of parking pressure in the CPZ area is need for residents parking.	55.95373	-3.14882
<b>Resident</b>	The design of the CPZ, reduces residents parking space by 8% to pay&display. Whlst some pay&display may help the CPZ work, 8% is far higher than is needed, when the majority of parking pressure in the CPZ area is need for residents parking.	55.95307	-3.15062
<b>Resident</b>	The design of the CPZ, reduces residents parking space by 8% to pay&display. Whlst some pay&display may help the CPZ work, 8% is far higher than is needed, when the majority of parking pressure in the CPZ area is need for residents parking.	55.95423	-3.15257
<b>Resident</b>	The design of the CPZ, reduces residents parking space by 8% to pay&display. Whlst some pay&display may help the CPZ work, 8% is far higher than is needed, when the majority of parking pressure in the CPZ area is need for residents parking.	55.95423	-3.15257
<b>Resident</b>	Asking residents to pay for parking that has hitherto been free is bad enough, but your proposal will drastically reduce the available parking space.	55.9529	-3.15004

<b>Resident</b>	I live on Willowbrae Road, Willowbrae Road already has parking controls ie I cannot park there during the day so I have no option but to park in adjoining streets usually Willowbrae Avenue. This proposal is detrimental not beneficial to local residents.	55.95325	-3.14626
<b>Resident</b>	Work & mobility issues need car parking outside house. No issues before this proposal !!!	55.95306	-3.14923
<b>Resident</b>	Work and mobility issues need parking at house. No issues parking in 36 years before this proposal!!!	55.95309	-3.14919
<b>Resident</b>	Reduction of parking here is going to push c12-14 cars onto already full streets without yellow lines like Lismore Crescent.	55.95293	-3.15
<b>Resident</b>	The issue on Lilyhill Terrace is the volume and speed of passing traffic, not the volume of cars parking. The road is used as a short cut to avoid the build up of traffic at Jocks Lodge and cars don't adhere to the speed limit.	55.95412	-3.15264
<b>Resident</b>	As a resident I see no need for change this to controlled parking zone. Glenlee Avenue/Gardens are proposed double yellow lines across whole street. Not only will this mean I can't park outside my own house, you're removing spaces so making problem worse	55.9534	-3.1497
<b>Resident</b>	As a resident I see no need for change this to controlled parking zone. Glenlee Avenue/Gardens are proposed double yellow lines across whole street. Not only will this mean I can't park outside my own house, you're removing spaces so making problem worse	55.9534	-3.1497
<b>Resident</b>	Please remove double yellow lines from along Glenlee Gardens only retaining them at the corners. Currently space to legally park on both sides of the street but adding double yellows will create a parking issue that currently doesn't exist.	55.95297	-3.15003
<b>Resident</b>	the proposed means that there will be less parking spaces than at present which will make parking harder and put resident safety at risk as they will have to park outwith home area	55.95344	-3.14946
<b>Resident</b>	I do not see the need at all to make this area in to a Controlled Parking Zone. Why not instead if the Council are determined to do what is already in place in other parts of the city whereby there is restricted parking at certain hours of the day.	55.95354	-3.15113
<b>Resident</b>	It has become apparent during lockdown that the volume of cars in the area is as a result of residents not commuters or visitors which given the volume of tenements is unsurprising. CPZ does not provide more physical space to adds no value.	55.95455	-3.15565
<b>Resident</b>	The CPZ options do not provide any service for the cost, it does not guarantee any closer parking to your home than the current situation. it also discriminates against those with work cars which are not registered to their home	55.95435	-3.15618
<b>Resident</b>	With the change to home working, which is projected to remain after lockdown for many; this is a very unjust proposal to charge resident during the day to park their car while they work from home.	55.95431	-3.15628
<b>Resident</b>		55.95425	-3.15059
<b>Resident</b>	Willowbrae North-Negative impact for residents with far less spaces than already exist for number of houses with cars meaning locating a space will become unbearable, displacing issue to adjoining streets without restrictions	55.95313	-3.14663
<b>Resident</b>	Only residents park in this area, I am very against being charged to park outside my own home. This is not within reasonable walking distance of the city. There is no need for parking permits in this area.	55.95452	-3.15177
<b>Resident</b>	Counterintuitive - moving/relocating issue instead of solving - cannot solve lack of available parking by reducing it still further	55.95325	-3.14967
<b>Resident</b>	Glenlee Avenue Double yellow lines will remove half available parking - ridiculous - permit holder bays both sides most other streets	55.95325	-3.14966
<b>Resident</b>	I am very concerned that the proposals have not allowed enough parking for all the residents. I understand the need for parking restrictions introduced, but with so many double yellow lines, there won't be enough parking bays for each house-hold.	55.95313	-3.14907
<b>Resident</b>	I'm very happy to see the proposed changes to parking but have some serious concerns about the movement of the bins on Meadowbank Crescent. The suggested position is adjacent to Meadowbank Avenue which acts as a wind tunnel.	55.9546	-3.15484

<b>Resident</b>	If congestion, you are forcing it into neighbouring areas by these parking restrictions. This is mainly a cash grab by the car hating council.	55.95298	-3.14948
<b>Resident</b>	I object. There is sufficient parking in the area at present and these measures will create parking problems where currently non exist. Specifically, the proposal to introduce double yellow lines on Glenlee Avenue and Gardens	55.95333	-3.14946
<b>Resident</b>	This proposal reduces the parking options by 50% on my street. I am expected to pay for a parking permit with drastically reduced parking opportunities. I object.	55.95334	-3.14944
<b>Resident</b>	I'll have to pay to park in my road. However I won't be able to park there since visitors will take most of the spaces.	55.9545	-3.15563
<b>Resident</b>	Less parking and having to pay for it	55.95421	-3.14556
<b>Resident</b>	I don't see a problem during daytime. I'm concerned about visitor parking, e.g my 85 year old father can't walk up the hill, and only resident parking on my block.	55.95334	-3.15212
<b>Resident</b>	The proposed double yellow line on Glenlee Avenue would reduce the available parking spaces by half, thus making it more difficult to find parking for residents.	55.95327	-3.14931
<b>Resident</b>	The double yellow lines on Glenlee Gardens will reduce the available parking by half, making it more difficult for residents to find parking.	55.95286	-3.14988
<b>Resident</b>	Slightly concerned that this area is currently planned to be single yellow line - I think this will actually encourage parking along this tight area of road alongside the wall of the Park outside controlled hours. I believe this should be a double yellow	55.95276	-3.15188
<b>Resident</b>	Please do NOT take away parking on Glenlee Ave. I am a resident and I park in our street. I do not agree with you removing half our residents spaces. I do not mind paying for a permit.	55.95305	-3.14884
<b>Resident</b>	Key crossing point for pedestrians coming from Abercorn Rd to access Park through Lilyhill Gate. Cars often park up against railing & make access to Park difficult for pedestrians. Extending double yellow here would be good	55.95287	-3.15201
<b>Resident</b>	DOUBLE YELLOWS NOT NECESSARY ON THIS CORNER	55.95431	-3.15024
<b>Resident</b>	This used to be a disabled space but the gentleman the bay was for died a long time ago but the markings have not been burned off	55.95398	-3.1495
<b>Resident</b>	This is where lots of children cross on way to/from school. Parking of large vehicles on this corner limits visibility, and is dangerous even with Irene the lollipop lady helping them. Would be good to see more use of double yellows here.	55.95222	-3.14944
<b>Resident</b>	Why bins here-there are options not by flats' doors? Locals use cars mainly to go out of town, not into town. A sustainable solution (multi-organisational) is to improve public transport options e.g. for E.Loathian commuters. What about bike lock ups?	55.95461	-3.1548
<b>Resident</b>	The proposals of double yellow lines in Glenlee Gardens and Avenue is ridiculous. These streets are used for residential parking. We live up a steep hill. Elderly need to park at their door. It will encourage rat race speedy traffic!	55.95285	-3.14975
<b>Resident</b>	I live at 14 Meadowbank Ave. The bins at the moment aren't outside any properties. I propose the bins outside my house (14) be moved up the street where is there is a hedge. Other side (No11) to be moved down where they are just now. Not outside a door.	55.95497	-3.15499
<b>Resident</b>	Both Glenlee Gardens and Avenue will have a 50% plus reduction in parking spaces due to double yellow lines. Resulting in displacement of other residents, issues for families with children, elderly residents. No clear rationale for the proposal of DYLS	55.95314	-3.14915
<b>Resident</b>	The proposal seems likely to achieve the opposite of it's stated purpose; to reduce parking pressure. Comparing the current parking options and those proposed, there appears to be a c17% reduction in available kerbside; increasing in parking pressure	55.95393	-3.15178
<b>Resident</b>	GOOD GOD! VAN'T YOU I****S GIVE US SOME SPACE TO TYPE SOMETHING SUBSTANTIVE! THIS PALTRY ONE LINE SPACE ISN'T EVEN ENOUGH TEXT SPACE FOR ME TO COMPLAIN PROPERLY! COME ON. CONSULT PROPERLY!	55.9536	-3.15092

<b>Resident</b>	Moving the bins here, so that they are in front of someone's house is crazy. Noise + rubbish. There are plenty of other locations in the street that are not directly in front of someone's house or stair.	55.95461	-3.1548
<b>Resident</b>	Substantially reduces parking provision for Kenmure Av, Glenlee Av, Glenlee G. Times of greatest difficulty parking are evenings when most cars are residents. Therefore for many changes will mean paying for a permit, but having to park in another zone	55.95343	-3.1483
<b>Resident</b>	Bins moved in front of the entrance to my flat (building 6 & 8 Meadowbank Crescent)	55.95456	-3.15487
<b>Resident</b>	There is (mathematically) a significant reduction in parking spaces being suggested here. This would have the opposite effect to the proposed, which is to ease congestion. We run a real risk of those who need cars not having a space.	55.9536	-3.15092
<b>Resident</b>	Parking is fine here, keep out of it. The shambles you have made of parking in the rest of the city is trouble enough for everyone.	55.95316	-3.14646
<b>Resident</b>	I would like to know how the proposals will meet the needs of residents with cars in the area who will need to pay for something which is currently free when there is already insufficient space overnight for the cars in the area.	55.9542	-3.14992
<b>Resident</b>	At the location I have marked today is a metal rail beside the road leading into the park. It looks like you will make this permit parking. It would be better to have 1m of double yellow lines as this is where people cross to get to the park.	55.9529	-3.152
<b>Resident</b>	It looks like the parking pressures will be moved onto nearby streets which are already congested. Some of the problem's created by poorly planned accommodations for cyclists	55.94998	-3.14051
<b>Resident</b>	Both Glenlee Av and Gdns will have parking space reduced by 50% which will mean parking a distance from house putting residents at risk having to park a distance away as well as effecting property values. Paying for a space on chance of parking	55.95347	-3.1495
<b>Resident</b>	Having lived here for 31 years and had free on street parking see no advantage of the parking restrictions being imposed on us.	55.95441	-3.15715
<b>Resident</b>	Second attempt! Resident for over 31 years and had free on street parking, no advantage to me to start paying for this. If the resident permits were free would seem less patronizing. Council money spinner.	55.95437	-3.15674
<b>Resident</b>	There are 4 tenement blocks here, which have 34 plus households, you don't appear to have included street bins, currently this stretch would take approx 11 cars. Suggest permits on park side also.	55.95435	-3.15695
<b>Resident</b>	Questioning that you have the right to paint double yellow lines on a corner that is privately owned, not a public roadway?	55.95374	-3.15414
<b>Resident</b>	There is not currently a problem; this will create one, will displace any difficulty and will impose unnecessary expense on residents who have no driveways so have no way of avoiding charges.	55.95226	-3.15038
<b>Resident</b>	I cannot see the logic in an attempt to alleviate parking pressures by literally removing parking places. The roads in this area are 100% residential and are virtually untouched by commuters. Removing spaces is only going to exacerbate existing issues.	55.95286	-3.14977
<b>Resident</b>	The proposed double yellow line will remove half the parking in our street. Parking is most busy in the evenings as residents return from work. This proposal will make the parking situation worse and will push parking congestion to surrounding streets.	55.95299	-3.14981
<b>Resident</b>	I am a pensioner with health problems. I've lived here for almost 40 years. If I cannot park near my house I will need to sell up, as you are proposing double yellow lines outside my door and no permits on my side of the street i will be housebound.	55.95408	-3.1525
<b>Resident</b>	Location of Communal Bins are not placed with residents of Meadowbank Crescent as a priority. They are very unsightly attract vermin a health hazard and devalue the properties affected. They should be placed to cause minimum dissatisfaction to the resid	55.95543	-3.15794
<b>Resident</b>	Strongly object to the double yellow lines. Completely contradicts the goal of increasing residents ability to park near their own homes	55.95335	-3.14926

<b>Resident</b>	Parking demand & availability varies from day to day, and depending on the time of day. I don't think the proposed restrictions will help. I fear it will make it harder to get a space near my house. I also worry that my family won't get a nearby space	55.95356	-3.15115
<b>Resident</b>	I happy to pay for zone parking if it increases parking space for residents however reducing parking by 50% in some streets will reduce parking and impact on parking in surrounding streets.	55.95234	-3.15064
<b>Resident</b>	Parking proposal means that in my street Glenlee Avenue and in neighbouring Glenlee Gardens, we are losing 50% of our parking spaces. Double yellows will create a dangerous rat run and lower property values.	55.95214	-3.14695
<b>Resident</b>	Not happy about double yellows on 50% of my street. This will create a rat run and lower property values in Glenlee Avenue and Gardens as we will not have any readily available parking, even if we paid for a permit. This will just push parking further out.	55.95275	-3.14829
<b>Resident</b>	This makes no sense, why would we reduce the number of parking spaces. I have lived here over 30 years and never had an issue with parking, we, like our neighbors are not precious about parking outside our doors so we make it work between us.	55.95281	-3.15011
<b>Resident</b>	Parking spaces are not an issue for residents or visitors at the top of Willowbrae. We currently park safely directly outside our house. The proposed double yellow lines means we will not be able to park outside our house and will pay for the privilege	55.95225	-3.14976
<b>Resident</b>	Planned scheme is focused on revenue making, rather than neighbourhood concerns. As a neighbouring resident I'm concerned that parking will be pushed into surrounding streets and therefore put pressure on the availability of parking elsewhere.	55.95135	-3.14714
<b>Resident</b>	I am strongly opposed to the double yellow lines proposed for Glenlee avenue and Glenlee gardens. I will be unable to park near my home. This will cause a safety issue transporting my young child.	55.95327	-3.14936
<b>Resident</b>	The proposed restrictions will put further pressure on the parking situation in Willowbrae North. In particular, the double yellow lines in Glenlee Gardens and Glenlee Avenue will just force cars into the surrounding streets making them busier..	55.95278	-3.14973
<b>Resident</b>	Double yellow lines in Glenlee Avenue are unnecessary and will only make the parking worse in the surrounding streets.	55.9534	-3.1497
<b>Resident</b>	There is an ample space here away from the corner so I don't know why it is being taken away.	55.95363	-3.15244
<b>Resident</b>	There is no way that parked cars can fit on both sides of this road. One side needs to be double yellow lines.	55.95361	-3.15272
<b>Resident</b>	If Glenlee is to get double yellow lines why not Scone Gardens which is much narrower and more congested?	55.95451	-3.15179
<b>Resident</b>	As an alternative can white spaces be painted on the ground so that people will park more considerately and more spaces will be freed up?	55.9537	-3.1523
<b>Resident</b>	The problem in Lismore Avenue is the number of camper vans which take up multiple spaces. Will they require to apply for a "double" permit?	55.95391	-3.15178
<b>Resident</b>	The main parking issues are at night and in the evenings and the proposed permits will not help this at all.	55.9542	-3.15272
<b>Resident</b>	The proposal is not based on ANY complaints received from the Willowbrae North residents in regards to parking. This scheme will cause a new financial burden to residents in the area and only push out the parking to the next set of residential streets.	55.95278	-3.1479
<b>Resident</b>	The plans for Glenlee Ave make no sense on several counts - demand is high, and having double yellow lines on the street (and neighbouring Glenlee Gardens) will leave residents struggling to park their cars, even if we buy permits	55.95313	-3.14907
<b>Resident</b>	I do not think the suggested changes will solve the problems we are told they are being put in place to fix.	55.95304	-3.15107
<b>Resident</b>	The proposals for Glenlee Avenue and Glenlee Gardens are not suitable and will significantly reduce parking spaces. I have grave concerns incl safety, wellbeing, permit height restriction and property value. Alternative options need to be considered.	55.95264	-3.14847

<b>Resident</b>	I'm in favour. My street (scone gardens) is very congested and has a high flow of traffic during weekdays. Very hard to get parked anywhere near my house	55.95256	-3.14937
<b>Resident</b>	Re: Considine Terrace ...small bit of double yellow in middle of the permit ? Why ? No need abs doesn't make sense?	55.9543	-3.15452
<b>Resident</b>	Reducing the overall number of resident parking spaces will just create a problem rather than try to solve an issue that doesn't really exist. Leave alone. Focus on reducing speeding motorists using our roads as rat runs.	55.9537	-3.14883
<b>Resident</b>	I do not approve	55.95438	-3.20144
<b>Resident</b>	Would like to have joined the online meeting but there was no mention on the leaflet that you had to sign up in advance. This prevented us from participating. Very disappointed.	55.95135	-3.1468
<b>Resident</b>	Glen Lee Gardens and Avenue should have parking on both sides to allow residents to park near their homes.	55.95283	-3.14981
<b>Resident</b>	Not owning a car or being a driver, use a crutch, depend on family members/friends who visit events, meals/they need to be able to park as close to my house as possible. Many other households have two or three cars! Can I have a permit for Family cars?	55.95376	-3.15304
<b>Resident</b>	It's not clear what the impetus is for new parking measures. I'm concerned about the huge reduction in parking on Glenlee Avenue/Gardens for residents there and the increased pressure on Willowbrae Avenue and surrounding streets.	55.95232	-3.14887
<b>Resident</b>	Decreasing parking here will increase pressures on surrounding streets	55.95301	-3.15006
<b>Resident</b>	If permit holders park here as 'overflow' there will be no room for visitors	55.95388	-3.15174
<b>Resident</b>	I do not want any sort of yellow lines across my driveway - single or otherwise. The current set up works perfectly well.	55.95425	-3.14985
<b>Resident</b>	Don't understand the need for these lines here?	55.9543	-3.15023
<b>Resident</b>	Not clear what the driving forces for the proposed changes are. Close to the main road and at the west end of area parking at night is a problem due to the tenements and the large no. of residents but generally overall it is not a problem for most peopl	55.95227	-3.15047
<b>Resident</b>	Reducing the available parking space is only going to push the space issue to neighbouring areasa	55.95403	-3.14881
<b>Resident</b>	I am objecting to the repositioning of the bins to outside No 6/8/10 Meadowbank Crescent it will be outside 24 flats front doors, they smell and attract rats. It is also at the top of Meadowbank Avenue where the wind comes up and blows the rubbish about	55.95462	-3.1548
<b>Resident</b>	The rationale behind this is not clear. Also think the consultation and awareness of this as a project has been poor particularly in a time when residents are distracted by covid and the challenges which it has brought.	55.95238	-3.14882
<b>Resident</b>	I oppose the proposed changes to parking and the relocation of bins to outside 8-12 Meadowbank Crescent	55.95461	-3.15481
<b>Resident</b>	I have sent an email to the above address with some concerns	55.95161	-3.14328
<b>Resident</b>	This CPZ Introduction which has not been requested by residents will impact negatively on Abercorn Crescent, which currently has no parking issues, due to the displacement of vehicles in the CPZ. The pressure survey done 2018 is this valid post covid	55.95161	-3.14328
<b>Resident</b>	Displacement of cars from the CPZ will cause wider issues in surrounding streets - Abercorn Cresc will become a dumping ground for those without permits affecting the people who live there negatively. I dont feel commuter traffic is an issue at all	55.95161	-3.14328
<b>Resident</b>	The 'pressure survey' is out of date. Abbyhill having restrictions wont impact Willowbrae. Commuters is not a big issue here. This forces parking issues into other areas. Camper vans are a big issue but they will move to outwith CPZ zones creating more i	55.9537	-3.14883
<b>Resident</b>	We do not need this in our area, in fact I think the permits will make it worse. There is no need. I can get parked near my home no problem. I really don't want to pay for a yearly permit when there is no issue here.	55.95489	-3.15135

<b>Resident</b>	Why are preexisting disabled parking bays not included in the plan? My partner was allocated a space outside our home by the Council last year will this concession for disabled residents be lost? Cou	55.95261	-3.15084
<b>Resident</b>	I strongly oppose the proposed CPZ proposals. I also strongly oppose the relocation of the communal bins to outside my property which will increase noise and rubbish pollution outside the entrances to multiple properties.	55.9546	-3.15464
<b>Resident</b>	Having lived in other areas of Edinburgh with resident parking zones I can say they are not beneficial to residents. They simply reduce the places to park for residents and visitors alike. Arriving home mid to late evening often all spaces are taken	55.95467	-3.15539
<b>Resident</b>	I am concerned by the reduced number of spaces overall and the 'shared bays' in Queen's Park Avenue. Already, we have the issue of users of the park parking, but main issue is eve and w/end. Nearby residents who cannot find a space will also park in QPA.	55.95432	-3.15671
<b>Resident</b>	The admission that council (Andrew Mackay) have received 0 complaints re parking in W Brae North is significant. Cllr MacInnes states (on Council website) "This review responds to the concerns of residents across the city". This is not so for W Brae	55.95313	-3.14663
<b>Resident</b>	Introduction of fees for parking is an increased financial burden on households. There is sufficient parking at moment without the imposition of restrictions.	55.95275	-3.14774
<b>Resident</b>	I think this is a terrible idea just a money making scheme from Edinburgh. There is no issues with parking in this area it is public streets and people can park anywhere.	55.95418	-3.15472
<b>Resident</b>	Double yellow lines in Glenlee Avenue and Gdns will displace up to 40 cars. There is nowhere for them to go	55.95283	-3.14975
<b>Resident</b>	The shared parking will mean visitors will park at our location making it more difficult for us to park near our thome. Better to have no PCZ so visitors can park more flexibly	55.95266	-3.14795
<b>Resident</b>	Implementation of double yellow lines will displace numerous vehicles into neighbouring streets and knock on will affect adjoining streets not in the CPZ, e.g. Paisley Crescent, creating a problem for residents there.	55.95263	-3.14954
<b>Resident</b>	Relocation of 2 bin clusters not in front of flats to directly in front of 2 Nos.8-12 is ridiculous. CPZ offers no benefit to residents, if anything worse. Concentrate efforts on reducing commuter parking - improve public transport from commuter belt.	55.95455	-3.15473
<b>Resident</b>	The proposals will result in less parking spaces overall. The premise for the proposals is flawed - the residents complaints are not from this area. The vast majority of residents here are against parking controls and in favour of the status quo.	55.95235	-3.15005
<b>Resident</b>	in order to offer an appropriate number of parking spaces it is imperative that cars park both sides of this road - like they do currently. if the proposal is to remove these parking spaces this proposal cannot and must NOT go ahead.	55.95337	-3.14954
<b>Resident</b>	these parking spaces cannot and must not be removed. cars must continue to be allowed to park here both sides of the road in order to maintain current balance. This proposal to reduce resident parking is unworkable and should not proceed	55.95303	-3.14908
<b>Resident</b>	why is parking not permitted in this area? the proposal to reduce resident parking is not a viable solution. This proposal should not proceed and is against residents wishes	55.95354	-3.14853
<b>Resident</b>	why is parking not permitted in this area? the proposal to reduce resident parking is not a viable solution. This proposal should not proceed and is against residents wishes	55.95447	-3.15204
<b>Resident</b>	why is parking not permitted in this area - the road can take cars both side and does. the proposal to reduce resident parking is not a viable solution. This proposal should not proceed and is against residents wishes	55.95294	-3.14998
<b>Resident</b>	This proposal to reduce resident parking is not a viable solution. This proposal should not proceed and is against residents wishes	55.95264	-3.14955
<b>Resident</b>	I think more of Queen's Park Avenue should be permit only, between numbers 1-14. The proposal information provided is very limited and does not provide indicative permit pricing information for residents.	55.95439	-3.15725

<b>Resident</b>	Control of parking is unnecessary in Willowbrae Ave-SW. There is currently no difficulty parking for the residents. Double yellows proposed outside my house inappropriate/unnecessary for such a shallow bend; will create a parking issue where none exists	55.95237	-3.15038
<b>Resident</b>	The proposed introduction of CPZ to resolve apparent congestion actually reduces the extent of practical parking with the loss of over 60 spaces in Glenlee Avenue & Gardens (the key issue). This not only INCREASES congestion in the adjacent streets but f	55.95332	-3.14943
<b>Resident</b>	The proposed introduction of CPZ to resolve apparent congestion actually reduces the extent of practical parking with the loss of over 60 spaces in Glenlee Avenue & Gardens (the key issue). This not only INCREASES congestion in the adjacent streets but f	55.95288	-3.14882
<b>Resident</b>	The proposed introduction of CPZ to resolve apparent congestion actually reduces the extent of practical parking with the loss of over 60 spaces in Glenlee Avenue & Gardens (the key issue). This not only INCREASES congestion in the adjacent streets but f	55.95283	-3.14977
<b>Resident</b>	The proposed introduction of CPZ to resolve apparent congestion actually reduces the extent of practical parking with the loss of over 60 spaces in Glenlee Avenue & Gardens (the key issue). This not only INCREASES congestion in the adjacent streets but f	55.95257	-3.14942
<b>Resident</b>	There is an entrance to a garage/parking area next to 14 Willowbrae Ave that is not shown correctly on the map	55.95279	-3.14787
<b>Resident</b>	It seems daft to have a shared use bay directly in front of a row of houses when just across the road there is an area of parking that is not directly in front of any house	55.9527	-3.14787
<b>Resident</b>	Between 12 and 21 Willowbrae Ave there is currently space to park 4 cars between driveways, the plan is to cover these 4 places with single yellow lines, why? If the proposal to remove over 40 spaces from the Glenlees goes ahead, we will need these.	55.95284	-3.1474
<b>Resident</b>	Currently, the owners of these garages park their car in front of them, the plan is to put yellow lines here, further reducing the number of available spaces.	55.95308	-3.14774
<b>Resident</b>	Your proposal to remove over 40 parking spaces from such a small area is totally unacceptable, you need to come up with a better solution.	55.95282	-3.14977
<b>Resident</b>	Rather than resolve parking issues this proposal will create massive parking problems.	55.95267	-3.1479
<b>Resident</b>	If a survey has been taken of the area why would this area not be allocated as Shared Use Bays rather than outside residents houses ? There are several ares like this available.	55.95276	-3.14792
<b>Resident</b>	Kenmure and the Glenlee's could be made into one-way streets (alternating) which would ease through traffic and remove the need for double yellow lines.	55.95307	-3.14897
<b>Resident</b>	Scone Gardens and Lismore Ave could be one way streets to ease flow of traffic.	55.95449	-3.15149
<b>Resident</b>	This is yet another TAX on residents, no benefit whatsoever to the area. If you reduce parking spaces (for example in the Glenlee's) the traffic will become faster and more frequent creating a hazard for children and the elderly.	55.95314	-3.14911
<b>Resident</b>	Has the impact been assessed on the overspill of parking into surrounding areas ?	55.95219	-3.14935
<b>Resident</b>	The number of available parking spaces will be greatly reduced with the introduction of yellow lines specifically in Willowbrae Avenue, Glenlee Gardens and Glenlee Avenue. We will be paying for parking when a space will not be guaranteed.	55.95289	-3.14718
<b>Resident</b>	Currently the lockups provide two parking spaces for the owners. Yellow lines will mean they will need to use alternative parking which is already scarce	55.95304	-3.14767
<b>Resident</b>	residents parking will move the parking issues on to streets outside the designated zone	55.95292	-3.14966
<b>Resident</b>	This bay is rarely used. Could car club cars park in permit bays instead? This would free a number of unused spaces.	55.95501	-3.15371
<b>Resident</b>	Shared bays will be filled with park visitors which will sop residents parking. This will occur throughout the area unless the restrictions are very long.	55.95431	-3.15682



<b>Resident</b>	This change to current arrangements is completely unnecessary. This proposal introduces problems where none exists at present.	55.95275	-3.14983
<b>Resident</b>	I object to the re-positioning of the waste bins outside numbers 6, 8 and 10 Meadowbank Crescent	55.95461	-3.15481
<b>Resident</b>	Why are we losing 50% of our on street parking spaces whilst scone gardens are keeping all there spaces	55.95313	-3.14907
<b>Resident</b>	Parking is already really bad in this area and getting worse. Some type of controlled parking would be welcomed to help residents and create a more sustainable local environment.	55.95316	-3.14664
<b>Resident</b>	paying for a resident parking permit which is creating less parking places in street and . adjacent streets than have at present which is the opposite of what the plan is expected to do	55.95344	-3.14948
<b>Resident</b>	Relocation of the bins in our street to just outside our building is a great concern. Apart from being immensely unsightly and creating a higher footfall just outside our door, the site is just at the top of Meadowbank Avenue which acts as a wind channel	55.95457	-3.15478
<b>Resident</b>	The proposal to move bins from a section of Meadowbank Crescent which is currently not in front of anyones home to outside 8,10,12 Meadowbank Crescent directly at the top of Meadowbank Avenue is ridiculous.	55.9546	-3.15482
<b>Resident</b>	The proposal to move bins from their current location to outside residential homes with small children and elderly is a health hazard. The bins will also now be located at the top of a wind tunnel and will cause more rubbish to fly all over the street.	55.95459	-3.15482
<b>Resident</b>	Double yellow lines opposite front of house ,reducing parking availability by 50% ,this does not help residents ,pushes us to park further out to Abercorn tennis courts.It also creates a dangerous rat run here and in Gardens.	55.95275	-3.14829
<b>Resident</b>	How are Scone Gardens afforded permit bays with their pavements being a third narrower than ours ? Narrow our pavements.	55.95443	-3.15156
<b>Resident</b>	With the reduction in parking ,the CPZ is meant to help residents,it does not ,we will be forced to park maybe 2 streets away from our home ,affecting our safety when returning at night	55.9521	-3.14939
<b>Resident</b>	If CPZ is enforced on us ,we may have to lose our valued garden full of green shrubs and trees to create off street park at 35 Glenlee Avenue ,our valued oasis to help our mental health in the midst of a pandemic.How is that environmentally friendly ?	55.9529	-3.14822
<b>Resident</b>	Double yellow lines will force my vulnerable wife to park a long distance from our house, with a 3 year old during the dark and with all the potential safety issues which may arise. In addition, her morbidly obese mother simply cannot walk that distance.	55.95318	-3.14909
<b>Resident</b>	I do not approve of the proposed changes to parking. There is no real issue with parking currently. The introduction of yellow lines in the proposed places will cause parking congestion.	55.95308	-3.15028
<b>Resident</b>	I do not approve of the proposed changes to parking. There is no real issue with parking currently. The introduction of yellow lines in the proposed places will cause parking congestion.	55.95257	-3.14942
<b>Resident</b>	I do not approve of the proposed changes to parking. There is no real issue with parking currently. The introduction of yellow lines in the proposed places will cause parking congestion.	55.95334	-3.14948
<b>Resident</b>	I do not approve of the proposed changes to parking. There is no real issue with parking currently. The introduction of yellow lines in the proposed places will cause parking congestion.	55.95284	-3.14871
<b>Resident</b>	I oppose the proposed changes to parking in this area. This will cause MORE issues for residents. I also oppose the repositioning of communal bins to outside 8-12 from opposite 14-16 MC	55.95462	-3.1544
<b>Resident</b>	This shared bay should not be on this side of the road - it will be better placed on other side, where gable-ends of terraced housing are.	55.95279	-3.1476
<b>Resident</b>	You have neglected to inform residents that there is currently planning for a CPZ in Abbeyhill which will directly affect Willowbrae North.	55.95438	-3.15722
<b>Resident</b>	It is true that Abbeyhill residents have been calling for parking controls for some time, and a scheme is to be introduced there later this year. It is also true is that the problem of commuter parking will almost certainly be displaced to Willowbrae whe	55.95433	-3.15677

<b>Resident</b>	The problem is a lack of parking spaces - a plan which severely reduces parking spaces is therefore a retrograde step.	55.953	-3.14681
<b>Resident</b>	Whilst I understand the benefits of restricted parking in principle - the proposed double yellow lines will mean there is less parking available- not more. I disagree with double yellow lines in Glenlee Avenue - and therefore I oppose the proposed plan	55.95337	-3.1497
<b>Resident</b>	Despite the absurd decision to reduce available parking in the street there is not even the option for residents to load/unload in what is a quiet street.	55.95284	-3.14975
<b>Resident</b>	There is no good reason for shared parking here, this should be residential parking only.	55.9527	-3.14784
<b>Resident</b>	This should be residential parking only	55.9539	-3.15151
<b>Resident</b>	DYLs will remove far too many parking spaces in an area which has a high number of residential vehicles. You would know this if your survey was done past 5pm	55.953	-3.14893
<b>Resident</b>	Too much shared parking. This scheme should not be encouraging visitors to Holyrood Park to park in residential streets. There are parking facilities at the park and visitors should be encouraged to use public transport	55.95425	-3.1561
<b>Resident</b>	I am strongly AGAINST double yellow lines being painted in Glenlee Gardens. Parking will be reduced by 50% in the street causing greater parking problems in the area.	55.95285	-3.14975
<b>Resident</b>	Unhappy about the repositioning of the wastebins on Meadowbank Crescs.Undermining the streetscene,ugly, will attract more litter as wind comes up Meadowbank Avenue, more rats and remarkable uncaring of the residents who have to look, hear, smell them	55.95459	-3.15483
<b>Resident</b>	Upset about the waste bins being positioned outside homes this will undermine the aesthetic of Meadowbank Crescent, the value of the flats and area. more rubbish in the gardens/kerbs, due to wind coming up Meadowbank Avenue	55.95455	-3.15483
<b>Resident</b>	No need - plenty space in streets and will cause problems for surrounding areas and make it more unsafe for residents and children	55.95486	-3.14903
<b>Resident</b>	Survey carried out 2018 does not relate to the current climate which will be here for a few years yet- wher more people will be working from home-hence the cars will be parked at owners own door. Not people travelling into town leaving cars parked.	55.95199	-3.14762
<b>Resident</b>	Unnecessary, very costly,poorly considered, bad timing with Pandemic. Spend money on improving road surfaces first. I suggest councillors try cycling in this area, before asking residents for more money!	55.95432	-3.15097
<b>Resident</b>	I think the controlled parking is a great idea. There are far too many cars in my area and Edinburgh. Better integrated public transport is required.	55.95464	-3.14958
<b>Resident</b>	As a resident of (redacted postcode) I object to these proposals. I do not believe there is currently need for parking restrictions in the area as parking is not an issue for residents. There is very little through traffic and parking from non residents.	55.95334	-3.15224
<b>Resident</b>	This will make parking harder for residents and care providers, and more challenging to do any business in the area.	55.95334	-3.15224
<b>Resident</b>	This is not a solution to a problem - it's a tax, and an imposition on residents. Any visitors, carers, trades coming to bring services will be penalised. Local businesses too. It's an outrageous imposition and cannot be justified as there's no problem.	55.95387	-3.14913
<b>Resident</b>	This is going to exacerbate rather than relieve parking problems - problems that will result from previous council decisions allowing the construction of more housing and student accommodation without adequate parking provision.	55.95462	-3.13467
<b>Resident</b>	Please do not relocate the bins!!The new placement is an unsheltered spot outside 24 residents homes (including1with special needs).This will reduce property value, be a health risk (rodents), eyesore and create bigger rubbish problem for entire street!	55.95454	-3.15493

<b>Resident</b>	Please do not relocate the bins!!The new placement is an unsheltered spot outside 24 residents homes (including1with special needs).This will reduce property value, be a health risk (rodents), eyesore and create bigger rubbish problem for entire street!	55.95455	-3.15473
<b>Resident</b>	Please do not relocate the bins!!The new placement is an unsheltered spot outside 24 residents homes (including1with special needs).This will reduce property value, be a health risk (rodents), eyesore and create bigger rubbish problem for entire street!	55.95455	-3.15473
<b>Resident</b>	Please do not relocate the bins!!The new placement is an unsheltered spot outside 24 residents homes (including1with special needs).This will reduce property value, be a health risk (rodents), eyesore and create bigger rubbish problem for entire street!	55.95455	-3.15473
<b>Resident</b>	Please do not relocate the bins!!The new placement is an unsheltered spot outside 24 residents homes (including1with special needs).This will reduce property value, be a health risk (rodents), eyesore and create bigger rubbish problem for entire street!	55.95454	-3.15493
<b>Resident</b>	Please do not relocate the bins!!The new placement is an unsheltered spot outside 24 residents homes (including1with special needs).This will reduce property value, be a health risk (rodents), eyesore and create bigger rubbish problem for entire street!	55.95455	-3.15473
<b>Resident</b>	I do not agree with this proposal as it will result in a net loss of parking spaces and unnecessary costs for residents.	55.95466	-3.15555
<b>Resident</b>	Our street will lose 50% of its parking spaces by only having parking on one side of the street. This will make the road wider and more open to speeding / short cut use than currently. I'd like to see a chicane/ other safety measures to help prevent this	55.95276	-3.14965
<b>Resident</b>	Residents on our street (Glenlee Gardens) are all in favour of having smaller than standard parking bays (eg 1.8m width) so that there can continue to be parking on both sides of the street. Making street one-way would also make it safer.	55.95282	-3.14995
<b>Resident</b>	I'm concerned that CPZ will increase volume of parking and traffic on Paisly Cresc (first street outside zone to south), especially during morning rush hour. This is the main walking route to school for all kids in the area.	55.95214	-3.14934
<b>Resident</b>	This area could do with a crossing or yellow boxed area to help pedestrians cross into Holyrood Park. It's currently often difficult to cross here, especially with a pram.	55.95291	-3.15198
<b>Resident</b>	There should be no shared use spaces on Meadowbank avenue - bottom spaces are currently used by employees of local businesses, not 'shoppers' - Spaces on Wolseley crescent ample and much more convenient for shops. MA is one way st, and easily congested!	55.95511	-3.15503
<b>Resident</b>	Unsuitable cluster of bins - convenient for lorry, not for users! Will also limit recycling bins (wheels on steep road?!)...these are MOST in demand, need more GREEN bins! Remove 1 side bins M. Ave, place between 37-39 Meadowbank Cresc (as present)	55.95498	-3.15496
<b>Resident</b>	....better than current (v poor bin placement - tickets for overhanging lines but should be more space!). Ensure spaces for at least 6 'normal' cars in this residents bay, and shorten double yellow lines to min possible (less than Asda van!!)	55.95477	-3.15484
<b>Resident</b>	I want to object to the repositioning of the waste bins outside the front doors, for health and safety and aesthetic reasons. Please leave bins where they are.	55.9546	-3.15481
<b>Resident</b>	Unnecessary shared use space	55.9545	-3.15573
<b>Resident</b>	This is ample shared use for the entire road in my opinion	55.95419	-3.15559
<b>Resident</b>	This is a perfect place for the Asda van :) Also need sight of cyclists here Excellent....BUT consider limiting lines on Meadowbank Ave and corner opposite so that you can only have one at a time, or this will persist!	55.95466	-3.15504
<b>Resident</b>	I do like res bays on Considine terrace, but again too much yellow lines!....yes give more space for pedestrians/drop curbs but big yellows will just get vans, and unnecessary fine revenues!	55.95408	-3.15495
<b>Resident</b>	Agree to limit a little here - very tight. BUT why not place bins here?! - more recycling as well please, Not JUST more fines!	55.95427	-3.15582

<b>Resident</b>	Far too many shared use spaces! half or even third ample - people visting hollyrood caneasily park in the park, not here too please!.....this will become very congested and no turning up QPA, congestes whole area	55.95432	-3.1567
<b>Resident</b>	This implies there is a pavement here - there is not, and presume there is not plan to make one....there's plenty of pavement on opposite side of road. Grey bit, all the way up wall should be tarmacked specifically to park cars, 80% residents 'overflow'	55.95424	-3.15595
<b>Resident</b>	Good	55.95463	-3.15528
<b>Resident</b>	This will not benefit the residents as most of the parking is due to high resident numbers in the tenements. In areas withiut Tenements the parking problem is much reduced or no exisdent.	55.95466	-3.15555
<b>Resident</b>	Double yellow lines on my street taking about 50 percent of parking does not meet you objective of allowing residents to park near their homes!	55.95298	-3.15002
<b>Resident</b>	More residential parking is certainly needed. Despite having residential zone parking, people park badly and there isn't physical capacity to park within zone 6 past abiu7pm. More residential parking is needed!	55.95881	-3.19372
<b>Resident</b>	More nonsensical regulations wasting public money just to get more for themselves with all the alledged corruption	55.94962	-3.14083
<b>Resident</b>	My main concern is that even if we pay for a resident parking permit, there still won't be room to park on our own street, Meadowbank Terrace.	55.95485	-3.15714
<b>Visitor</b>	Unacceptable that I will need to visit my mother by car and require to pay for a visitors permit with a limited time of 90 minutes. People will risk loading and blocking willowbrae road lanes due to this or park in surrounding streets not requiring permi	55.95375	-3.14981
<b>Visitor</b>	My daughters house has a proposal of double yellow lines directly outside her house which is a residential Street, my husband and I are elderly and unable to walk a distance due to health problems, therefore parking is essential outside her house.	55.95258	-3.14946
<b>Visitor</b>	I am the main childcare for my daughters children and come and park when watching her kids at the moment there is no issues ever parking near to her home, if we park further away for a price i feel due to health and finances I could no longer help her, t	55.95161	-3.14328
<b>Visitor</b>	Permits will not change the parking in the area. I do not want my daughter to have to pay for a permit when she will see no improvements. She gets parked as well as can expect. The improvement that would better this is a driveway! Not permits.	55.95495	-3.15134
<b>Visitor</b>	The bins should be positioned between 37 and 39 on the other side of the road, where they will be both shielded from the wind tunnel at M'bank Ave and not adjacent to any tenements or houses.	55.95462	-3.15479
<b>Visitor</b>	I am objecting to the repositioning of the bins on Meadowbank Crescent. They ought not to be in front of anyone's doorway!	55.95459	-3.15482
<b>Visitor</b>	I object to the entire proposal as it will create even more traffic in an area that is already difficult to navigate by bicycle or by car. It will disadvantage my neighbouring community by giving them less spaces to park in an already congested area.	55.95417	-3.1517
<b>Visitor</b>	I live just outside of this area and walk with my kids around there regularly & support the plans as a whole. Parking is v. bad here and pavements often blocked. More car club bays please!	55.97905	-3.72178



## Appendix C – Emails

<u>Area</u>	<u>Bonnington</u>	<u>Corstorphine</u>	<u>Easter Road</u>	<u>Murrayfield (B9)</u>	<u>Roseburn</u>	<u>Saughtonhall</u>	<u>West Leith</u>	<u>Willowbrae North</u>	<u>Total</u>
<b>Total comments</b>	<b>58</b>	<b>120</b>	<b>6</b>	<b>64</b>	<b>8</b>	<b>67</b>	<b>58</b>	<b>98</b>	<b>479</b>
Consultation remarks - survey, evidence, data etc	33	53		27	6	43	34	49	245
No space to park	2	5		3	1		3	5	19
Parking not an issue/Enough spaces available	33	48	4	31		43	27	37	223
Negative impact on areas i.e. displacement onto other roads, reduction in businesses etc	24	61	3	26	2	33	38	66	253
Monetary concern - Expensive, moneymaking, etc	16	31	5	27		23	20	38	160
Supportive comments	5	3		5	2	3	2	3	23
Capacity for new housing developments concern	7	2	1	1			1	7	19
Football/Rugby games (weekend)			2	1		5	2		10
Other/unclassified	6			1		1	3	8	19
General objection	3	3		1		1	2	5	15
Multiple cars per household/ unused garages	2				1	1			4
Concerns with emergency vehicles access		1		3		2	1	1	8

Other priorities for funding – road maintenance, traffic calming measures and cycling	13	7	2	14		4	8	11	59
Disabled/ carer parking concerns		18		5	1	6	7	11	48
Enforcement - better of existing and concerns with proposed		1	1				1		3
Encourages creation of private driveways	2	4		4		6	2	1	19
Would affect property value/prices				2		1		4	7
Issues with abandoned vehicles	1			3	2		2		8
Highway/ Infrastructure comments	1	2		3		2	3	2	13
Park and Ride/public transport improvements needed	3	4		2	2	2	4	3	20
Alternative suggestions	13	14		9	3	8	11	8	66
Safety concerns	7	5		1		2	7	16	38
Trades/ HGV/ SUV access issues	3	3	1	12	1	8	5	10	43
Commuter/ business/ school parking issues	1	2		5	4	2		1	15
Encourages active travel	1	1		2			2	5	11
Visitor parking concerns	6	25	2	23	1	19	12	16	104

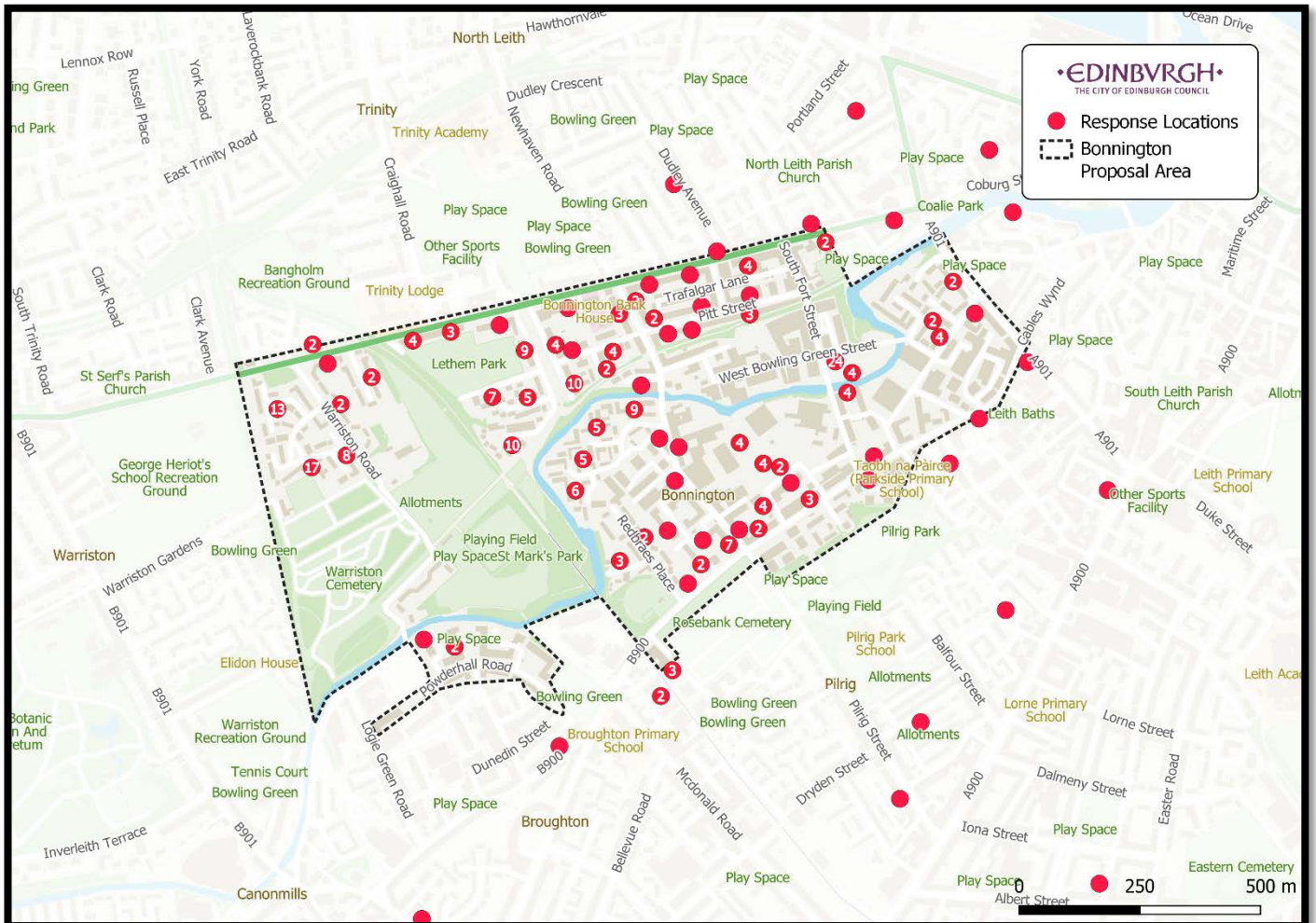
Some email responses were for multiple areas and have been logged for each area they refer to. Some responses also fell into multiple categories.



## Appendix D – Online Survey Responder Location Maps and Analysis

**1. BONNINGTON**

There were 288 responses for the Bonnington area, the majority of which came from within the proposal area.

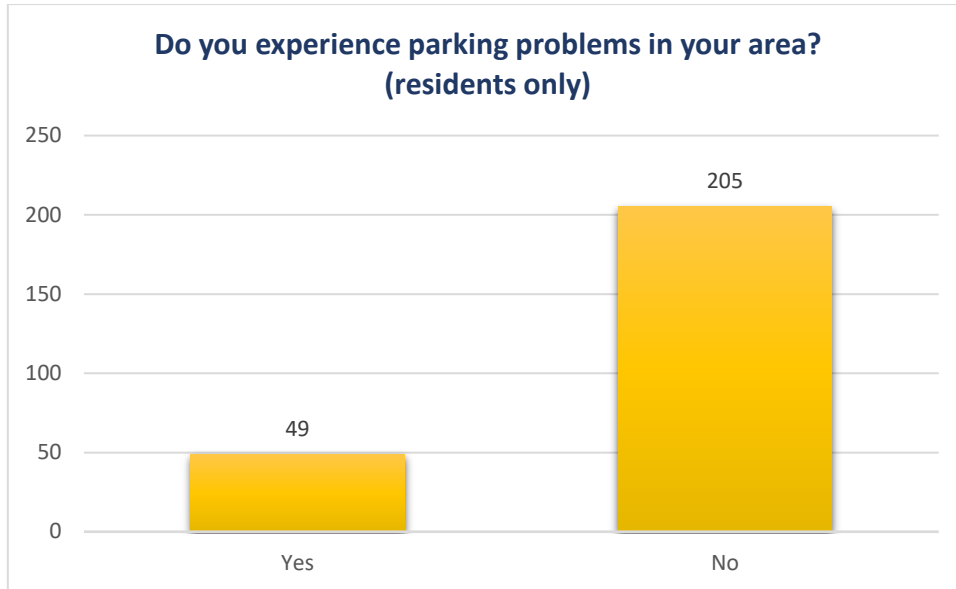


**Are you responding as a...?**

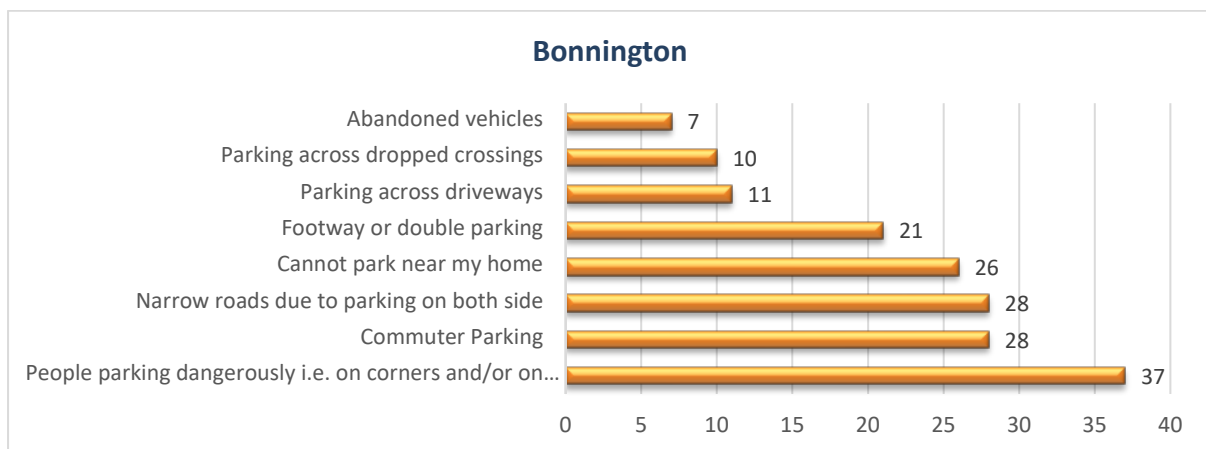


- Of the responses received, 89% were from people who stated they were a resident of the area.

- 9% of the responses came from those who stated that they were visitors to the area.
- The remaining 2% comprised of local workers, business owners, groups or organisations and commuters.



- 285 responders of the 288 respondents answered the question regarding if they face issues parking in this area.
- Of the 256 people who indicated that they were a resident, 81% replied No, while 19% replied Yes.
- Two people did not answer this question.
- The graph below shows the type of issues faced in within the area to the people who answered 'yes'. Multiple options were able to be selected.

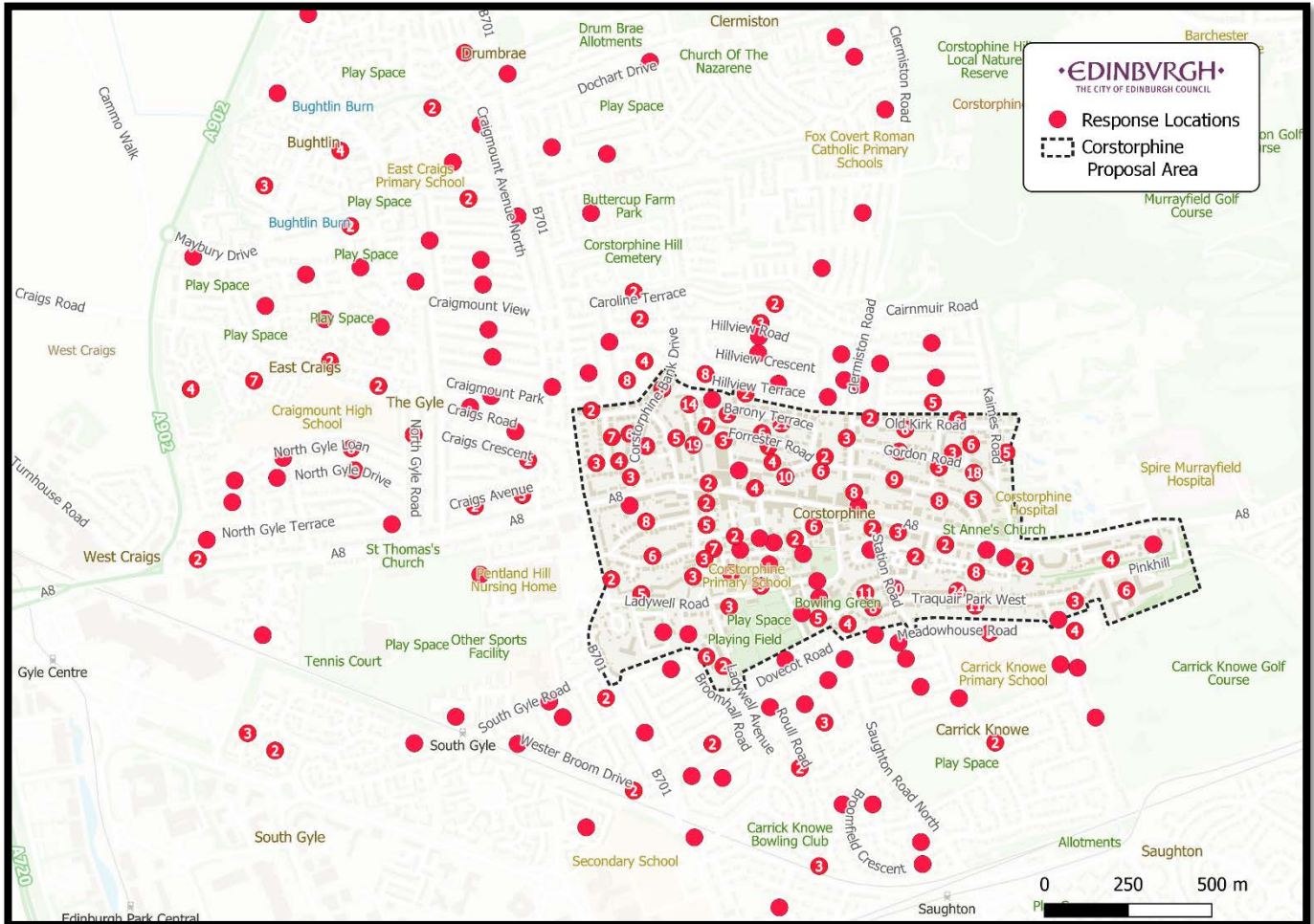


- 242 responses for parking issues came from residents within the consultation area

- Detail of when these issues are experienced can be viewed, by area, in Appendix E.

## 2. CORSTORPHINE

There were 712 responses for the Corstorphine area. Responses came from a wide area both within and outside the proposal area

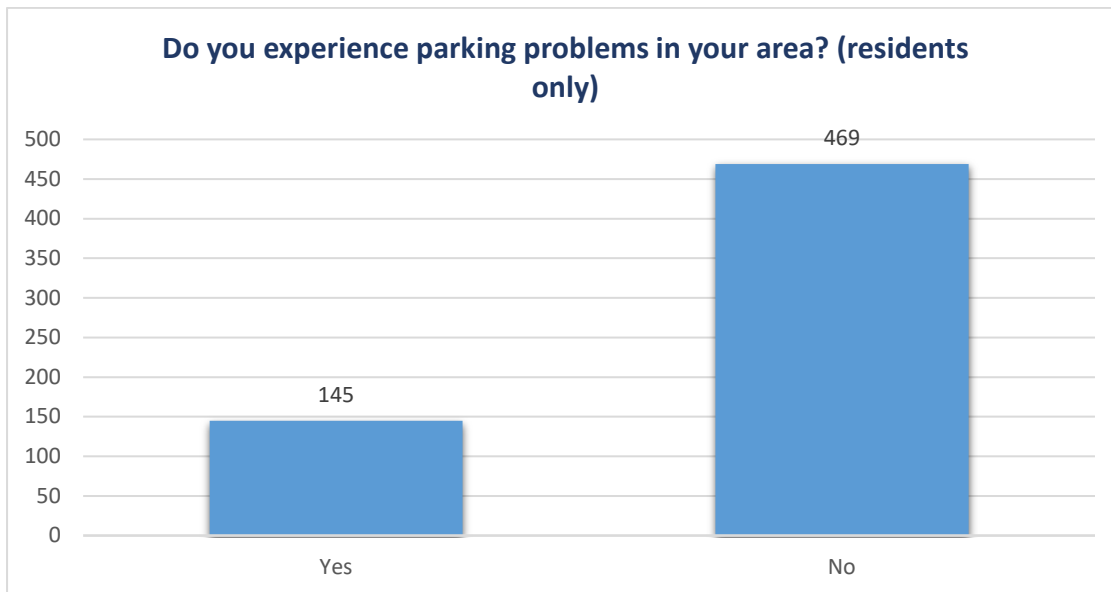


### Are you responding as a...?

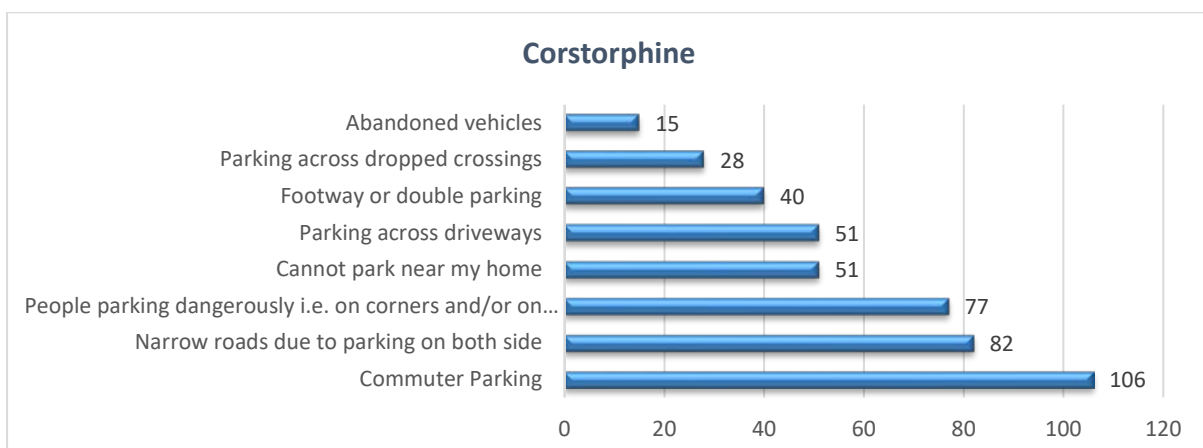


- 619 (87%) of the 712 respondents identified themselves as residents of the area.

- Only 6% were visitors and 3% local workers in the area.
- 2% responses came from groups or organisations within the area.
- The remaining 2% were business owners and commuters.



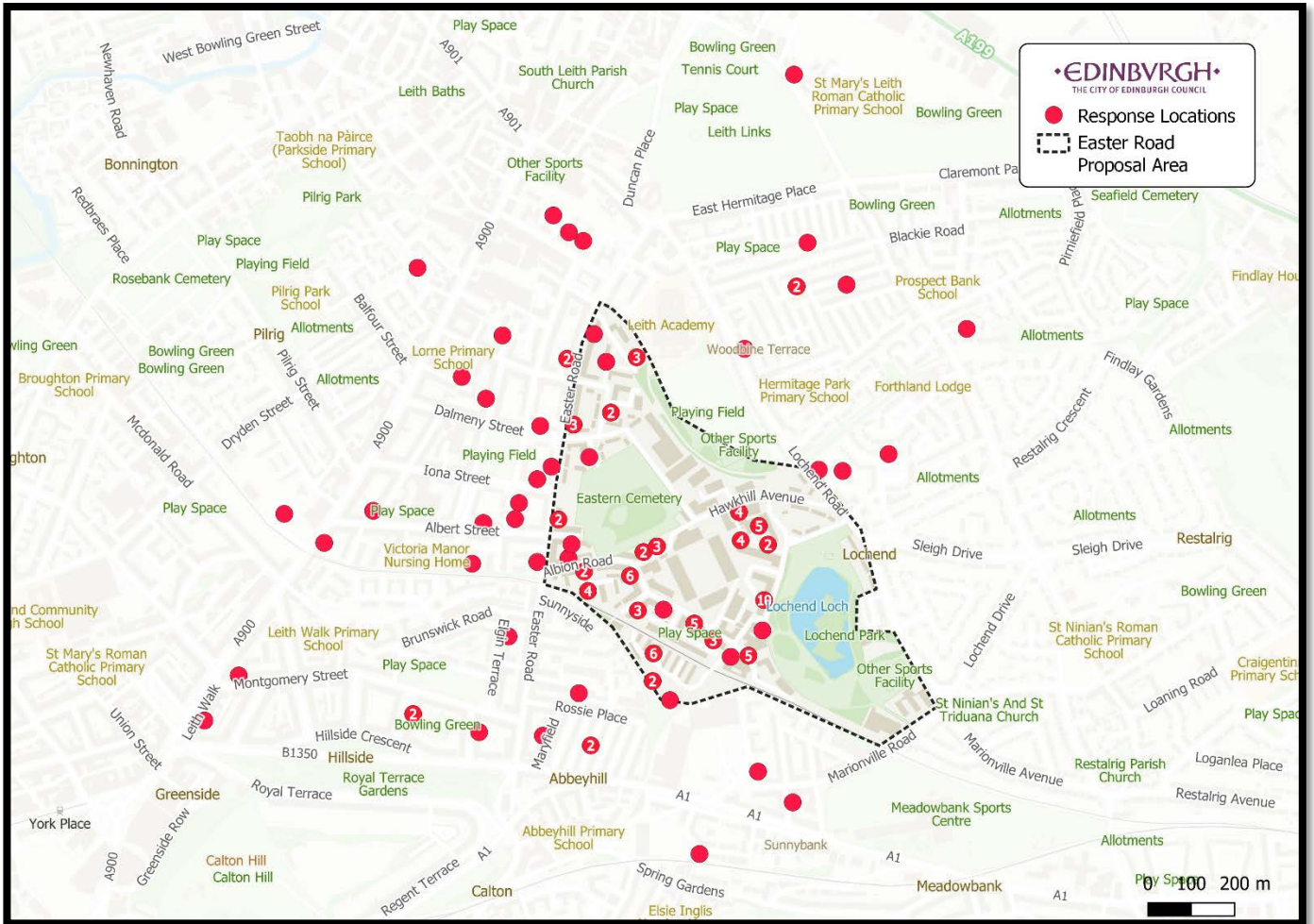
- 700 of the 712 responders answered the question of if they experience parking issues in their area.
- Of the 614 who indicated that they were residents, 76% responded that they did not experience any parking issues, whilst 24% said that they did experience issues.
- The 12 people who did not respond account for the final 2% of the total number of respondents.
- The graph below shows the type of issues faced in within the area to the people who answered 'yes'. Multiple options were able to be selected.



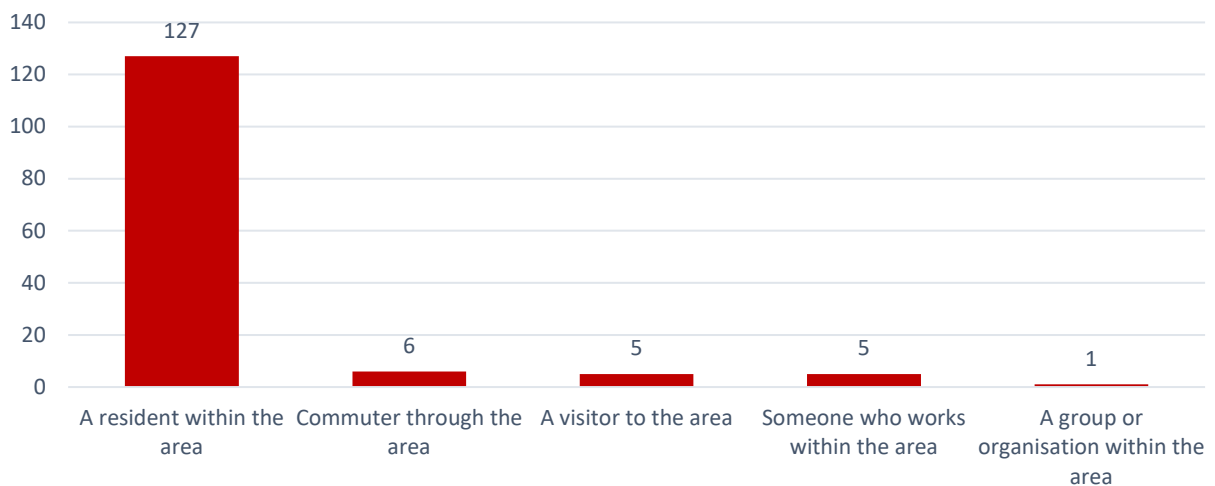
- 424 responses were received from residents who reside within the consultation area.

### 3. EASTER ROAD

There were 144 responses for the Easter Road area, with the majority of which coming from within the proposal area.

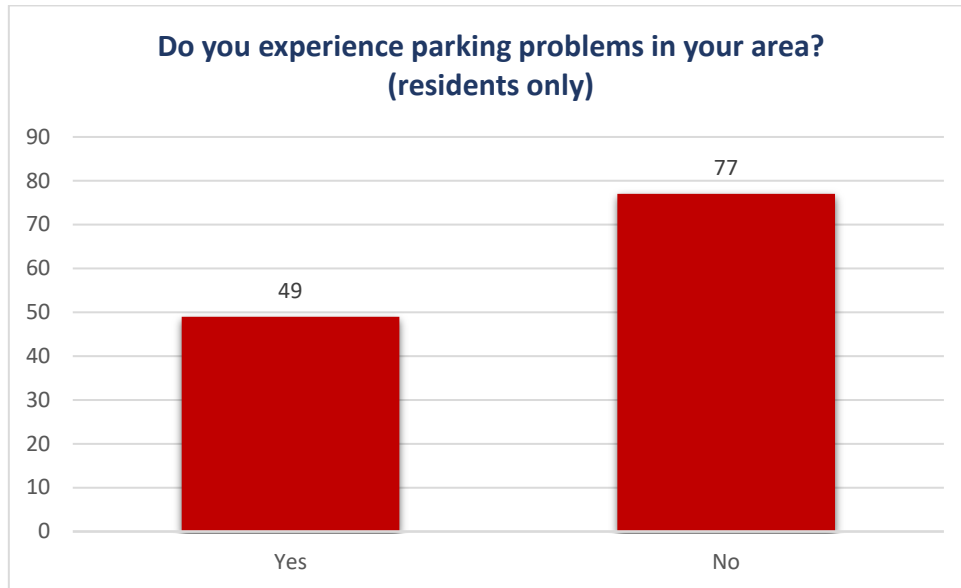


#### Are you responding as a...?

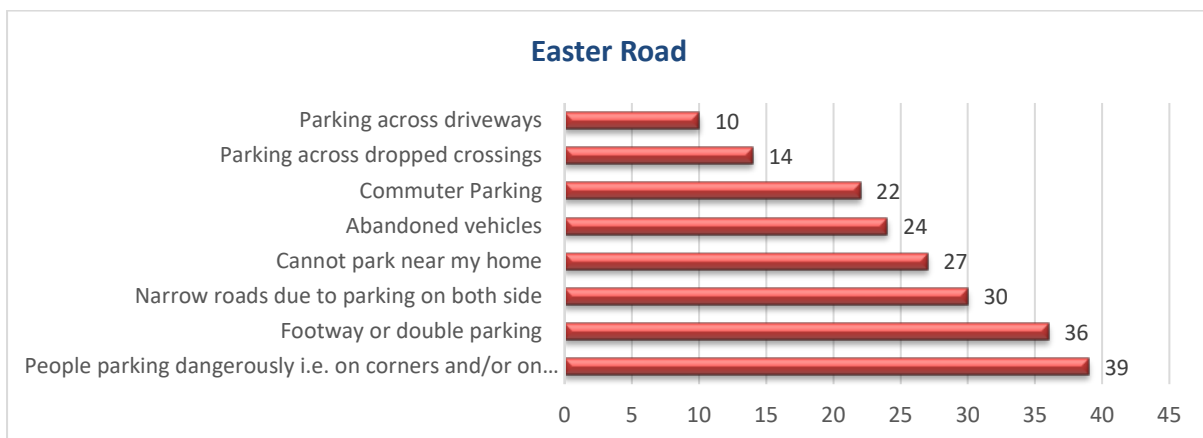




- Of the 144 responses, 88% of these came from people who identified as residents of the area.
- The remaining 12% of responses came from commuters, visitors, local workers and one group/organisation within the area.



- All 144 responders answered the question regarding parking issues within the Easter Road area.
- Of the 126 who indicated that they were residents, 61% of people expressed that they did not experience any issues, whilst 39% answered Yes, they did have problems with parking.
- The graph below shows the type of issues faced in within the area to the people who answered 'yes'. Multiple options were able to be selected.

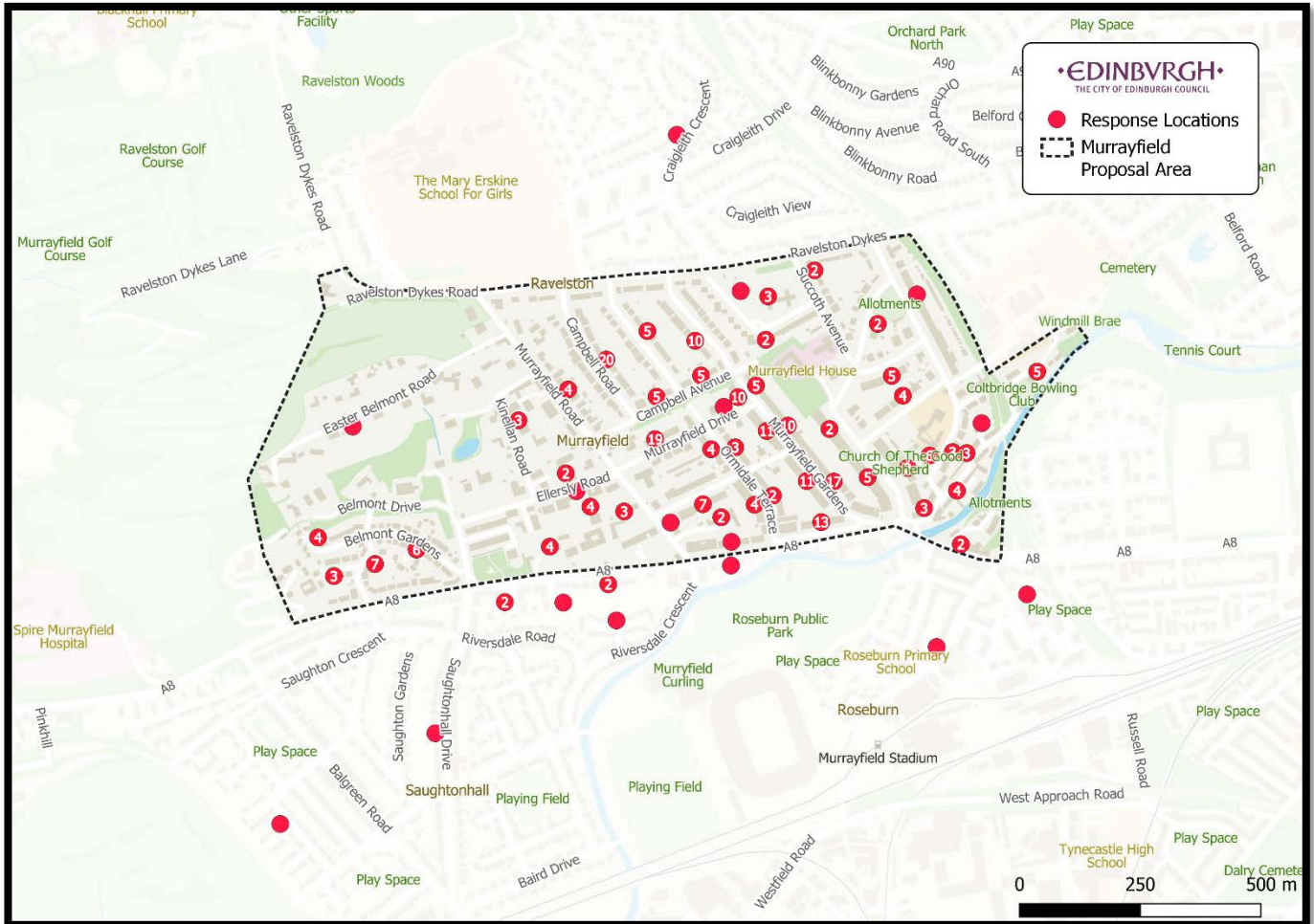


- 82 responses came from residents within the consultation area.

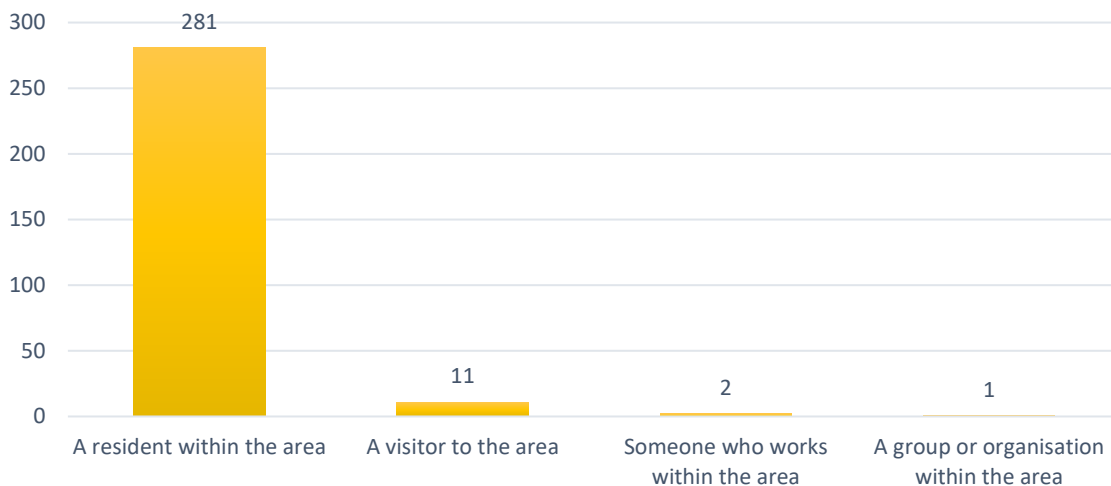


#### 4. MURRAYFIELD (B9)

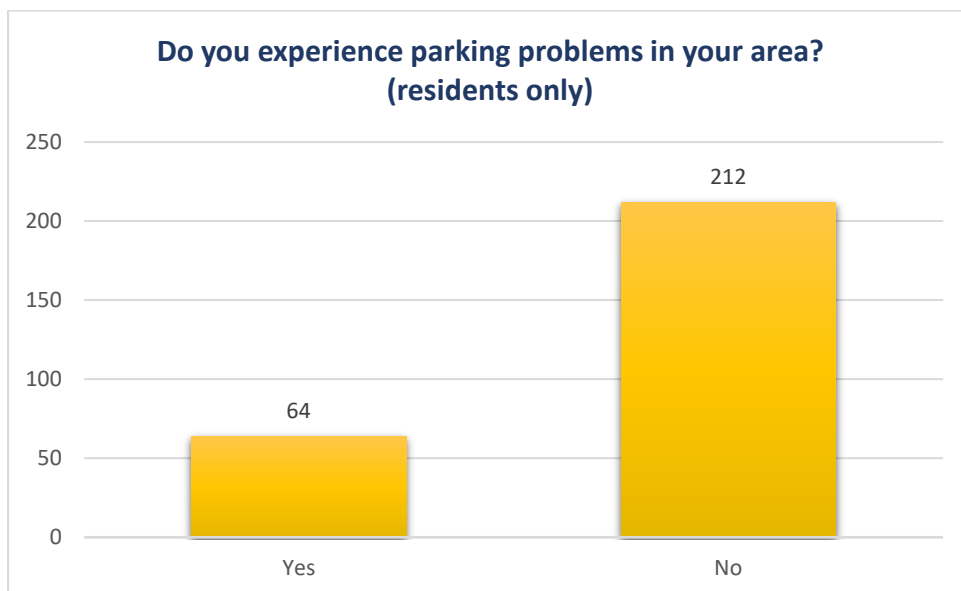
There were 296 responses for the Murrayfield (B9) area, with the majority coming from within the proposal area.



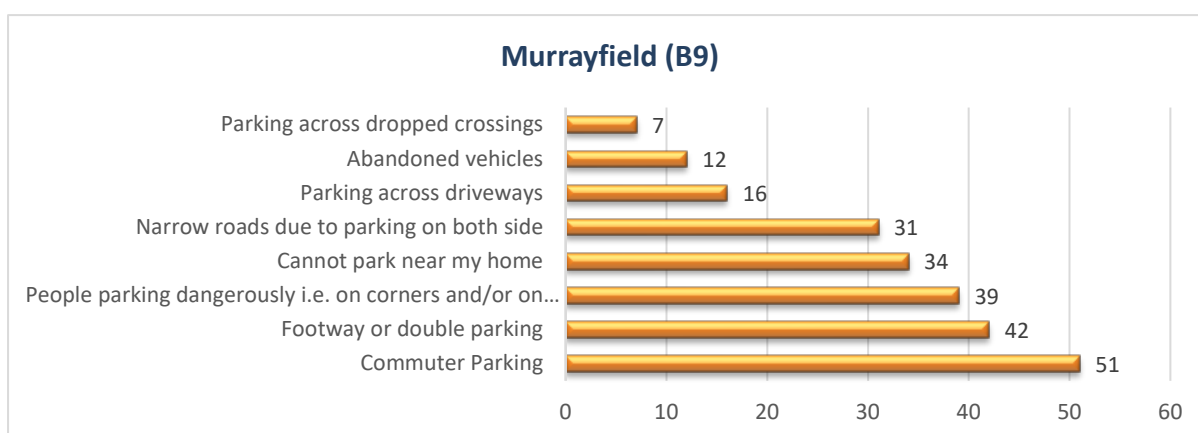
Are you responding as a...?



- 95% of the responses came from people who said that they were residents within the area.
- 4% of responses can from visitors to the area.
- The remaining responses were from local workers and a group/organisation.



- Only 6 (2%) people chose not to answer the question about parking issues in the area.
- Of the 276 who indicated that they were residents, 23% answered Yes, they did experience parking issues and 77% of responders answered No, they did not.
- The graph below shows the type of issues faced in within the area to the people who answered 'yes'. Multiple options were able to be selected.

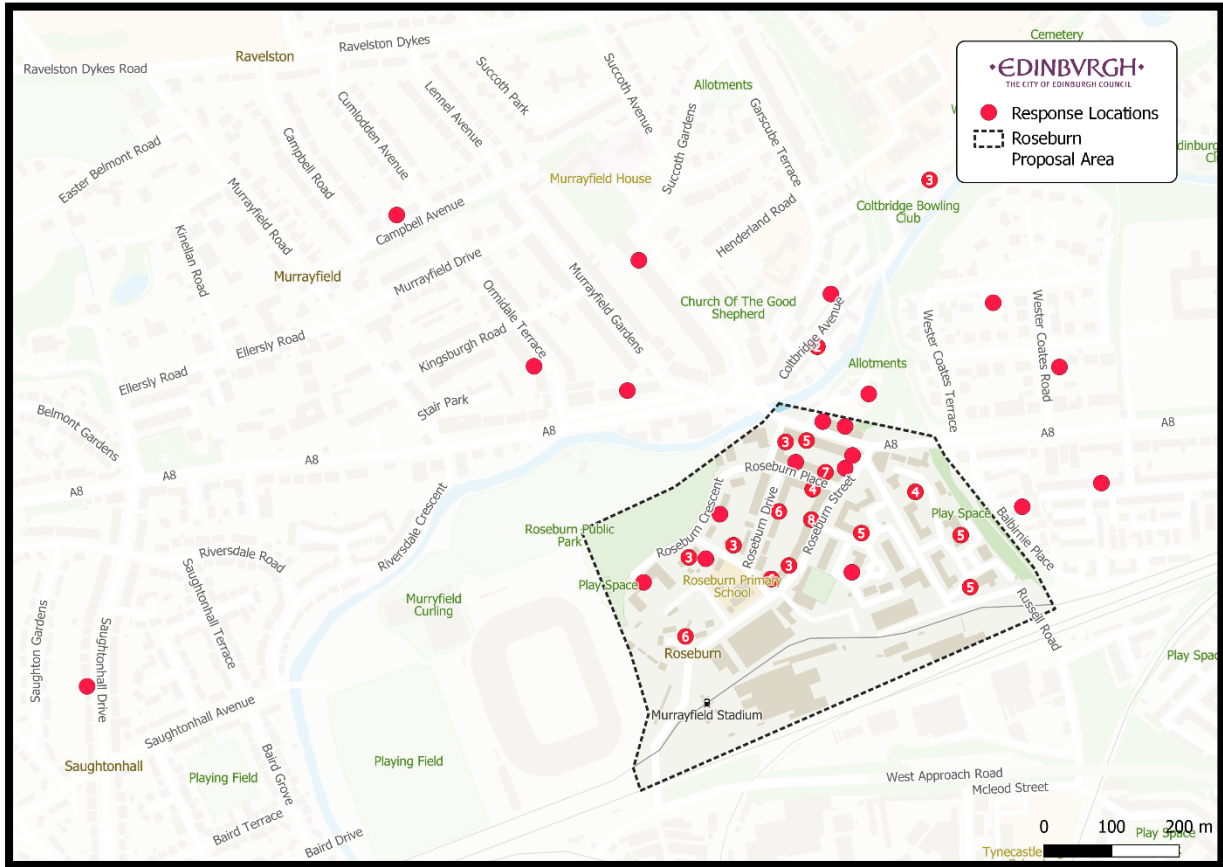


- 272 responses were received for this question from residents within the consultation area.

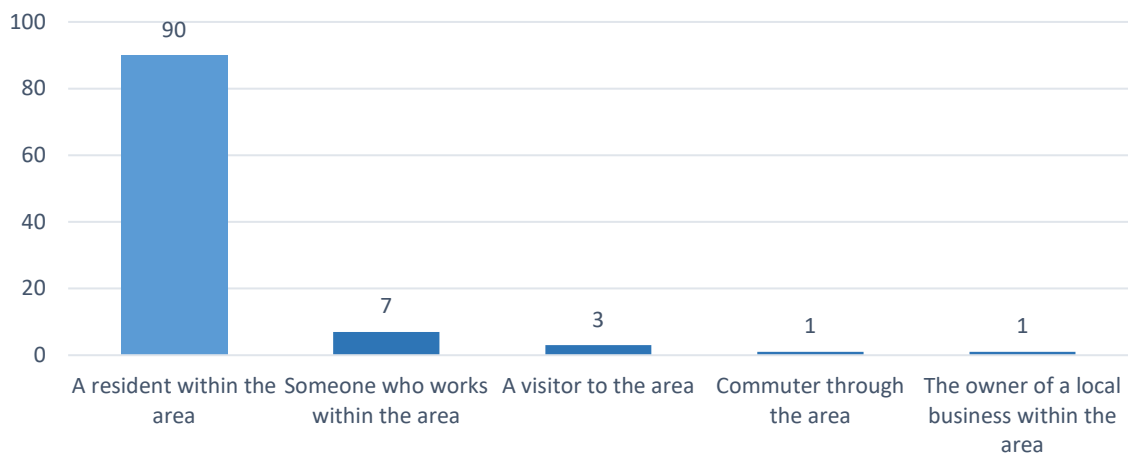


## 5. ROSEBURN

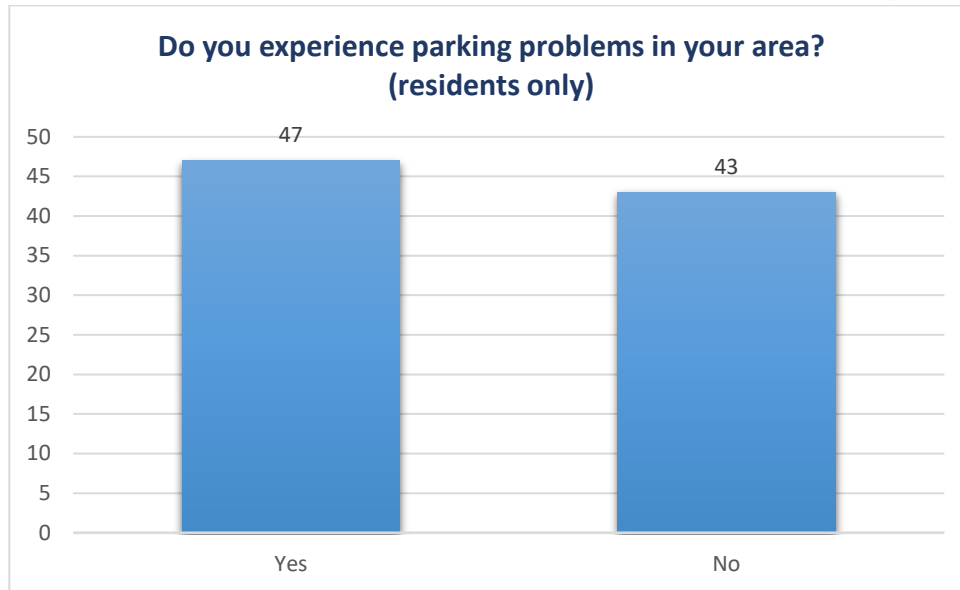
104 responses were received for Roseburn with most of these coming from people within the area.



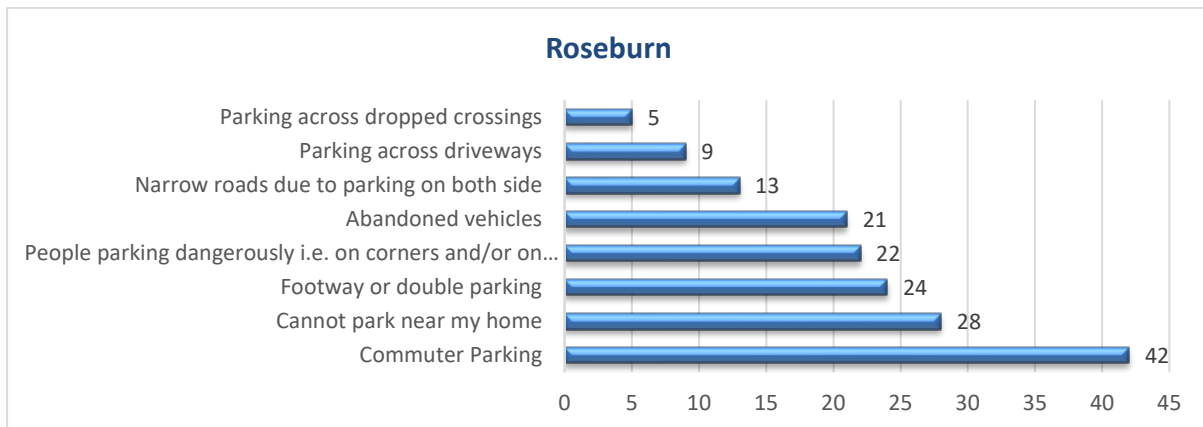
### Are you responding as a...?



- 87% of responders stated that they were a resident of the area.
- 7% were from people who work in the area.
- The remaining 5% were visitors, a commuter and a business owner.



- Of the 90 who indicated that they were residents, 52% of people in the area answered Yes to experiencing parking issues in the Roseburn area
- 46% of responders answered No.
- Three people (3%) left this question blank.
- The graph below shows the type of issues faced in within the area to the people who answered 'yes'. Multiple options were able to be selected.



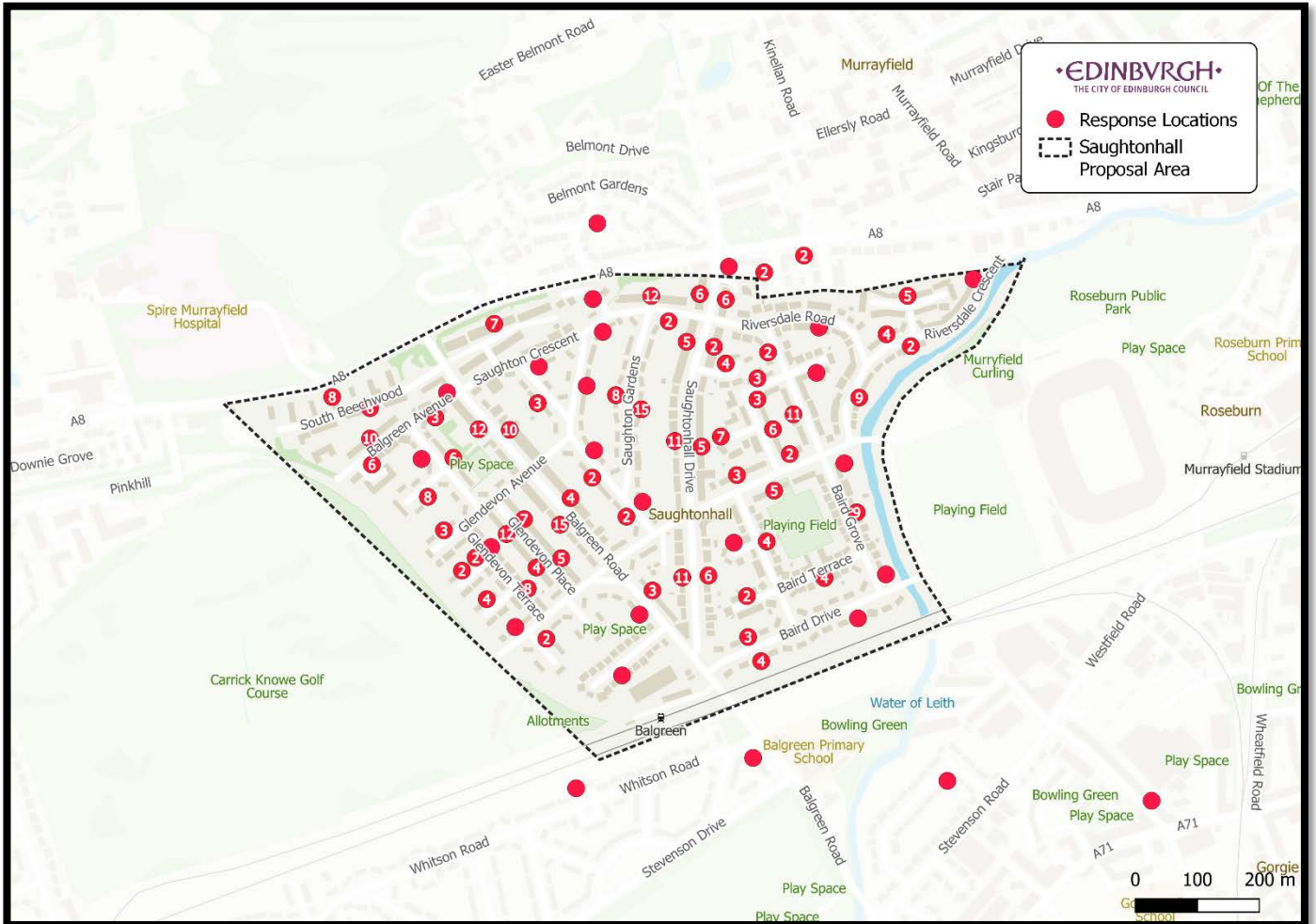
- There were 81 responses came from residents from within the consultation area.





**6. SAUGHTONHALL**

Saughtonhall received 401 responses with the majority of these coming from within the proposal area.



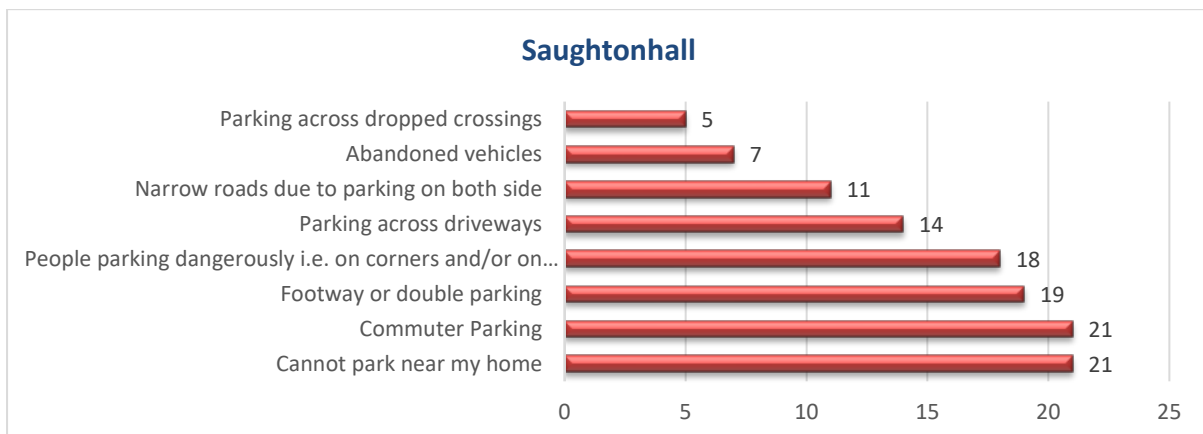
**Are you responding as a...?**



- Of the 401 responses, 90% of these came from people who stated that they were a resident of the area.
- 6% of responses were from visitors to the area.
- The remaining 4% is made up of responses from local workers, groups and organisations, business owners and a commuter.



- Of the 357 who indicated that they were residents, 90% of responders answered No, they do not experience issues with parking in the area.
- Only 10% stated that Yes, they have issues parking.
- The graph below shows the type of issues faced in within the area to the people who answered 'yes'. Multiple options were able to be selected.

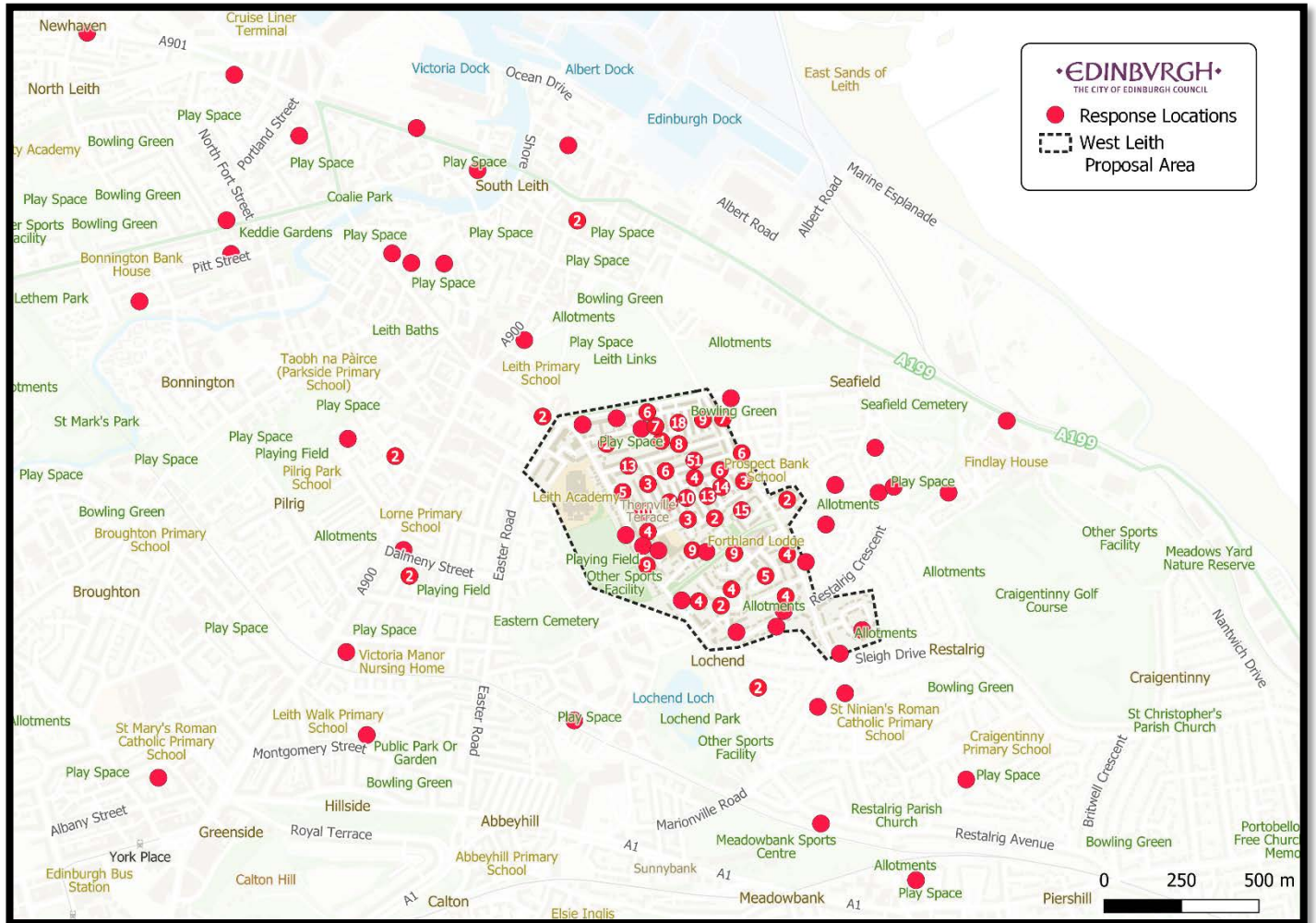


- 346 responses came from residents from within the consultation area.

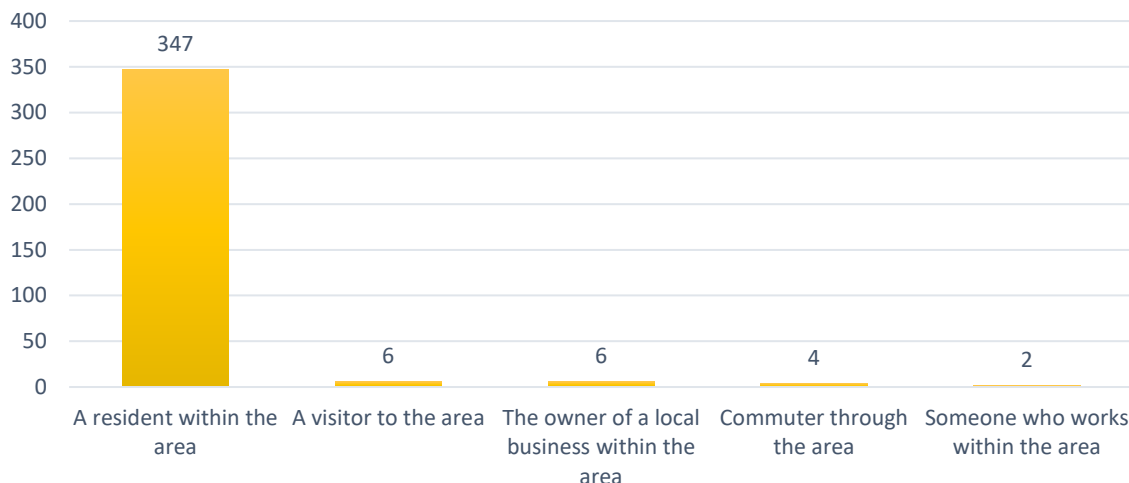


**7. WEST LEITH**

366 responses were received for West Leith. The majority of these came from within the proposal area but there were a number of responses from further afield.



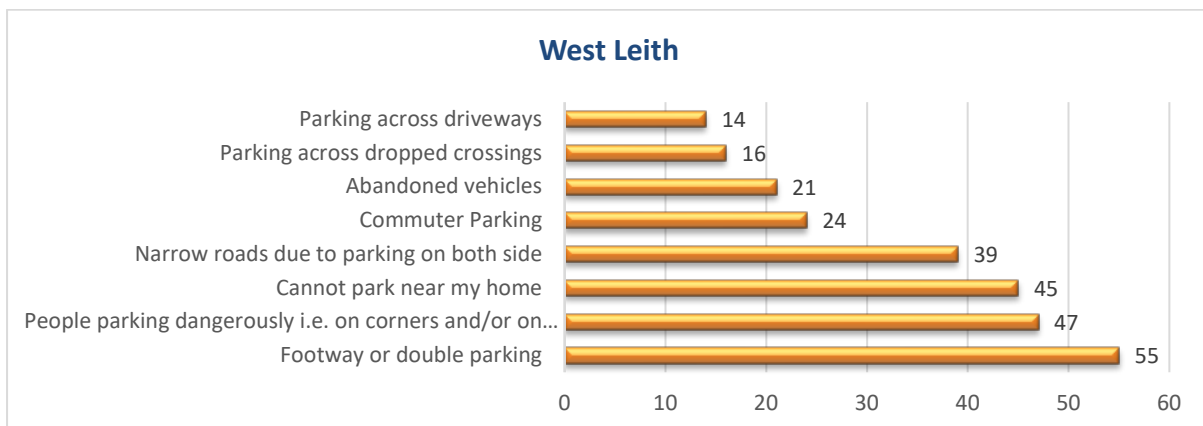
**Are you responding as a...?**



- 95% of the responses came from people who stated that they were a resident of the area.
- The remaining 5% of responders is made up of visitors, business owners, commuters and local workers.



- Of the 90 who indicated that they were residents, 77% of responders said that they did not experience issues with parking in the area.
- 23% advised that they did have issues.
- One person did not answer this question.
- The graph below shows the type of issues faced in within the area to the people who answered 'yes'. Multiple options were able to be selected.

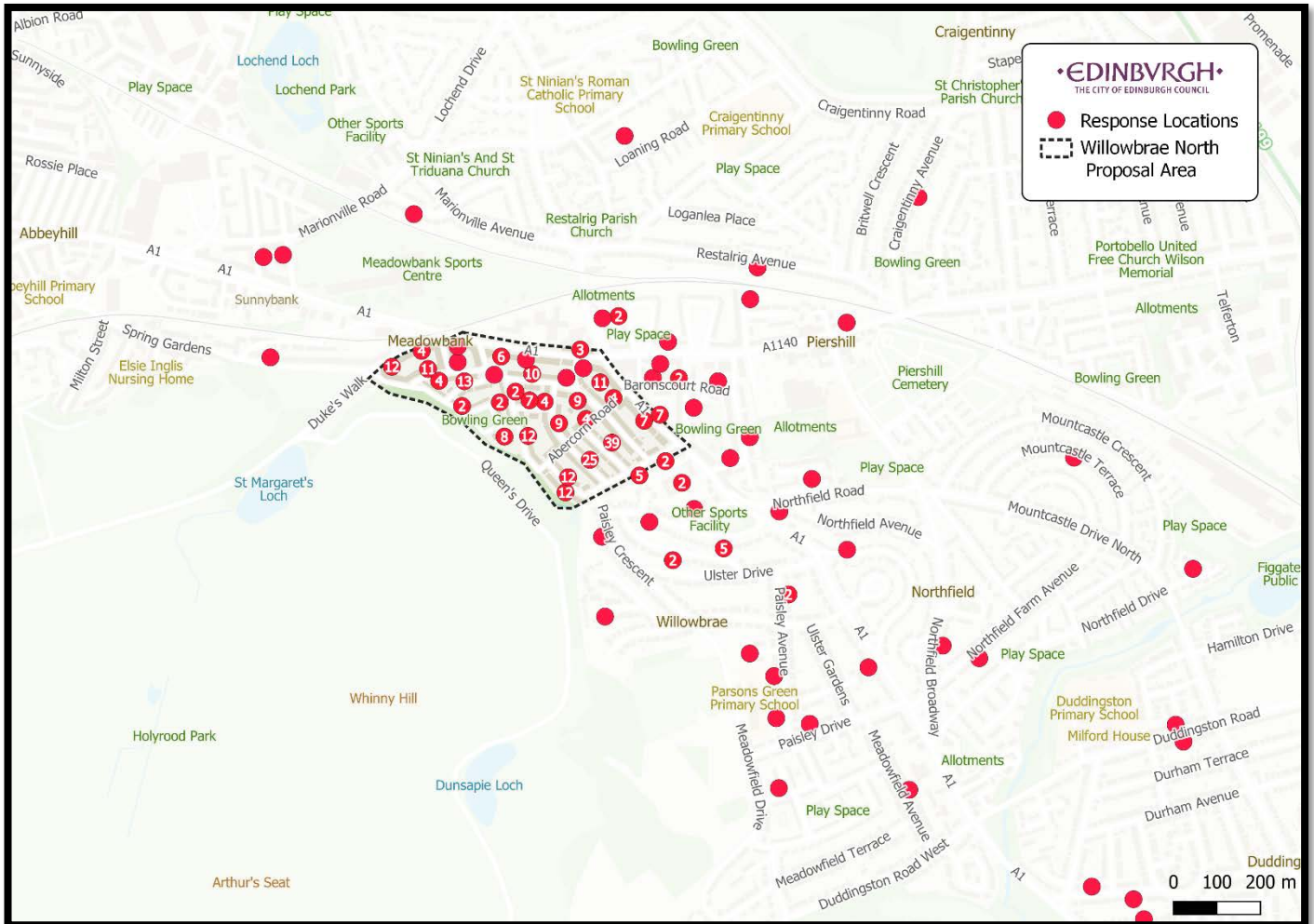


- 303 responses came from residents residing in the consultation area.

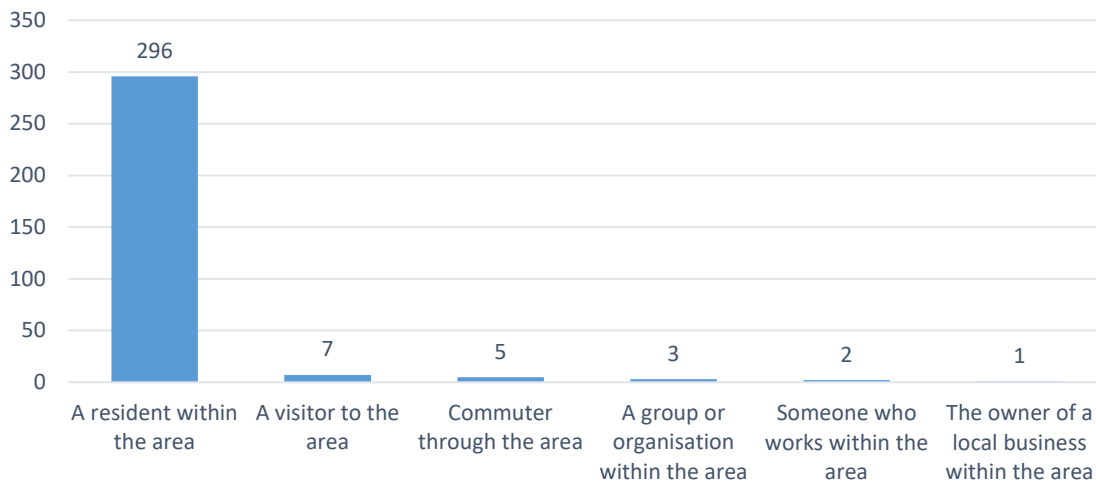


**8. WILLOWBRAE NORTH**

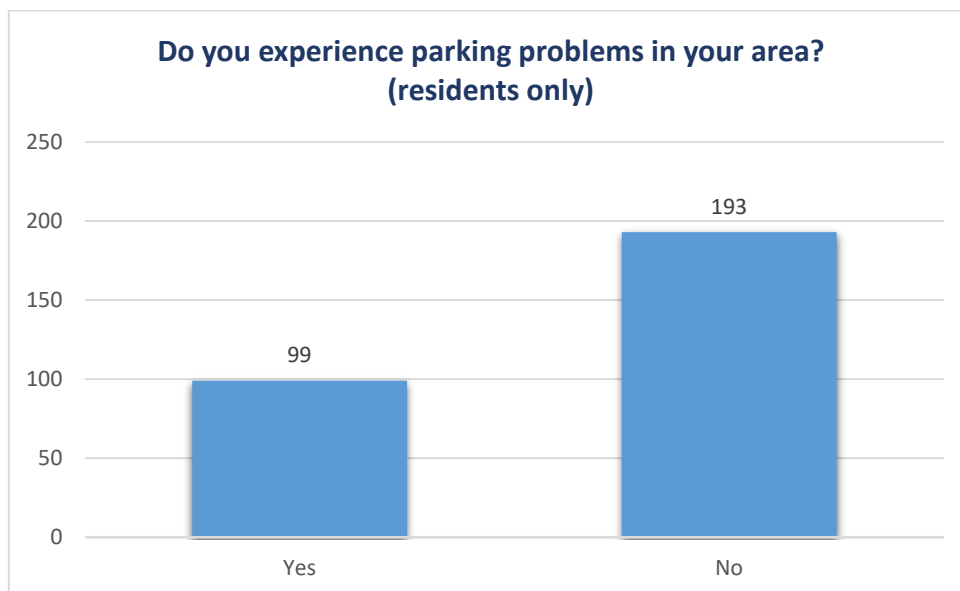
317 responses were received for Willowbrae North. Most of these came from within the proposal area, though there were a number of responses from further afield.



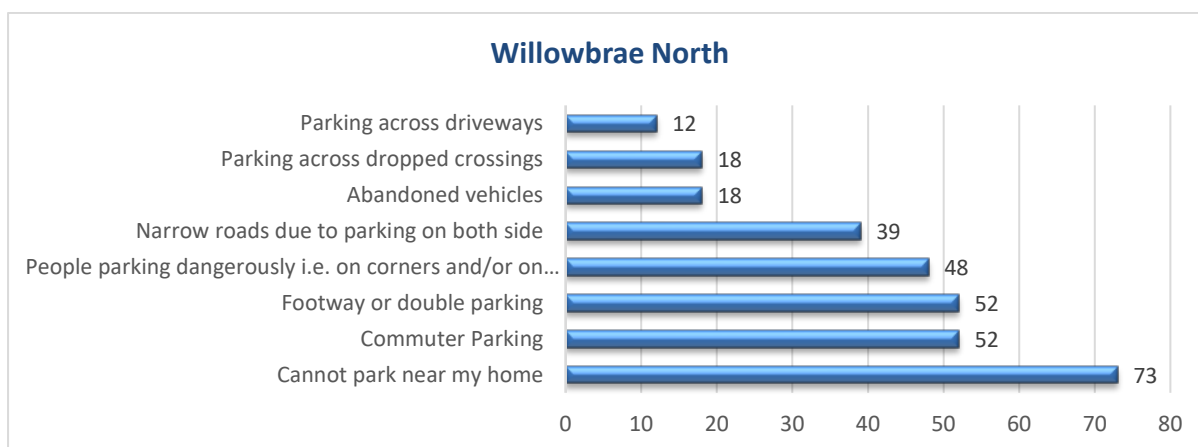
**Are you responding as a...?**



- Of the 317 responses, 93% identified as a resident of the area.
- 2% of the responses came from visitors to the area.
- The remaining 5% is made up of responses from commuters, groups or organisations, local workers and a business owner.



- Of the 292 who indicated that they were residents, 66% of responders stated that they did not experience issues with parking in the area.
- 34% said they did have issues with parking.
- One person did not answer the question.
- The graph below shows the type of issues faced in within the area to the people who answered 'yes'. Multiple options were able to be selected.



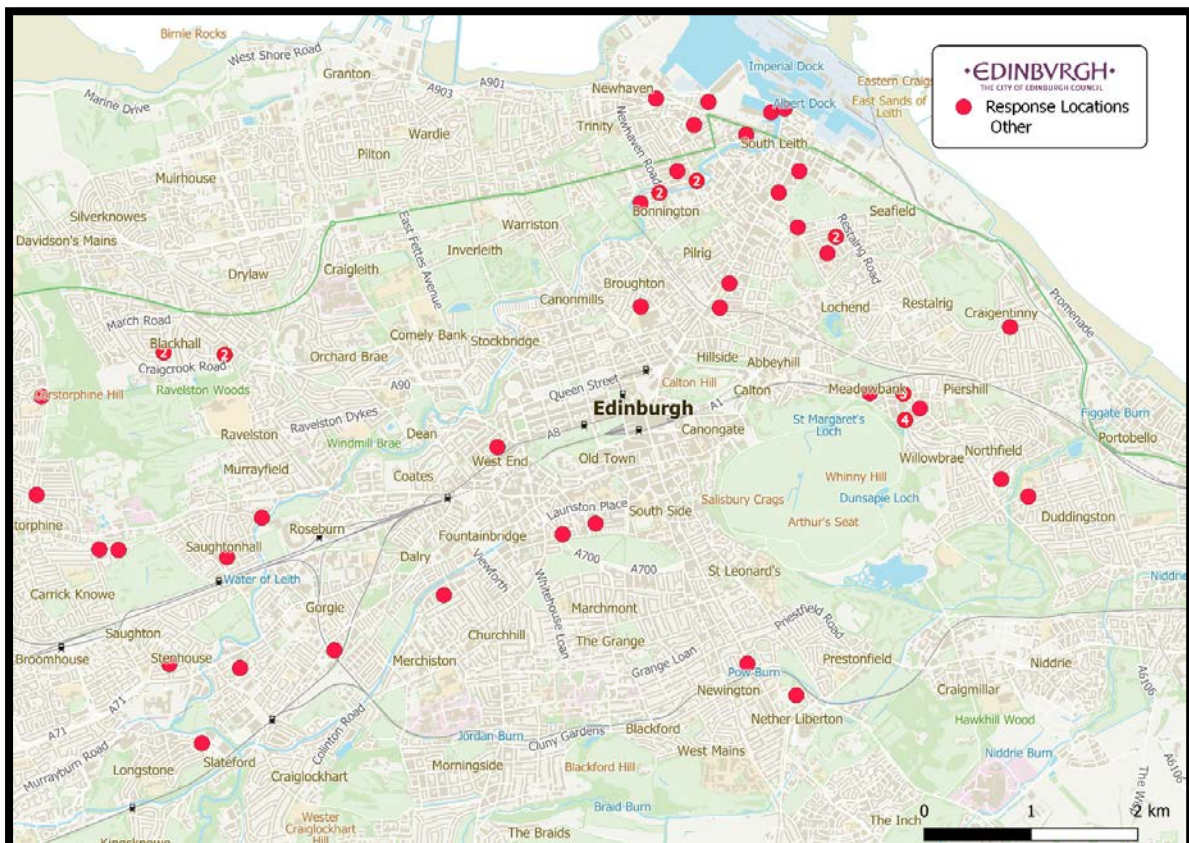


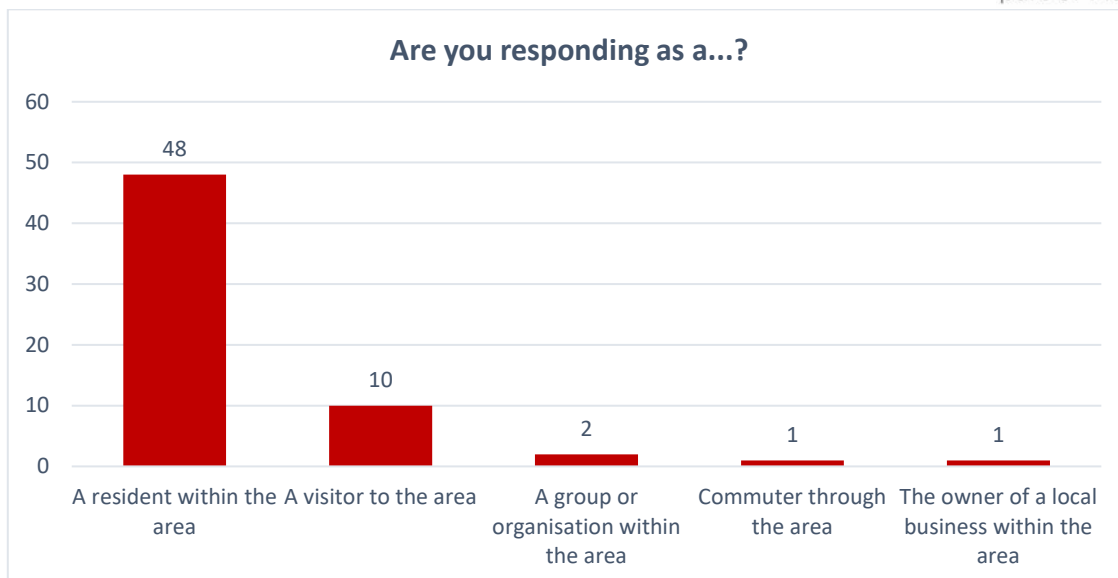
**9. 'OTHER'**

66 responders either did not specify to which area they were concerned with or said they were concerned by all areas. Some people chose to use the 'other' space to type in specific roads that their answers related to. Those who did not specify but left their postcode or specified individual roads, have been tagged with a related area based on this information.

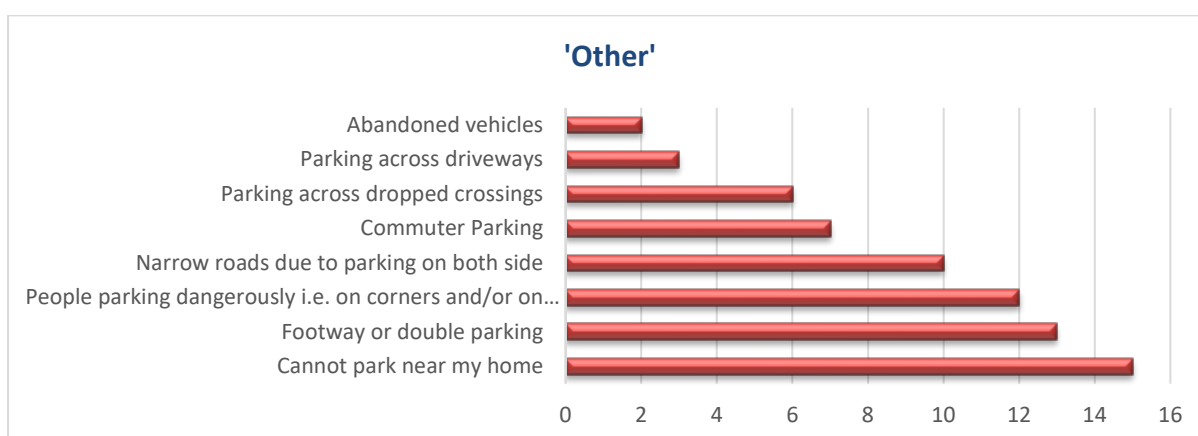
Area response	Total
All Areas	11
Willowbrae North	7
Bonnington	5
North Leith	5
City Centre	3
Corstorphine	3
West Leith	3
Bughtlin	2
Clermiston South	2
East Craigs	2
Gorgie	2
Leith	2
Leith Walk	2
Saughtonhall	2

Abbeyhill	1
B6	1
Cammo	1
Clermiston North	1
Corstorphine North	1
Corstorphine South	1
Craightinny	1
Duddingston North	1
Glimerton Dykes	1
Longstone	1
Merchiaton	1
Newhaven South	1
Northfield	1
West Craigs	1
Unknown (partial postcode)	1





- 73% of the 'other' categorised responders stated that they were residents.
- 15% said they were visitors.
- The remaining 6% were made up of groups and organisations, a commuter and a business owner.
- Four people did not answer this question.
- Without clarity on which area people are responding to, it is difficult to assess the answers provided.
- The graph below shows the type of issues faced in within the area to the people who answered 'yes'. Multiple options were able to be selected.



## Appendix E – Online Survey Analysis

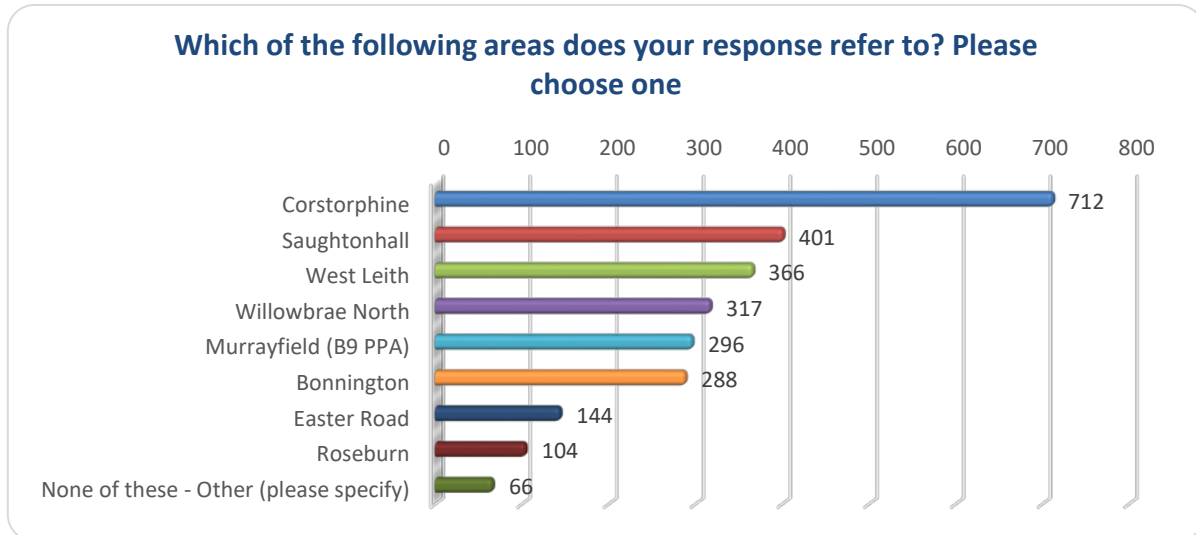
## 1. SURVEY FINDINGS

1.1 A total of 2,694 responses were received for the online survey.

1.2 Q1-4 Name, Address, Postcode and Email address.

1.3 Response location analysis can be found in Appendix D.

1.4 Q5. Which of the following areas does your response refer to? Please choose one



1.4.1 The table below shows the figures as percentages of all responses to the survey.

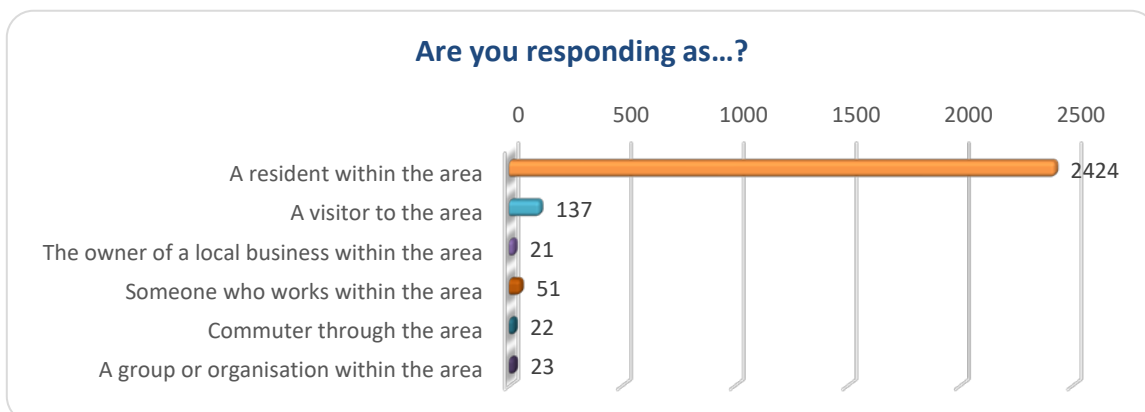
<b>Corstorphine</b>	26%
<b>Saughtonhall</b>	15%
<b>West Leith</b>	14%
<b>Willowbrae North</b>	12%
<b>Murrayfield (B9)</b>	11%

<b>Bonnington</b>	11%
<b>Easter Road</b>	5%
<b>Roseburn</b>	4%
<b>Other</b>	2%

1.4.2 As can be seen from the above, over a quarter of all responses came from the Corstorphine area.

1.5 Q6. Are you responding as...?

1.5.1 2,679 people responded to this question whilst 15 chose not to answer.



1.5.2 The table below shows the responses broken down by area:

Are you responding as a...?	Bonnington	Corstorphine	Easter Road	Murrayfield (B9)	Roseburn	Saughtonhall	West Leith	Willowbrae North	Other
A resident within the area	89%	87%	88%	95%	87%	90%	95%	93%	73%
A visitor to the area	9%	6%	3%	4%	3%	6%	2%	2%	15%
Someone who works within the area	1%	3%	3%	1%	7%	1%	1%	1%	
The owner of a local business within the area	1%	1%			1%	1%	2%	0*	2%
A group or organisation within the area	0*	2%	1%	0*		1%		1%	3%
Commuter through the area	0*	0*	4%			0*		2%	2%

\*0 denotes <1% which is due to only receiving one or two responses to that answer

**1.5.3** Vast majority of respondents identified as residents of the area they were responding to.

**1.5.4** In total 2,376 people (98%) identified as residents within the area. 48 responses (2%) stated that they were residents but used 'other (please specify)' to advise which area they were responding to.

**1.5.5** Some areas were not part of the Phase 2 areas. Answers received for this category are listed in Appendix D.

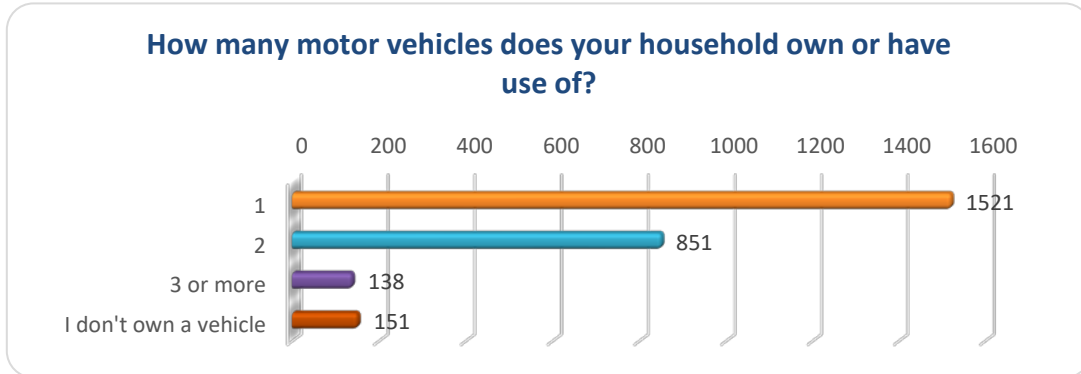
**1.5.6** Murrayfield (B9) and West Leith had the highest proportion of resident responses at 95%, followed closely by Saughtonhall at 90%.

**1.5.7** Bonnington had the second highest responses from visitors with 9%. 15% of these responses came from those who chose 'other' and stated areas that weren't part of the Phase 2 consultation.

**1.5.8** Roseburn had the highest proportion of respondents who work within the area or own a local business with 8% collectively.

**1.6 Q7. How many motor vehicles does your household own or have use of?**

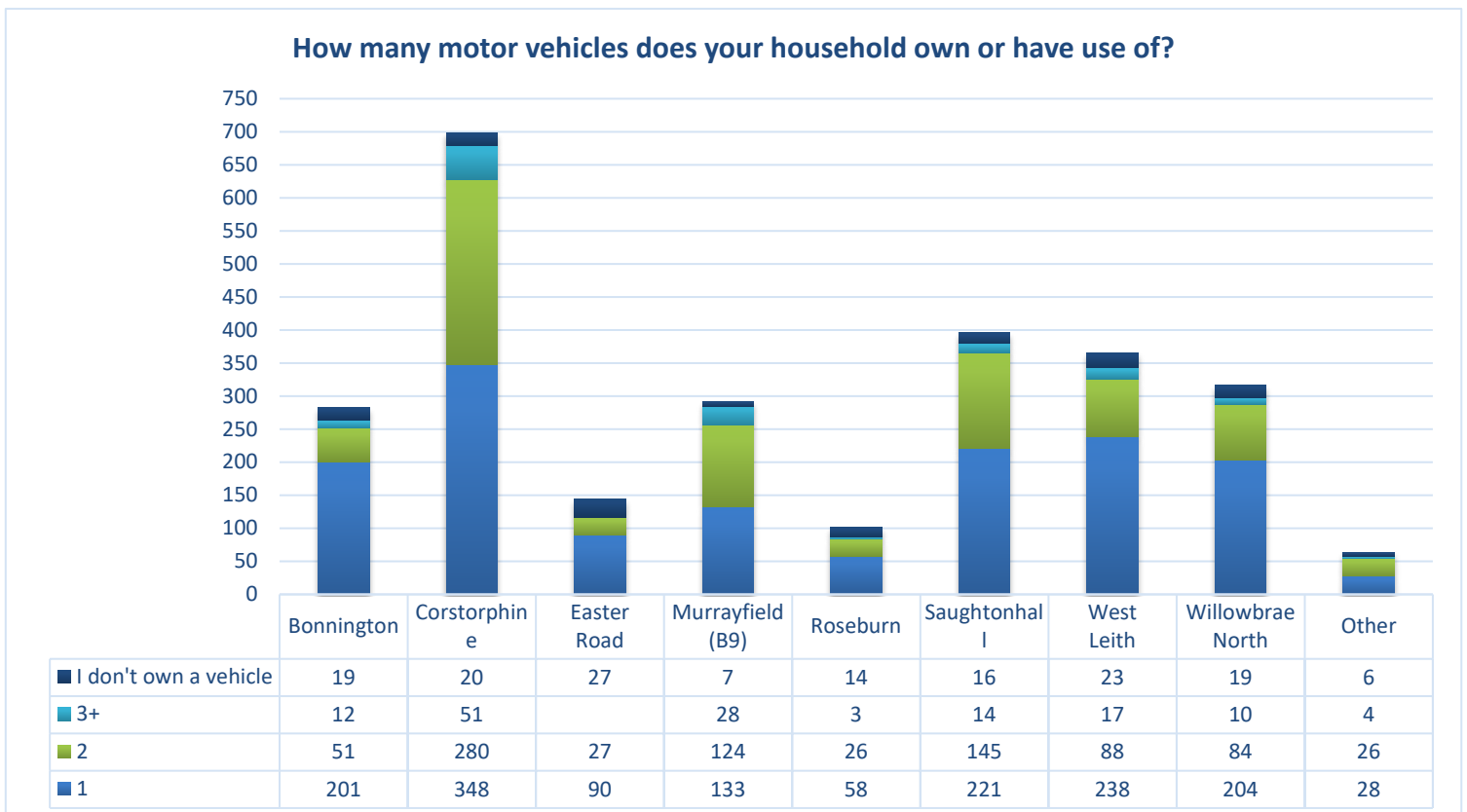
1.6.1 2,662 people responded to this question, whilst 32 left it blank



1.6.2 2,511 of the responders indicate they have use of a car or cars.

1.6.3 Of those who own vehicles, 61% own or have use of only one vehicle. This equals 57% of all 2,662 responses.

1.6.4 Almost a third of all responses (34%) own or have use of two cars. While 6% do not own a vehicle.

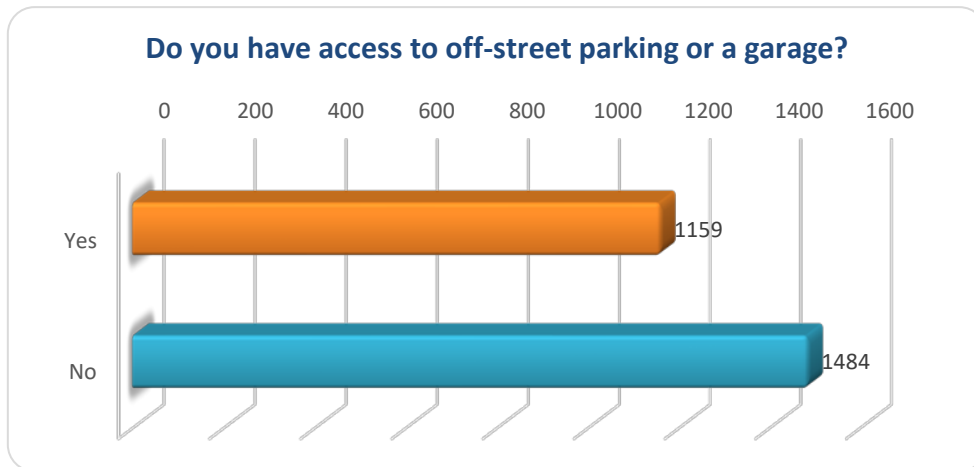


1.6.5 Vehicle ownership in Murrayfield is the highest amongst respondents, with 96% owning or having use of a vehicle. Interestingly, almost 40% of respondents (280 out of the 679 people who own or use cars) own/use 2 vehicles.

1.6.6 Meanwhile, 19% of those from Easter Road do not own a vehicle, which is the highest in relation to number of responses.

**1.7 Q8. Do you have access to off-street parking or a garage?**

1.7.1 2,644 people responded to this question whilst 50 left this answer blank.

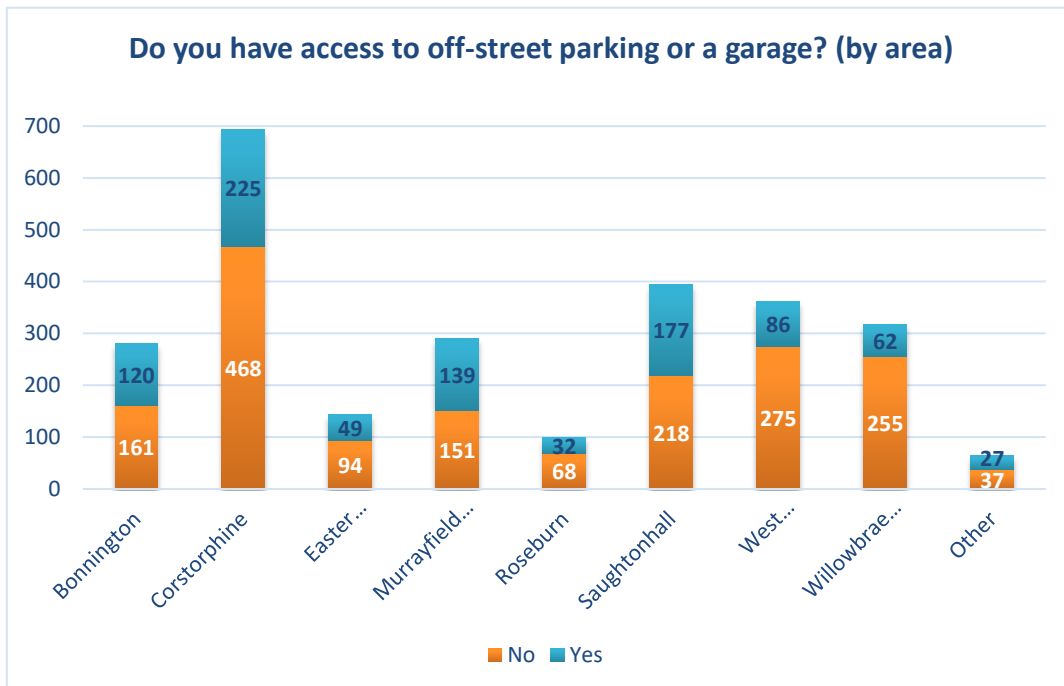


1.7.2 In total 56% of respondents stated that they do not have any access to off-street parking or a garage.

1.7.3 44% said they do have access to off-street parking or a garage.

1.7.4 50 responses (2%) were left blank.

1.7.5 This information is broken down by area below:



1.7.6 The two main areas where respondents said they do not have access to off-street or garage parking are the Willowbrae North and West Leith areas with 80% and 75% respectively.

1.7.7 Meanwhile, just under half of residents responding from Murrayfield (B9) (47%) said they do have access to some form of off-street parking.

1.7.8 As the graph indicates, those highest number of people who responded to the survey while having access to off street parking tend to come from Corstorphine area (225 people

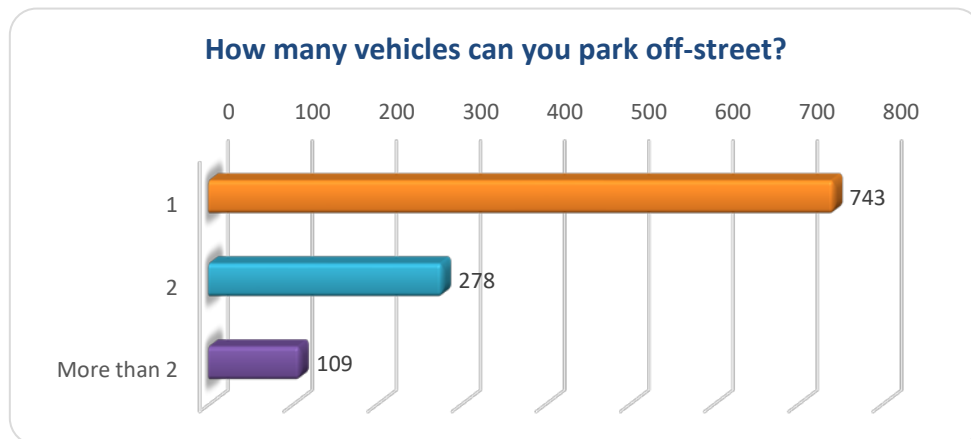
out of 2,694 people). This figure accounts for 32% the area as a whole as the bar graph shows.

**1.7.9** Despite most survey responses coming from the Corstorphine area (712 responses), proportionally, respondents from this area had the least off-street parking availability for residents at 66% (468 of 712).

**1.8 Q9. How many vehicles can you park off-street?**

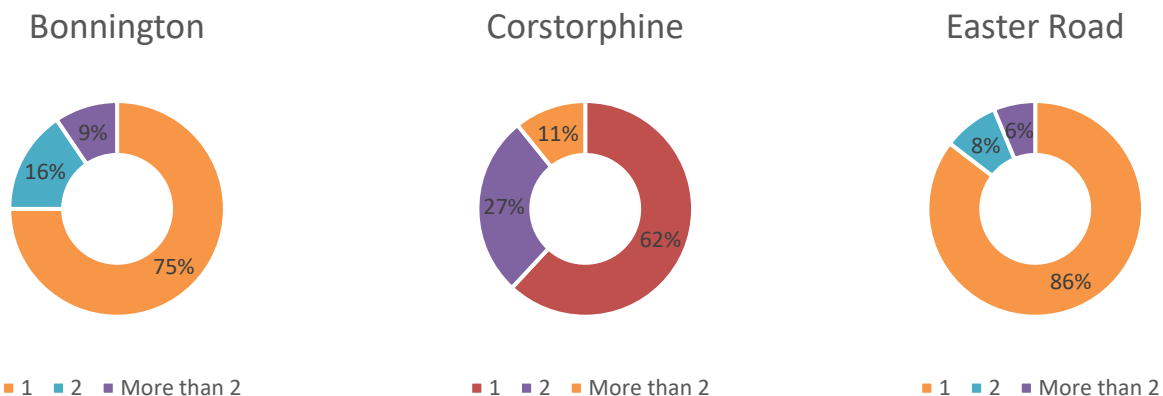
**1.8.1** 1,901 responses were received for this question. This question was only viewable if respondents who stated they do have access to off-street parking.

**1.8.2** 793 people did not answer this question



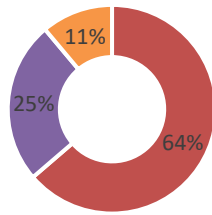
**1.8.3** Out of the 346 responses that stated they do have access to off-street parking in Q8, 343 responses were recorded for Q9, therefore 3 were left blank. Of those 229 said they could park one vehicle, while 55 people (16%) said they could park 2 vehicles and 50 people (15%) said they could park more than 2 vehicles.

**1.8.4** The doughnut charts below show all 343 responses divided by the area they live in. In brackets are the number of respondents recorded from each area.



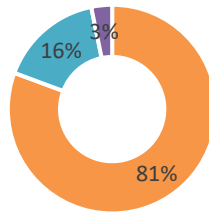


Murrayfield (B9)



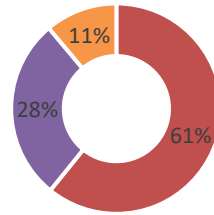
■ 1 ■ 2 ■ More than 2

Roseburn



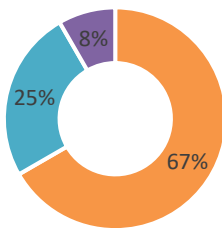
■ 1 ■ 2 ■ More than 2

Saughtonhall



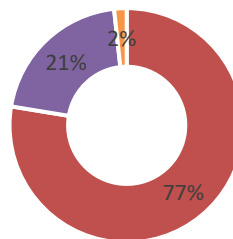
■ 1 ■ 2 ■ More than 2

West Leith



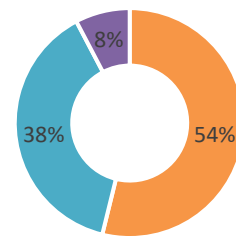
■ 1 ■ 2 ■ More than 2

Willowbrae North



■ 1 ■ 2 ■ More than 2

Other



■ 1 ■ 2 ■ More than 2

### 1.9 Q10. and Q11. – Car Club Membership

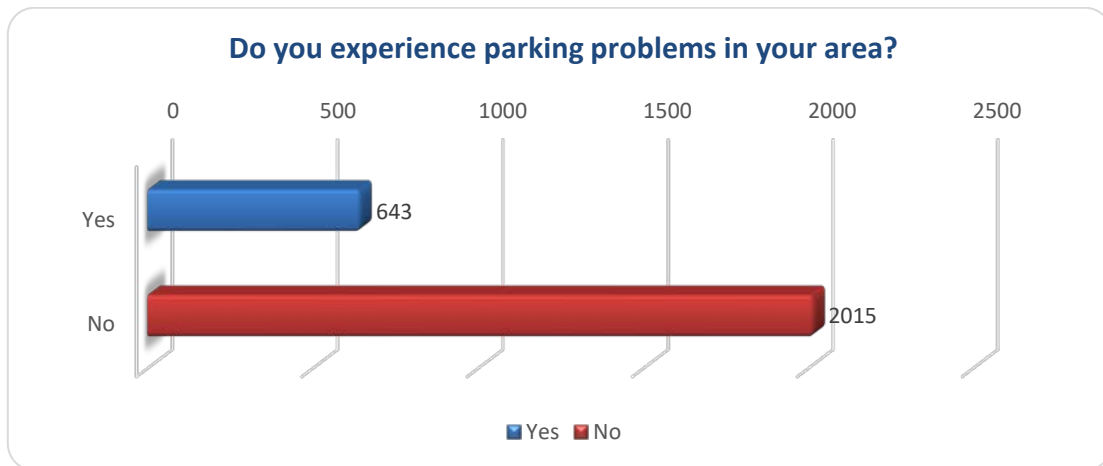
**1.9.1** Q10 asked if people were members of the City Car Club programme, to which 2,585 people (98%) stated that they were not. Of the 2,648 people who answered this question, only 63 people (2%) are members. 36 people (1%) did not answer the question.

**1.9.2** Of the 2,585 people that answered they were not members, only 175 people (6%) stated that they would join if more Car Club vehicles were available near them. 161 people (6%) left the answer blank, while 1038 people (88%) said they would not.

Q10. Are you a member of the City Car Club?	Yes	No
	2%	98%
Q11. Would you join the City Car Club if there were Car Club vehicles near you? (answered no to Q10.)	Yes	No
	6%	88%

### 1.10 Q12. Do you experience parking problems in your area?

**1.10.1** Out of the 2,658 responses that were received for this question 643 (24%) said they do experience issues, whilst 2,015 (75%) say that they do not. 31 answers (1%) had no response.

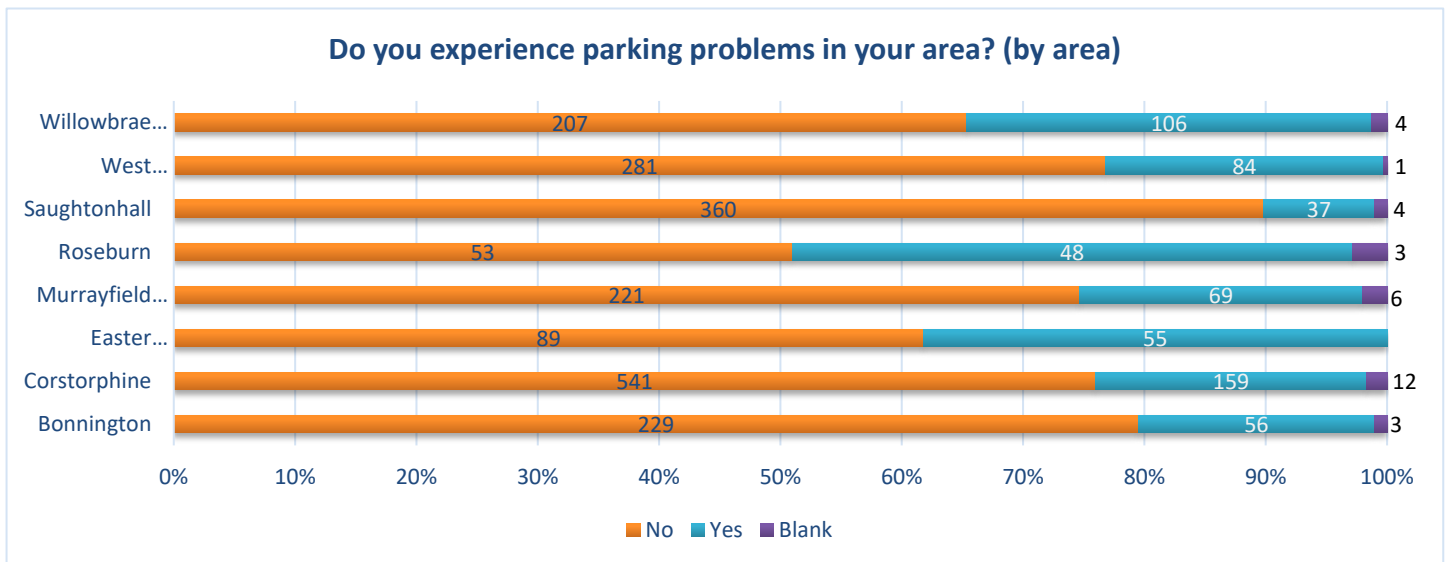


1.10.2 This data has been cross analysed with the type of respondent in the table below:

Q12. Do you experience parking problems in your area (responding as...)	Yes	No
Resident within the area <sup>1</sup>	585	1818
Resident within the consultation area <sup>2</sup>	455	1548
Visitor to the area	25	108

1.10.3 As the table above shows just under a third of residents within the area are experiencing parking problems.

The data for the question was also divided by the area as shown below.



1.10.4 The areas most affected, relative to response numbers, are Roseburn and Easter Road with 46% and 38% respectively.

1.10.5 The area with the most responses, Corstorphine, only 22% stated they had any issues with parking.

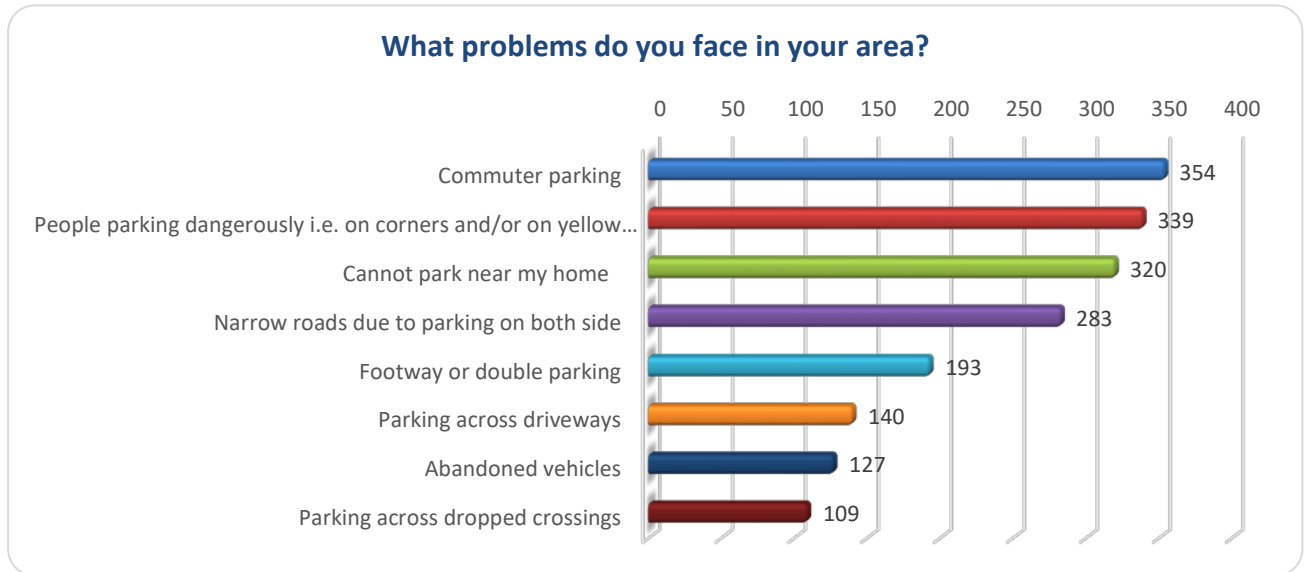
<sup>1</sup> People who have stated that they are residents of the area they are responding to.

<sup>2</sup> People who have stated that they are residents and their postcode falls within the consultation boundary.

**1.11 Q13. What problems do you face in your area?**

**1.11.1** This question was only available to those who selected 'Yes' to the previous question. This section is therefore a breakdown of the 643 respondents who stated that they do experience parking problems.

**1.11.2** As a multiple-choice question, all respondents were able to tick as many boxes as were applicable to them for this question. In total, 1,865 boxes were ticked across multiple options by the 643 respondents.



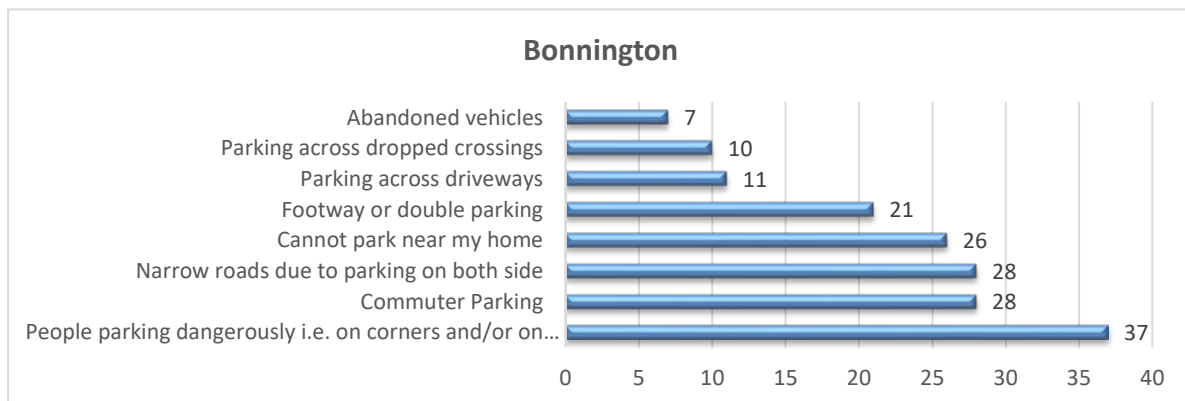
**1.11.3** 354 respondents (19% of all respondents) considered commuter parking to be the biggest problem they face in the area.

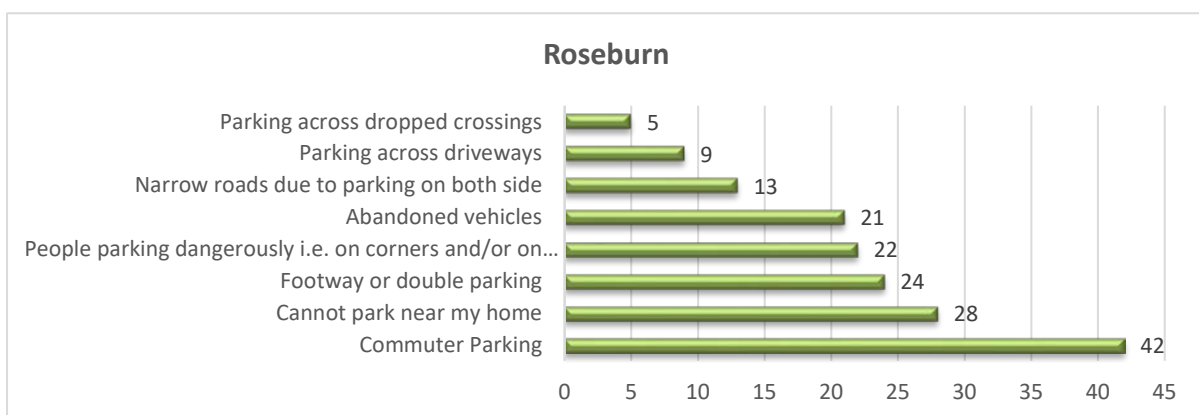
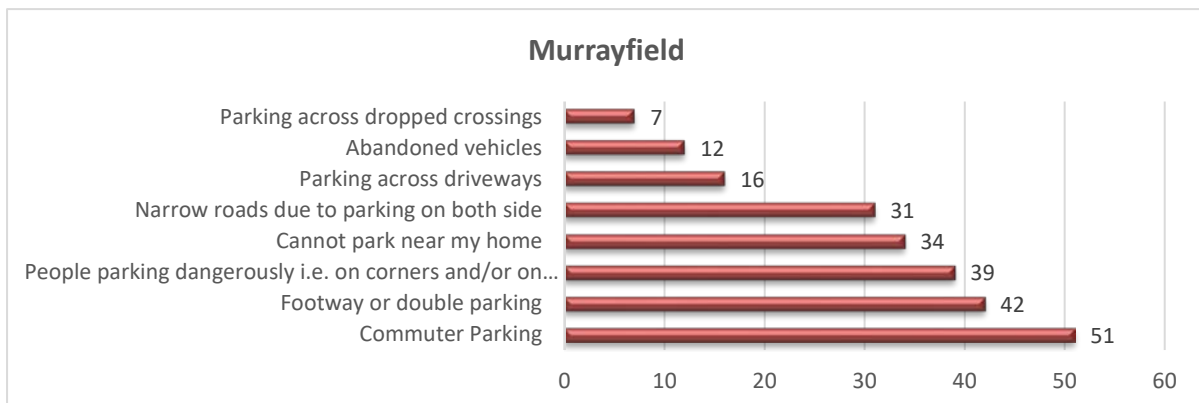
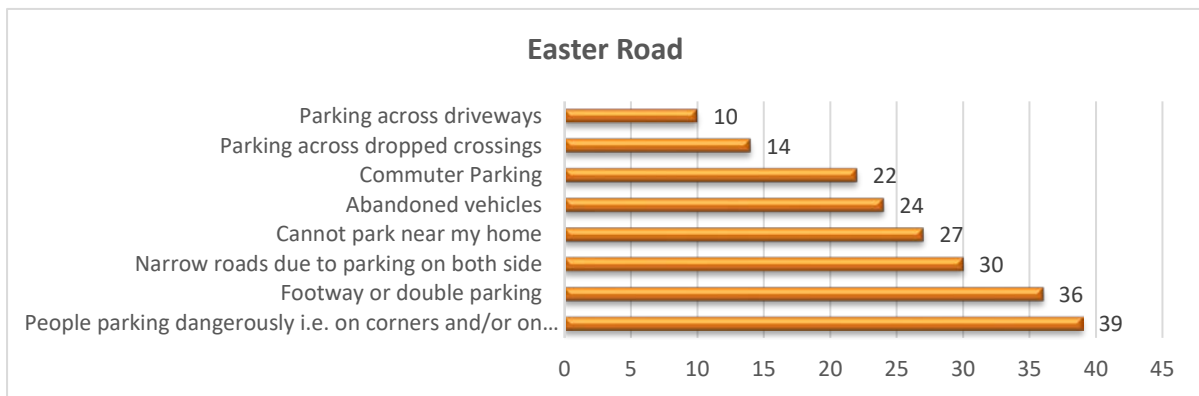
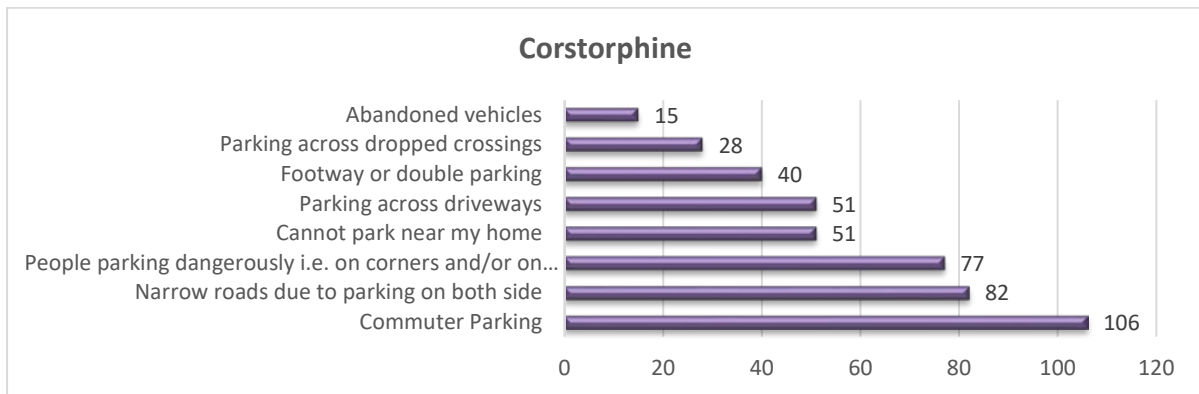
**1.11.4** This was followed by 339 (18%) respondents who said people parking dangerously i.e. on corners and/or on yellow lines was also a problem.

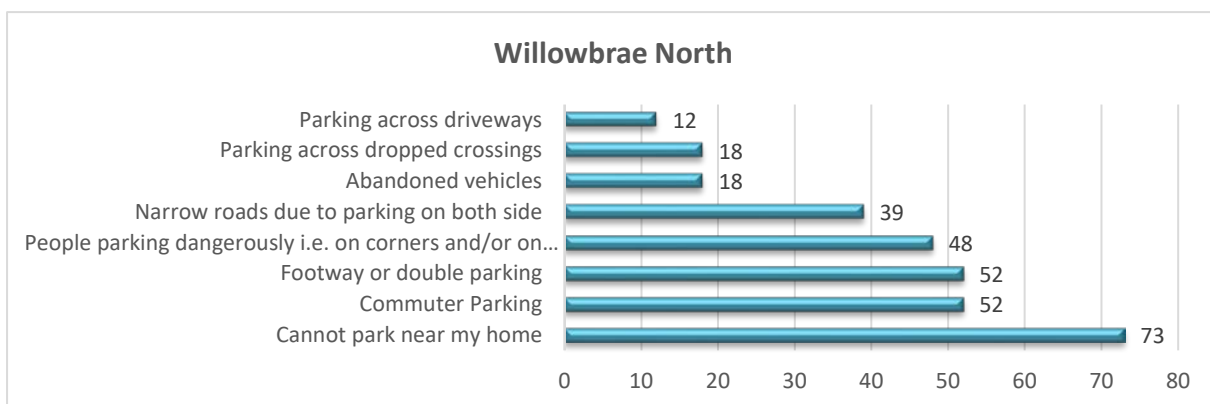
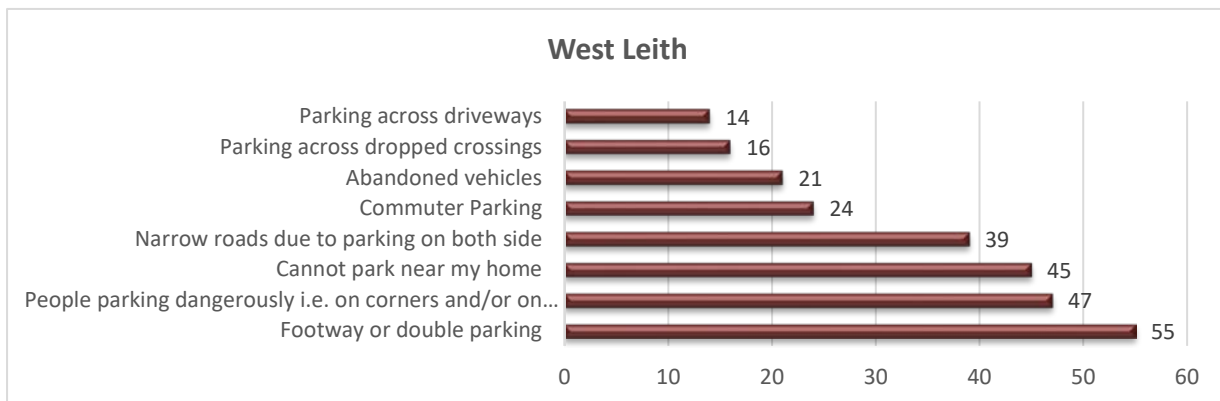
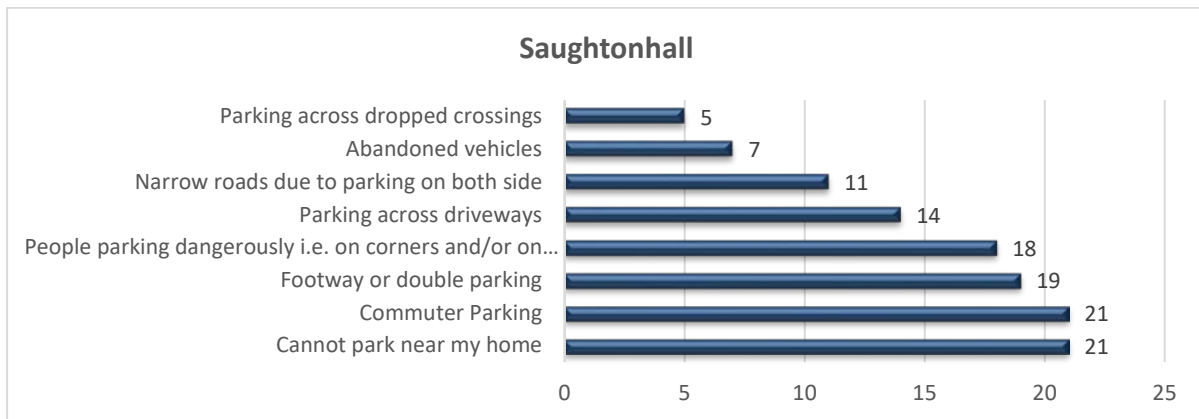
**1.11.5** Three areas had the most difficulty with commuter parking, whilst another three areas had most issues with parking near their home

**1.11.6** Two areas stated that dangerous parking was the most pressing issue and one area mostly had issues with double parking or parking on the footway.

**1.11.7** The bar charts below show all 643 responses divided by the area they live in.







**1.11.8** Of the 354 respondents who considered commuter parking to be the biggest problem in their area, the most common response area was Corstorphine, with 106 (30% of theme related responses) of respondents noting this as a key issue. Commuter parking was also a common concern in Willowbrae North (52, 15%) and Murrayfield (51, 14%).

**1.11.9** Of the 339 respondents who said people parking dangerously i.e. on corners and/or on yellow lines was a key local issue, 39 (12% of theme related responses) were from Easter Road and 37 (11%) from the Bonnington area.

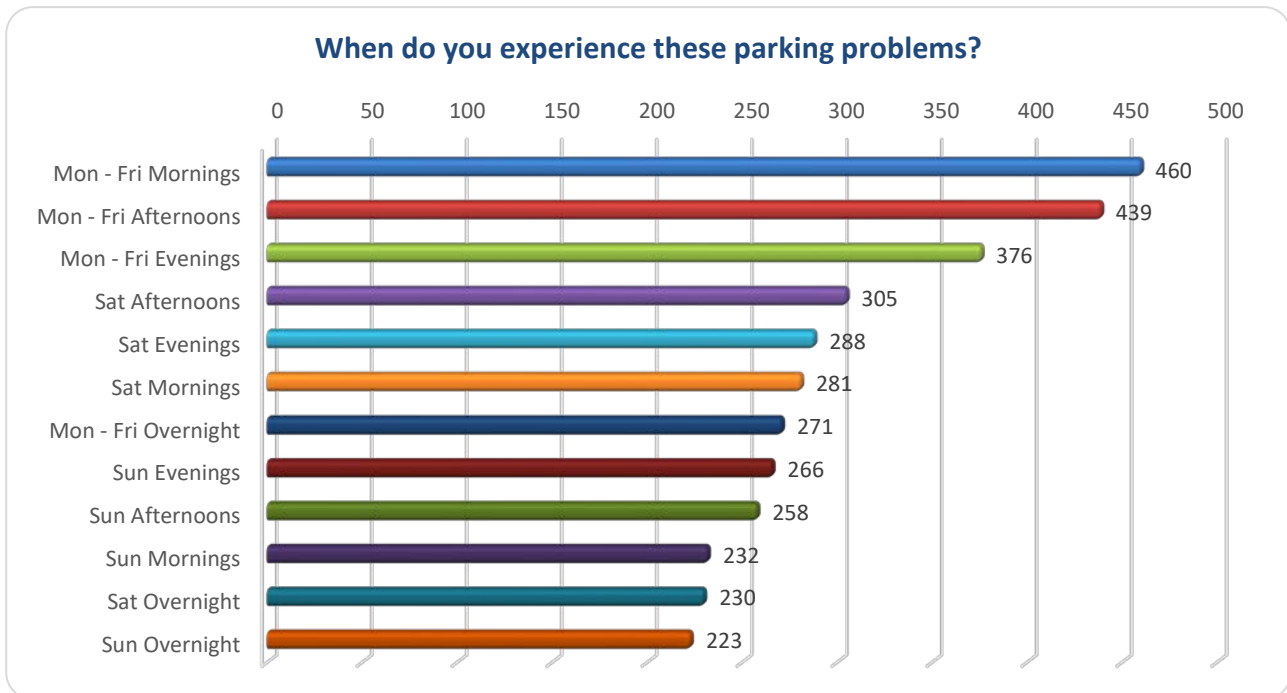
**1.11.10** The most common issue for respondents from Saughtonhall (21, 6.5% of theme related responses) and Willowbrae North (73, 23% of theme related responses) was the inability to park near their homes.

**1.11.11** The most common concern for respondents from West Leith is footway or double parking, with 55 (28% of theme related responses) respondents selecting it as a key issue.

**1.12 Q14. When do you experience these parking problems?**

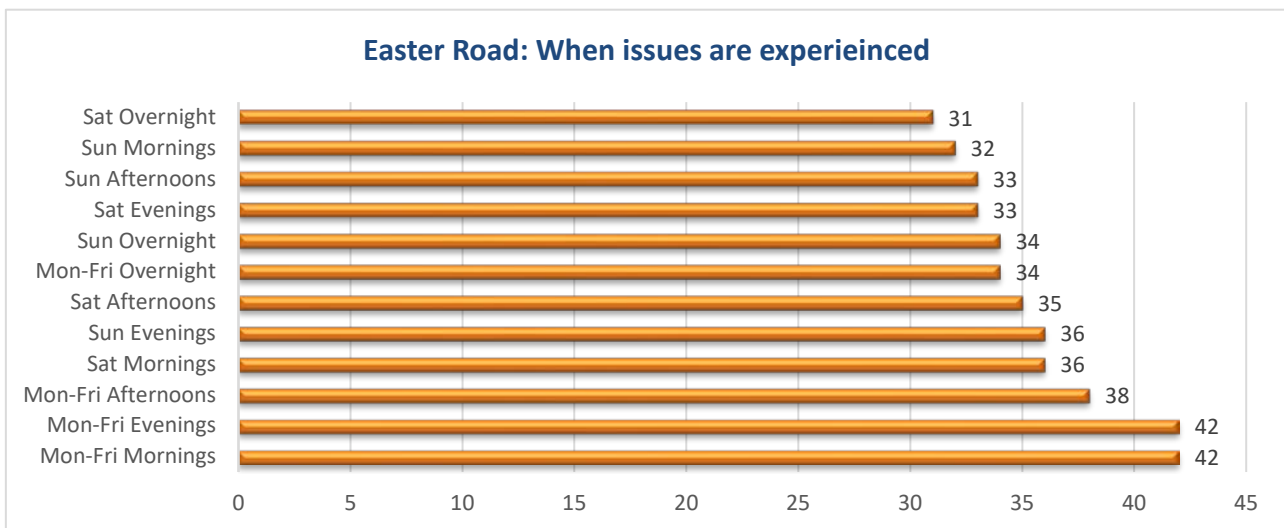
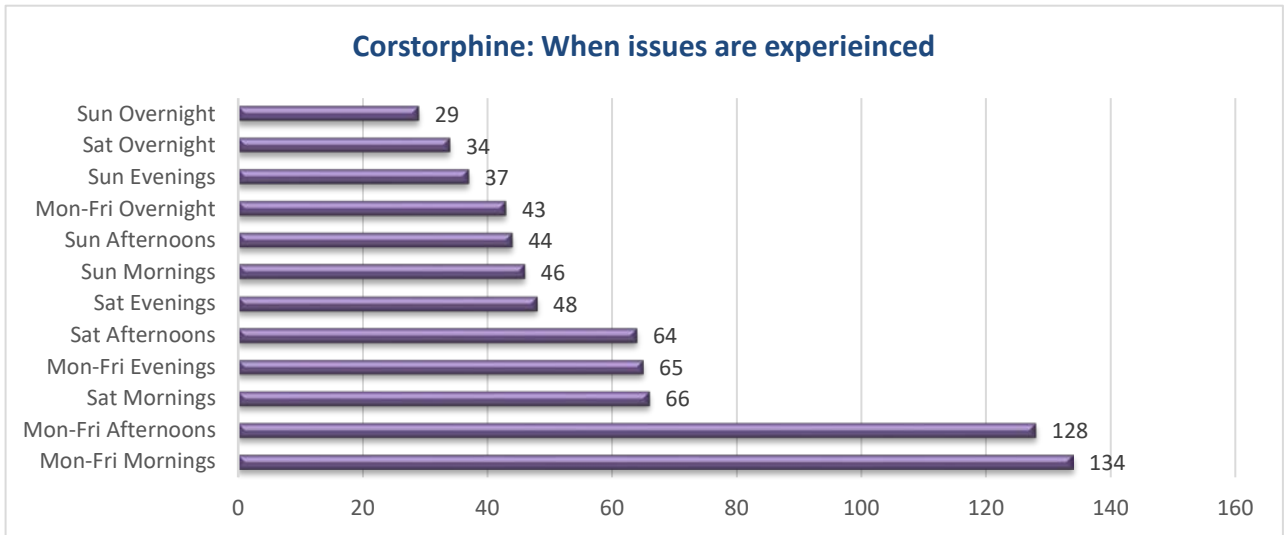
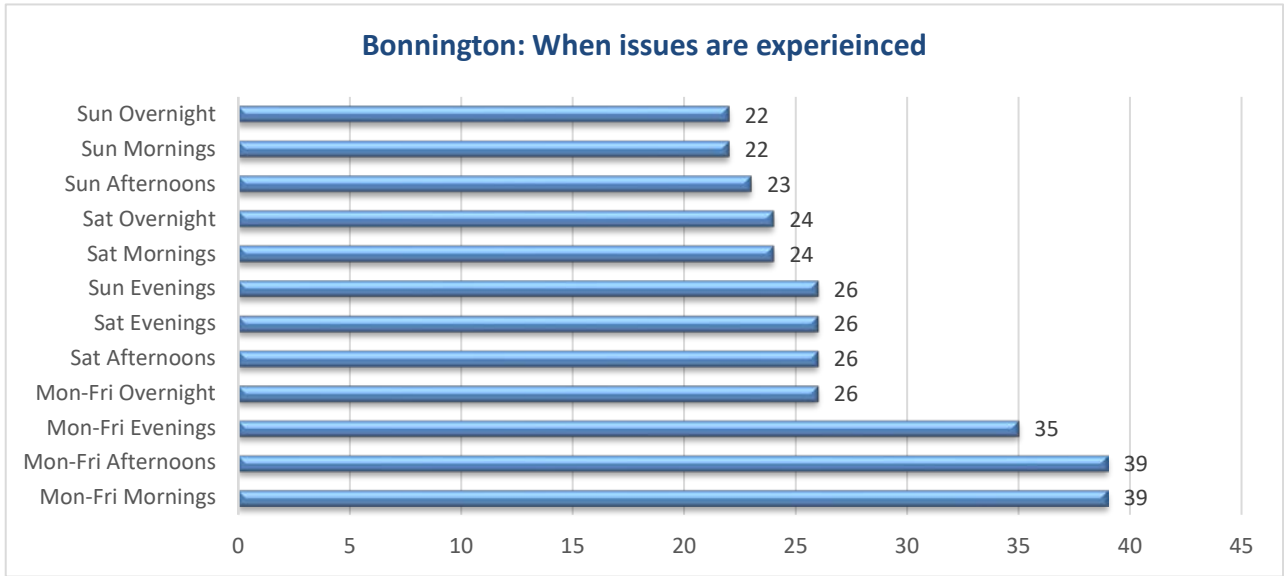
**1.12.1** This question relates to the time of days respondents say they experience the parking problems in the previous question. Respondents could select multiple times for the problem(s) which occurred.

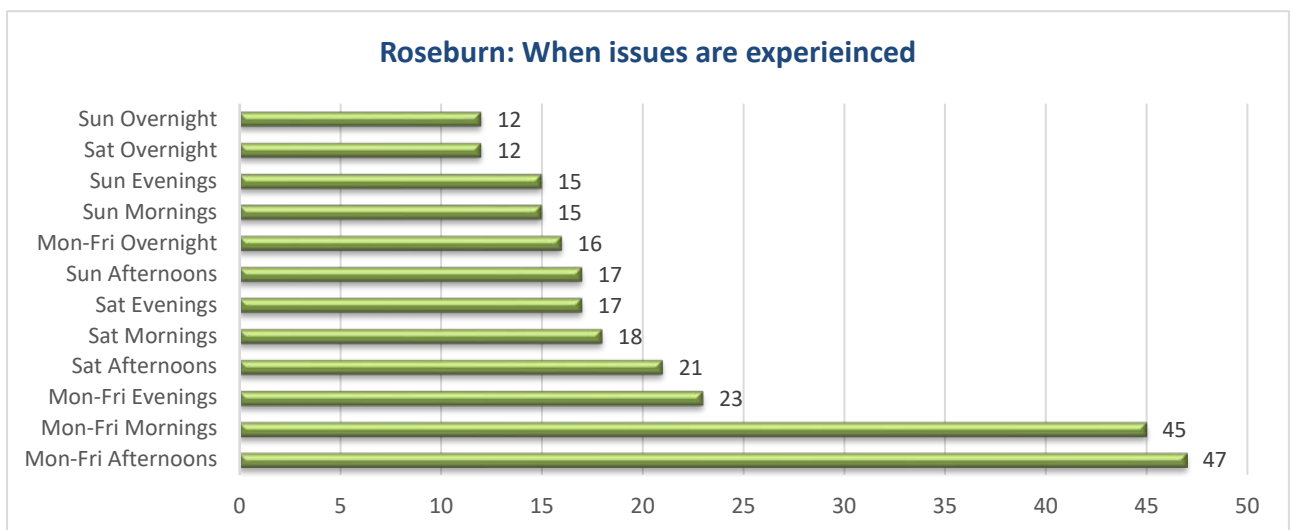
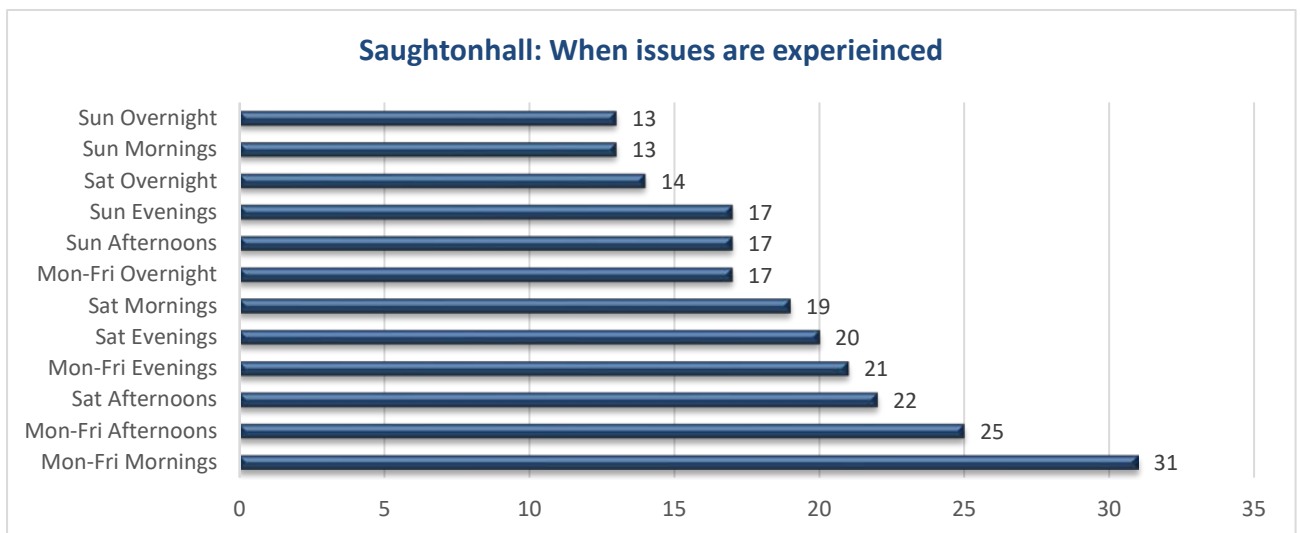
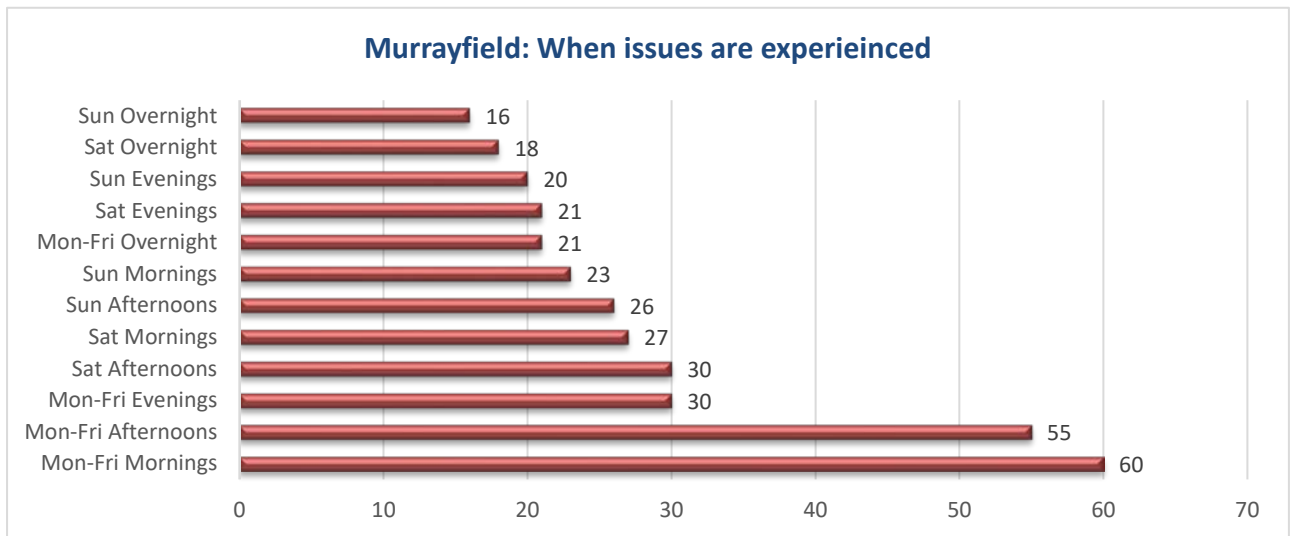
**1.12.2** Every problem has been matched to a time slot each respondent ticked in the survey. Below are tables for each problem and the percentage of people who ticked a time slot in which they stated these parking problems occurred.



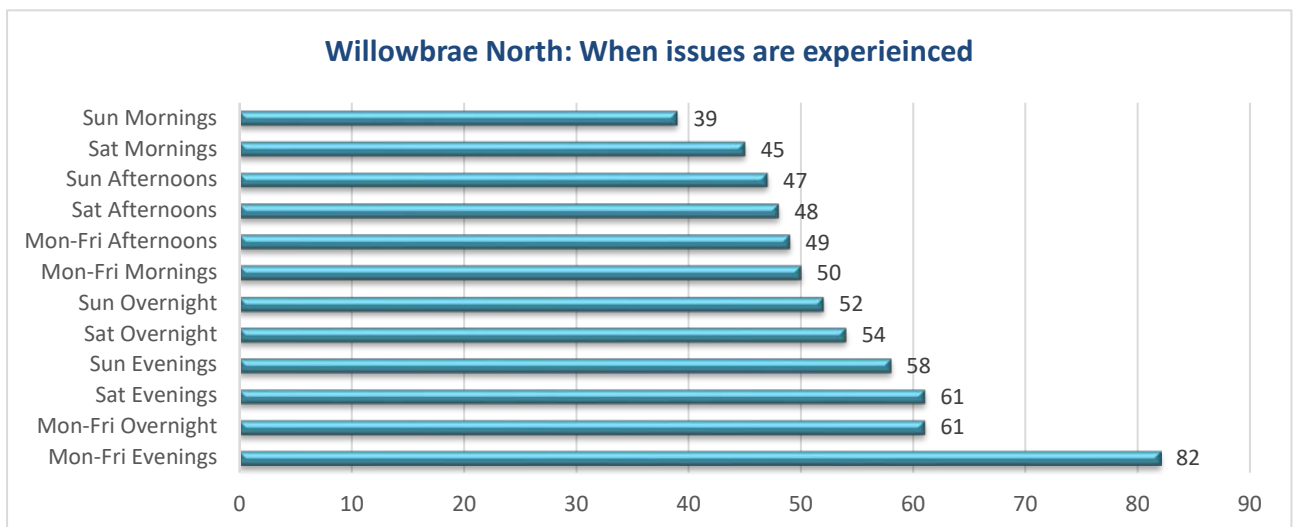
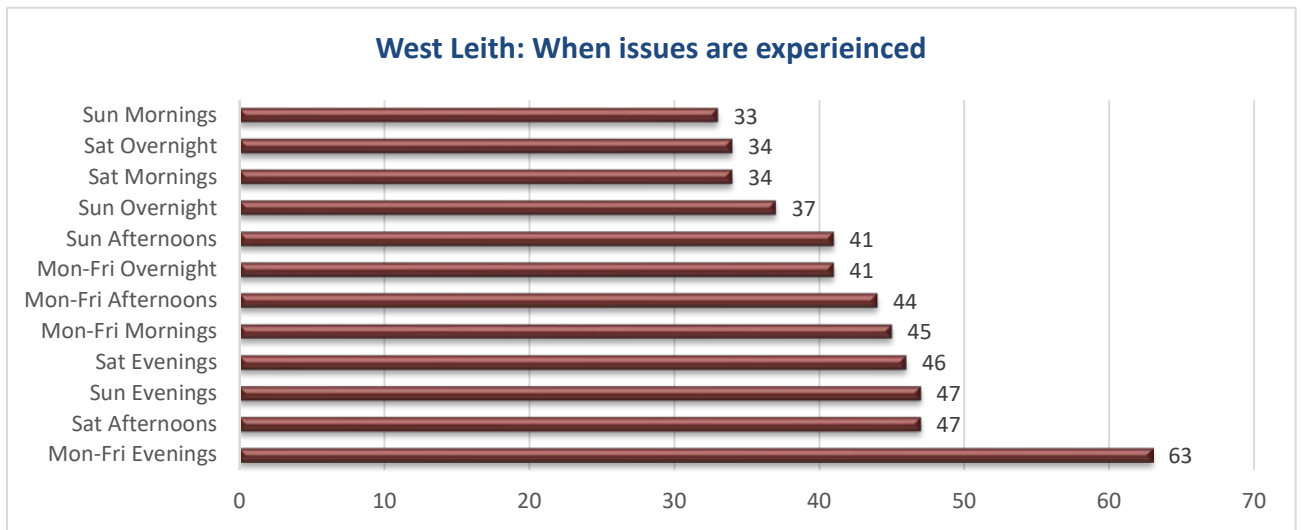
**1.12.13** The majority of respondents said parking issues are experienced Mon-Fri throughout the day, with the most common answer being Mon-Fri mornings (460 responses). Far fewer people selected the weekend as problematic, with Sundays overall seeing less issues compared to Saturdays.

**1.12.14** The bar chats below show all responses divided by the area they live in.









**1.11.15** Of the 460 respondents who said they experienced parking issues between Mon-Fri in the mornings, the most popular responding area was Corstorphine with 134 (29%) responses. Respondents from Bonnington (39), Easter Road (42), Murrayfield (60) and Saughtonhall (51) also identified Mon-Fri mornings as the most frequent period for parking issues.

**1.11.16** Sunday overnight was the least frequent time period for six of the eight areas, including Bonnington, Corstorphine, Easter Road, Murrayfield, Roseburn and Saughtonhall. Sunday mornings was the least frequent time period for the remaining areas West Leith and Willowbrae North.

**1.11.17** The tables below cross compare the times respondents experience issues with the nature of the issues they identified in question 13.

**Q14. Cannot park near my home (303 responses)**

Mon - Fri AM	Mon - Fri PM	Mon - Fri Eve	Mon - Fri Overnight	Sat AM	Sat PM	Sat Eve	Sat Overnight	Sun AM	Sun PM	Sun Eve	Sun Overnight
68%	66%	70%	48%	45%	51%	52%	42%	37%	44%	51%	52%

**Q14. Commuter parking (316 responses)**

Mon - Fri AM	Mon - Fri PM	Mon - Fri Eve	Mon - Fri Overnight	Sat AM	Sat PM	Sat Eve	Sat Overnight	Sun AM	Sun PM	Sun Eve	Sun Overnight
90%	87%	56%	41%	47%	51%	39%	33%	35%	40%	34%	30%

**Q14. People parking dangerously i.e. on corners and/or yellow lines (308 responses)**

Mon - Fri AM	Mon - Fri PM	Mon - Fri Eve	Mon - Fri Overnight	Sat AM	Sat PM	Sat Eve	Sat Overnight	Sun AM	Sun PM	Sun Eve	Sun Overnight
76%	72%	72%	58%	57%	61%	59%	52%	50%	54%	55%	51%

**Q14. Parking across driveways (129 responses)**

Mon - Fri AM	Mon - Fri PM	Mon - Fri Eve	Mon - Fri Overnight	Sat AM	Sat PM	Sat Eve	Sat Overnight	Sun AM	Sun PM	Sun Eve	Sun Overnight
87%	84%	59%	43%	52%	57%	45%	36%	42%	46%	42%	36%

**Q14. Parking across dropped crossings (97 responses)**

Mon - Fri AM	Mon - Fri PM	Mon - Fri Eve	Mon - Fri Overnight	Sat AM	Sat PM	Sat Eve	Sat Overnight	Sun AM	Sun PM	Sun Eve	Sun Overnight
84%	81%	64%	52%	56%	58%	52%	44%	45%	47%	46%	40%

**Q14. Footway or double parking (167 responses)**

Mon - Fri AM	Mon - Fri PM	Mon - Fri Eve	Mon - Fri Overnight	Sat AM	Sat PM	Sat Eve	Sat Overnight	Sun AM	Sun PM	Sun Eve	Sun Overnight
79%	77%	64%	50%	52%	58%	49%	43%	44%	48%	45%	42%

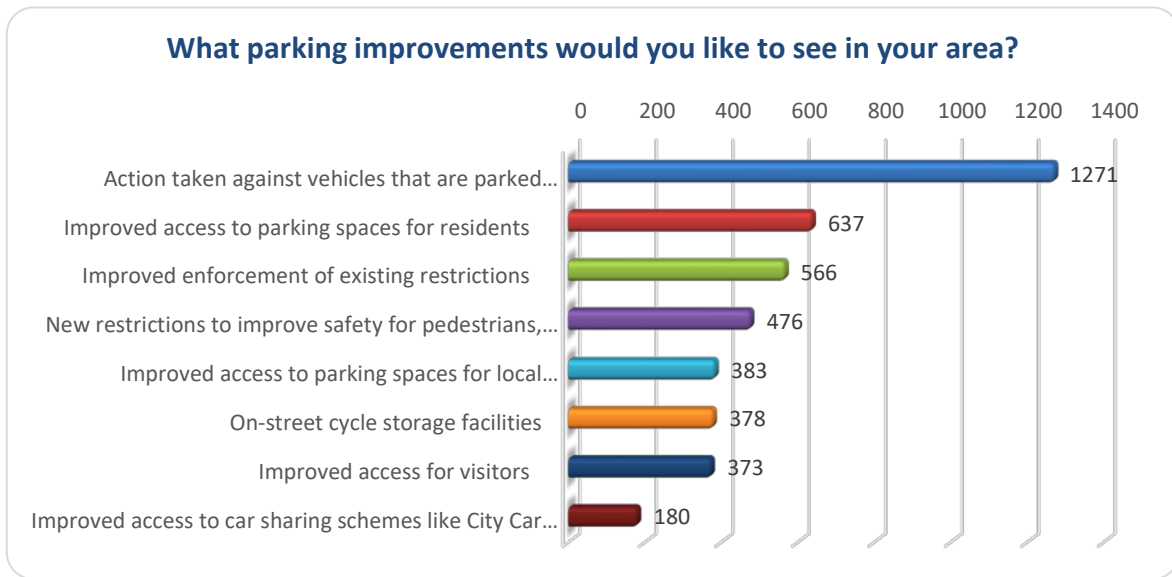
**Q14. Narrow road due to parking on both sides (260 responses)**

Mon - Fri AM	Mon - Fri PM	Mon - Fri Eve	Mon - Fri Overnight	Sat AM	Sat PM	Sat Eve	Sat Overnight	Sun AM	Sun PM	Sun Eve	Sun Overnight
80%	78%	64%	51%	54%	57%	50%	44%	44%	46%	44%	40%

**Q14. Abandoned Vehicles (117 responses)**

Mon - Fri AM	Mon - Fri PM	Mon - Fri Eve	Mon - Fri Overnight	Sat AM	Sat PM	Sat Eve	Sat Overnight	Sun AM	Sun PM	Sun Eve	Sun Overnight
79%	78%	73%	65%	62%	67%	58%	56%	54%	56%	56%	54%

**1.13 Q15. What parking improvements would you like to see in your area?**



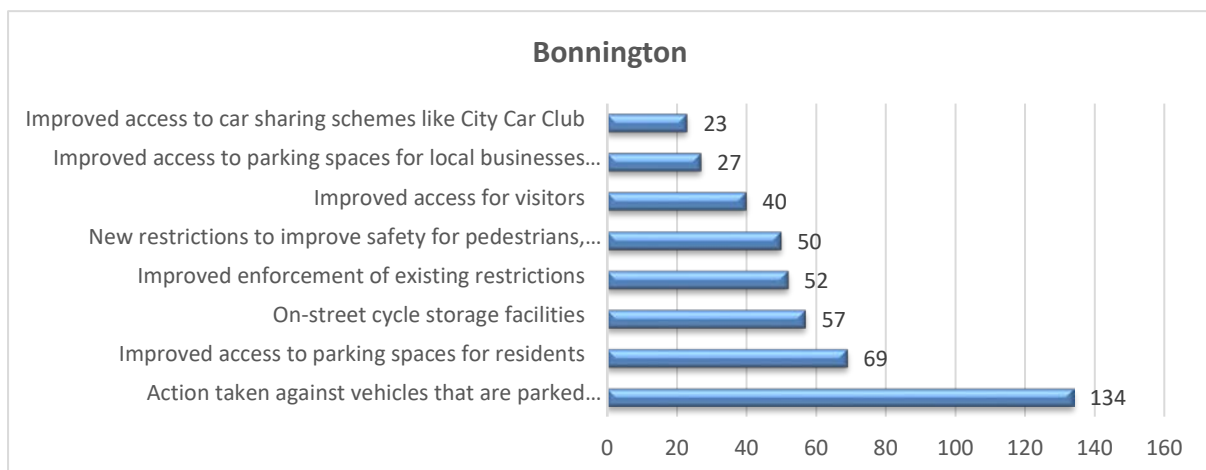
**1.13.1** This question was open to all respondents regardless of whether they experienced parking problems.

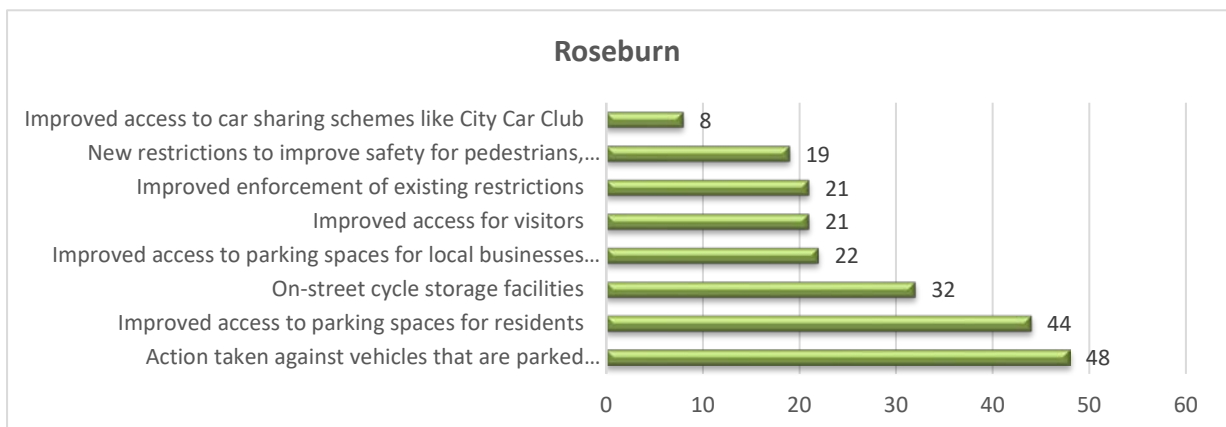
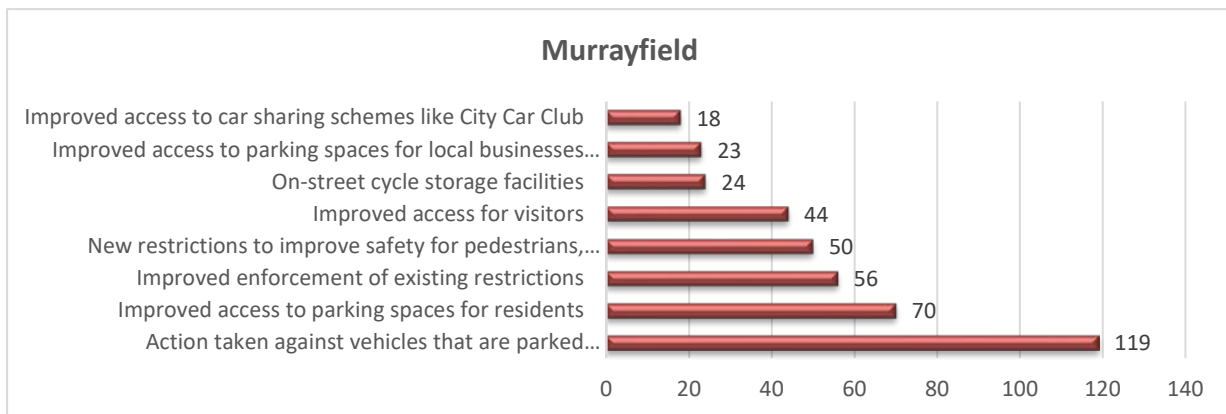
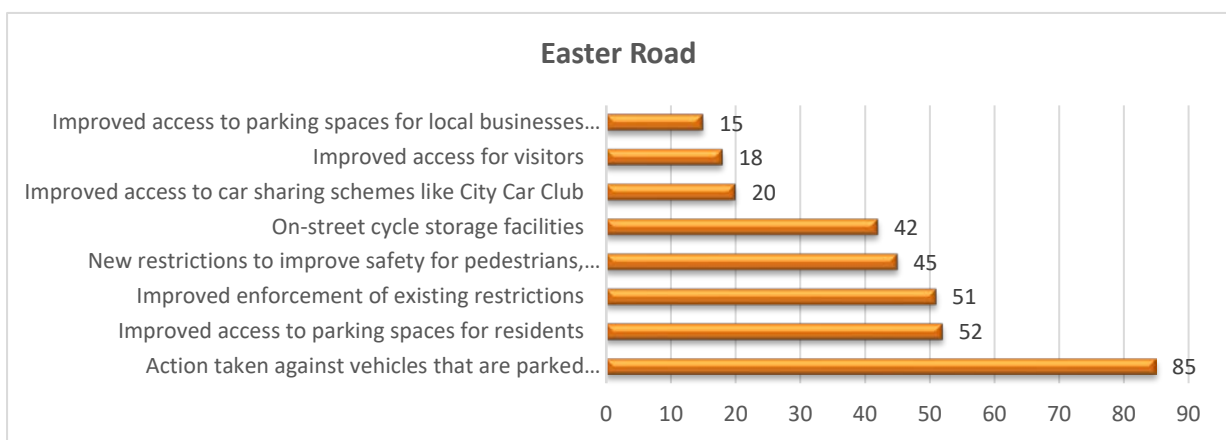
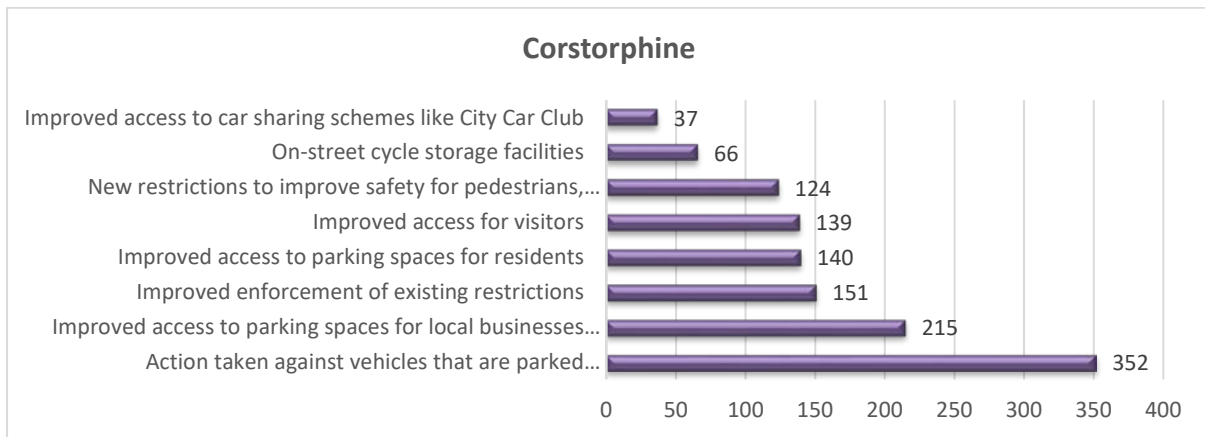
**1.13.2** In total, 4,264 boxes were ticked by all respondents. Similar to the previous question, respondents were able to choose as many options as were applicable to them.

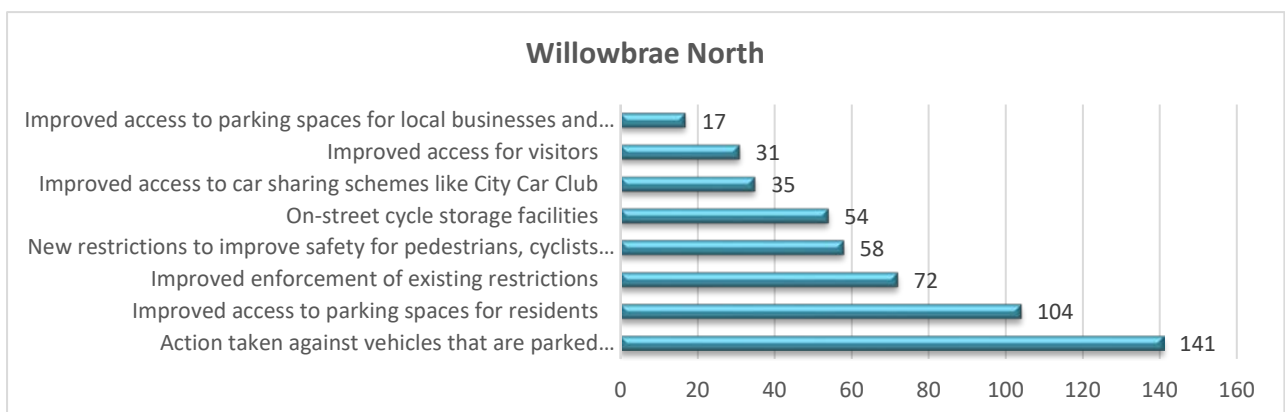
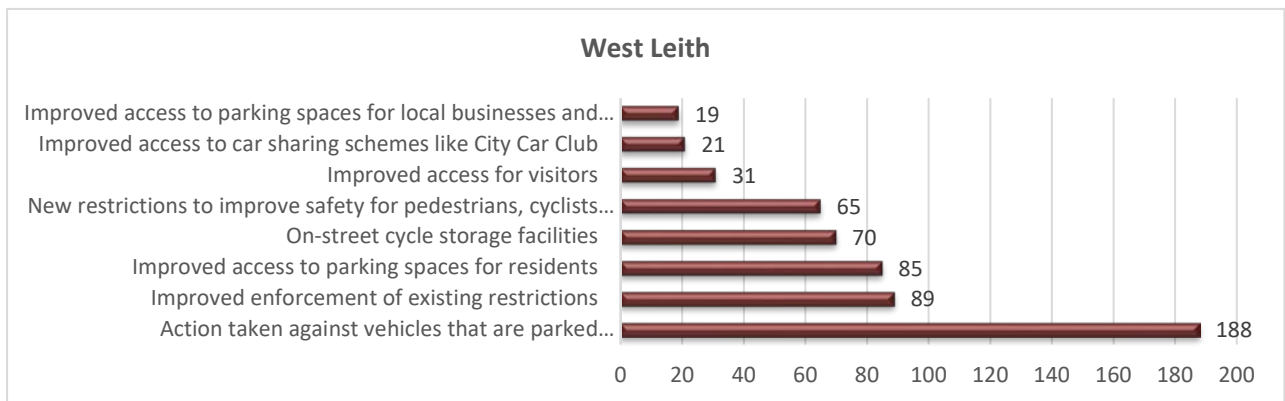
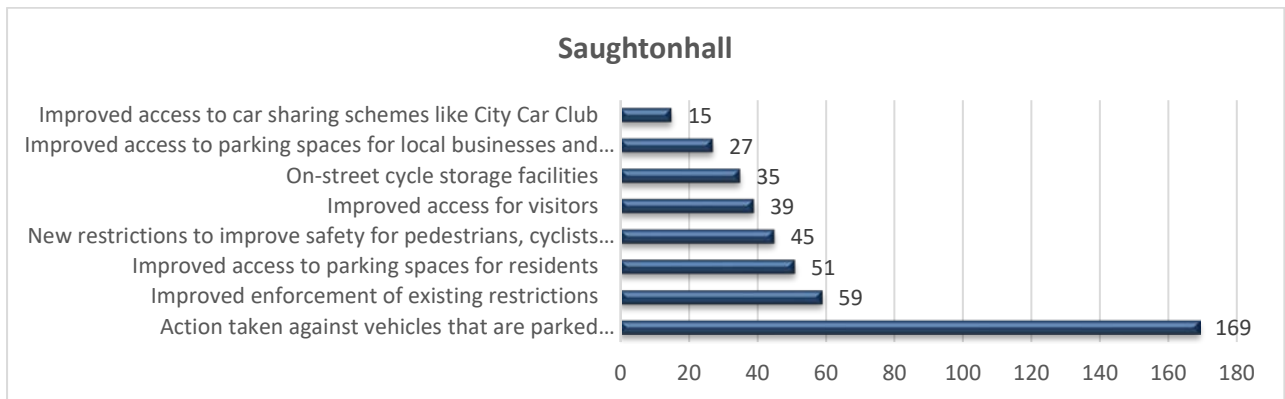
**1.13.3** 1,271 respondents (30%) believed action taken against vehicles that are parked inconsiderately or dangerously would improve the area.

**1.13.4** This was followed by 637 respondents (15%) who suggested improved access to parking spaces for residents would be helpful.

**1.13.5** The following bar charts provide an area breakdown for the answers provided in this question.







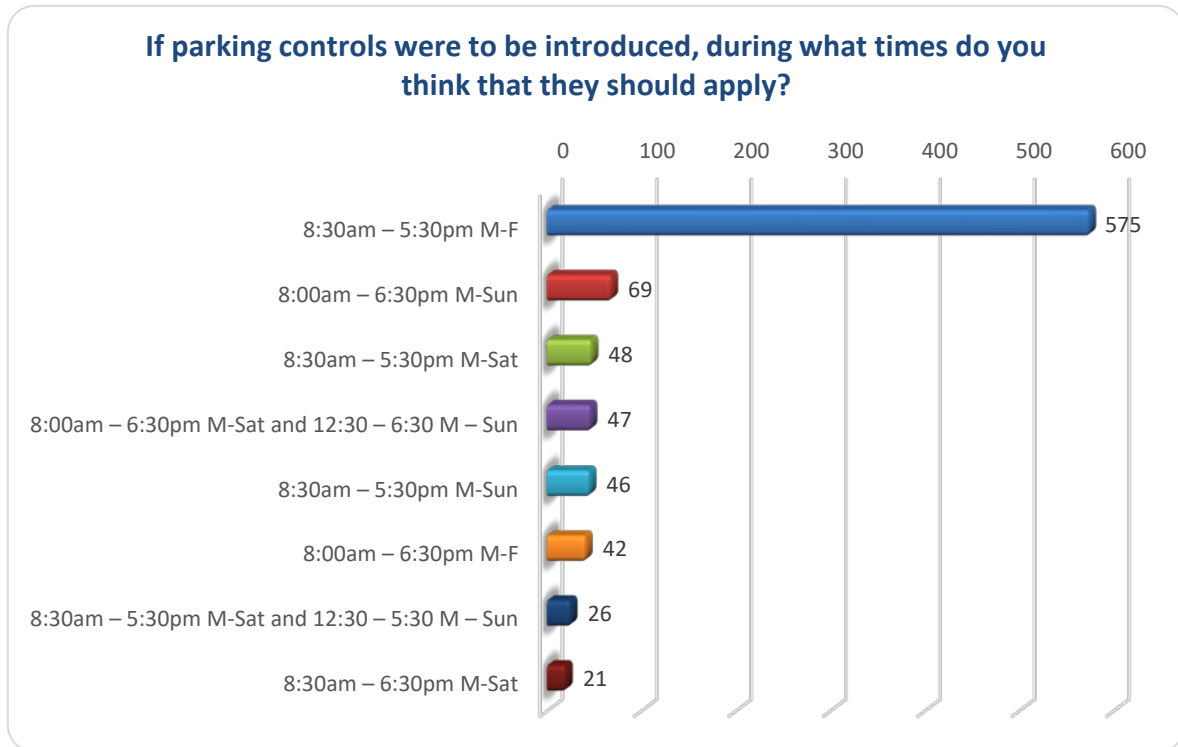
**1.13.6** All areas selected action taken against vehicles that are parked inconsiderately or dangerously to be their top preference for improving parking within their areas. Of the 1,271 respondents who selected this answer, the highest responding area was Corstorphine, with 352 (28%) of respondents from the area believing that action against this would have a positive impact on the area. West Leith (188, 15%) Saughtonhall (169, 13%) and Willowbrae North (141, 11%) also saw high levels of responses for this answer.

**1.13.7** The least popular solution was improved access to car sharing schemes like City Car Club, with five of the eight areas selecting this as their least frequent response, including Bonnington, Corstorphine, Murrayfield, Roseburn and Saughtonhall. For the remaining areas, Easter Road, West Leith and Willowbrae North, the least frequent response was improved access to local businesses and shops.

**1.14 Q16. If parking controls were to be introduced, during what times do you think that they should apply?**

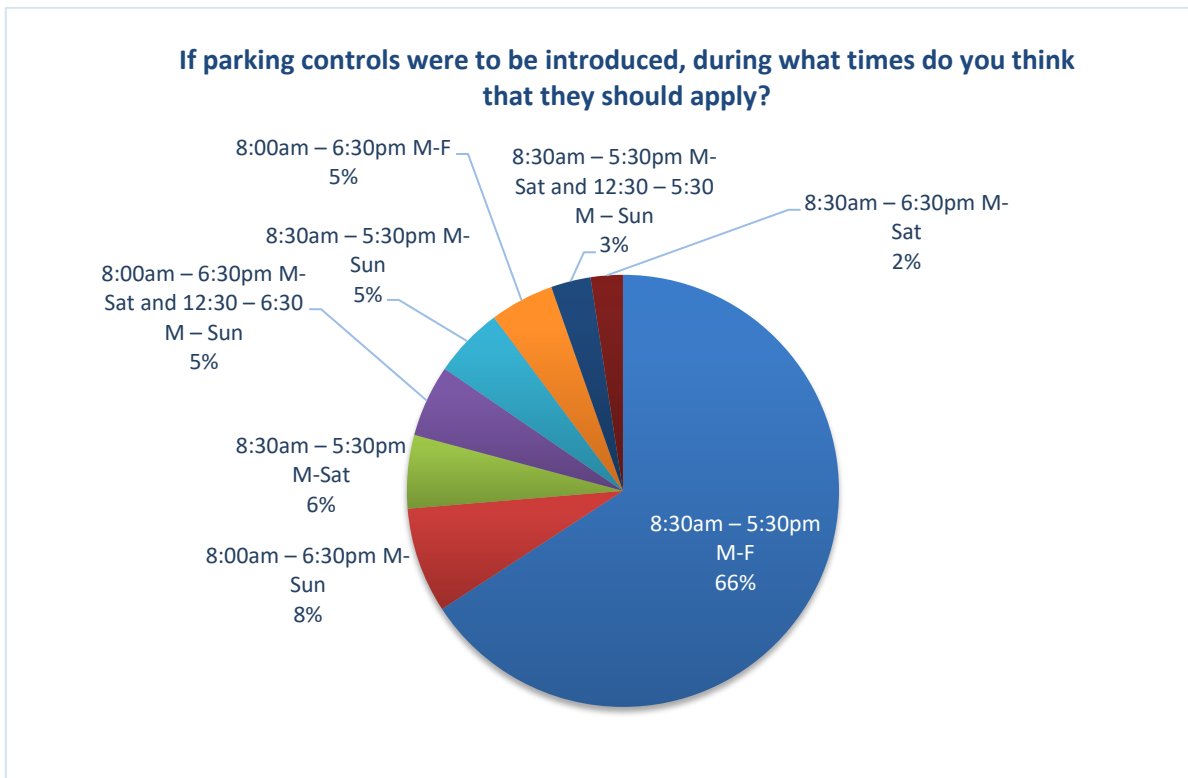
**1.14.1** This question was asked to all respondents, asking what time they would like parking controls to operate, should they be introduced. Only one selection could be made for each option.

**1.14.2** A total of 2,402 answers were recorded for this answer



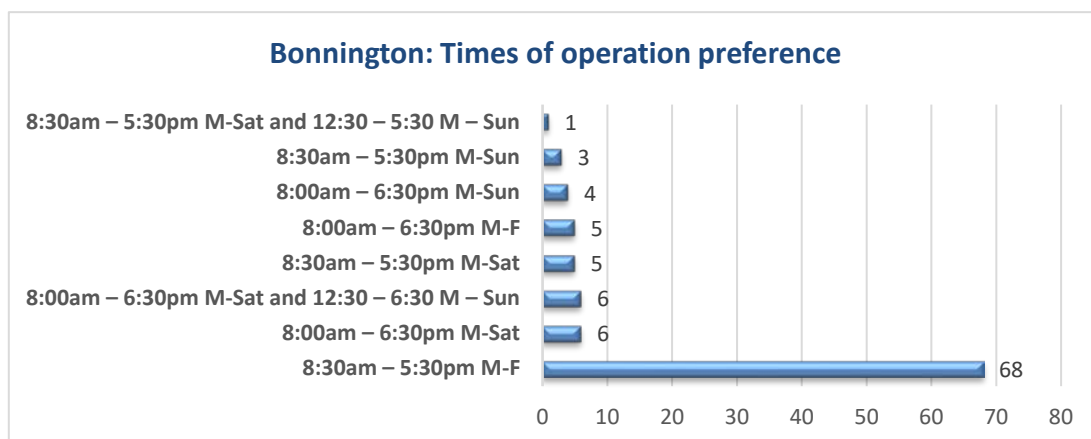
**1.14.3** 1,528 of all respondents made 'Other' comments. Similarly, 291 respondents left the question blank.

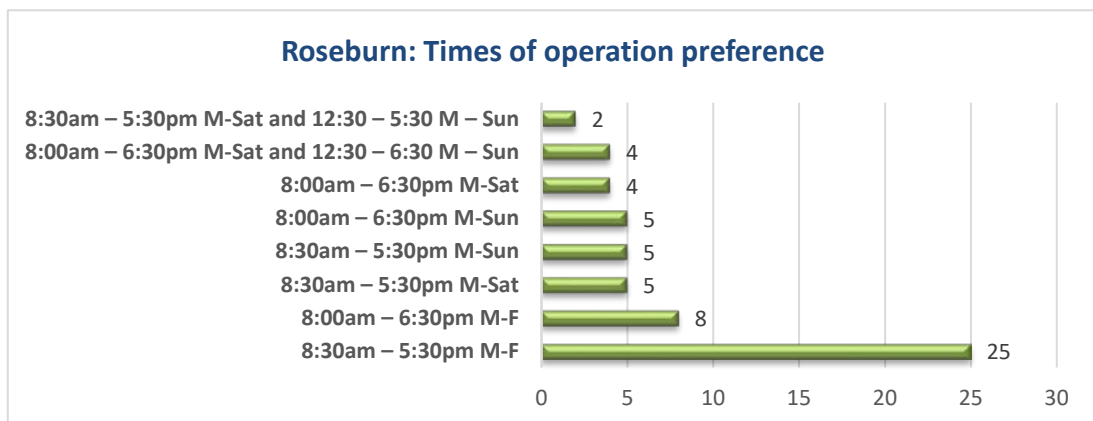
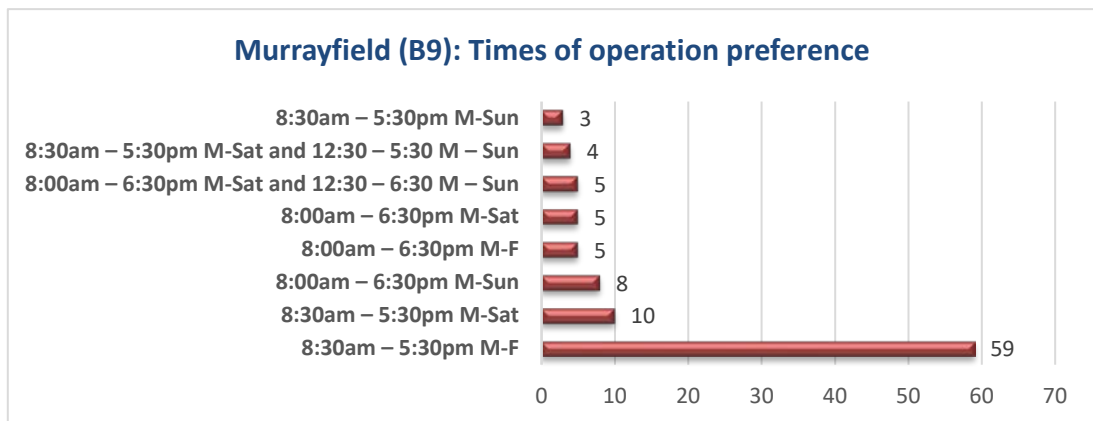
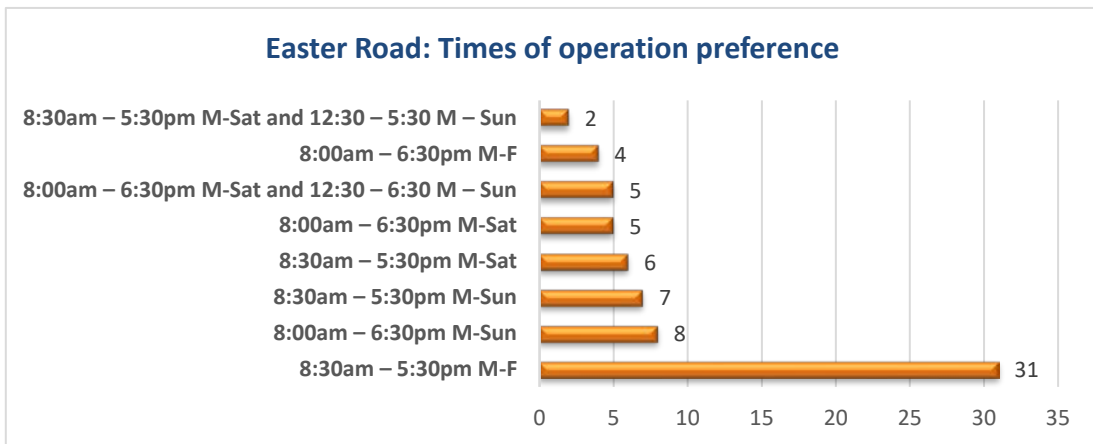
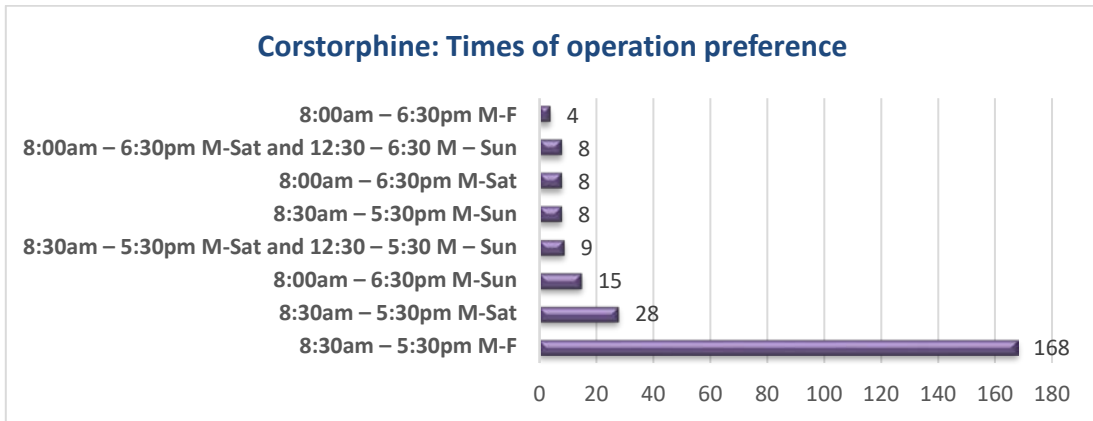
**1.14.4** Below the pie chart looks at the given times without blank and 'Other' responses included in the data. In total, 874 people selected times listed on the survey.



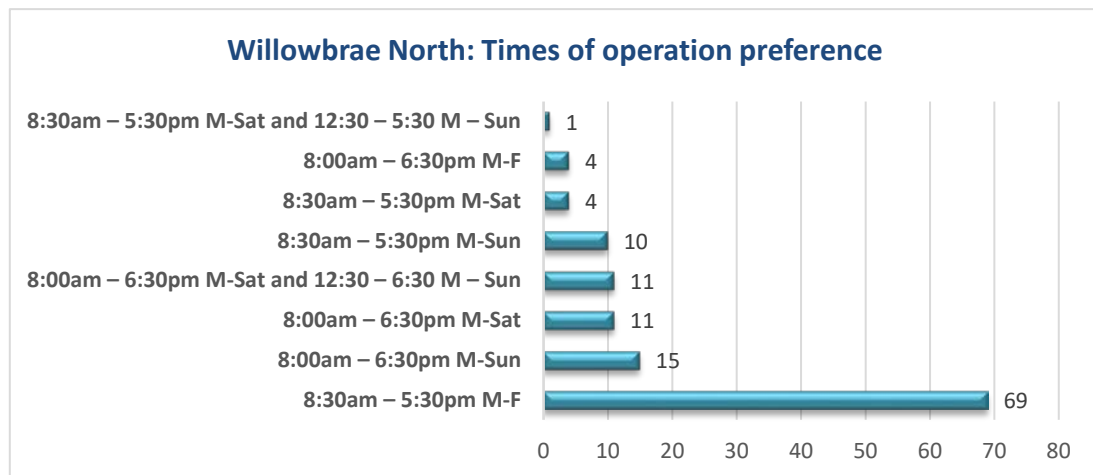
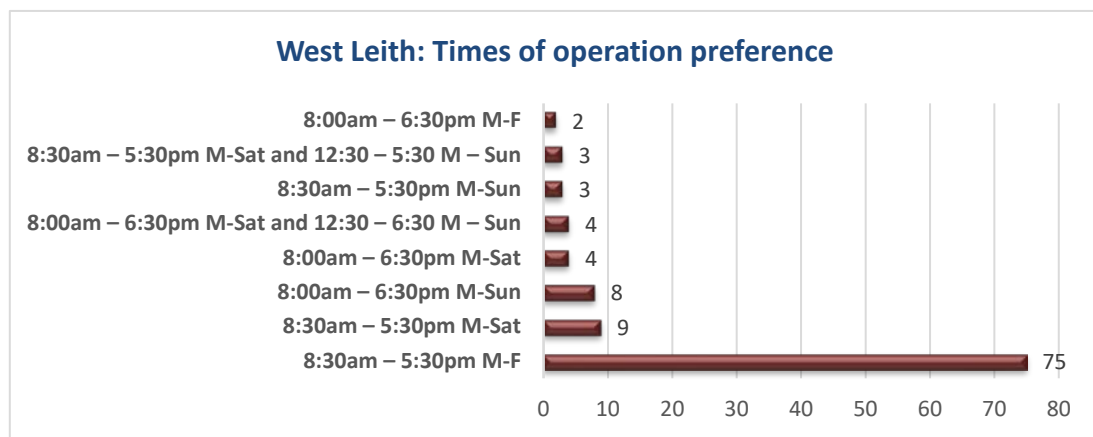
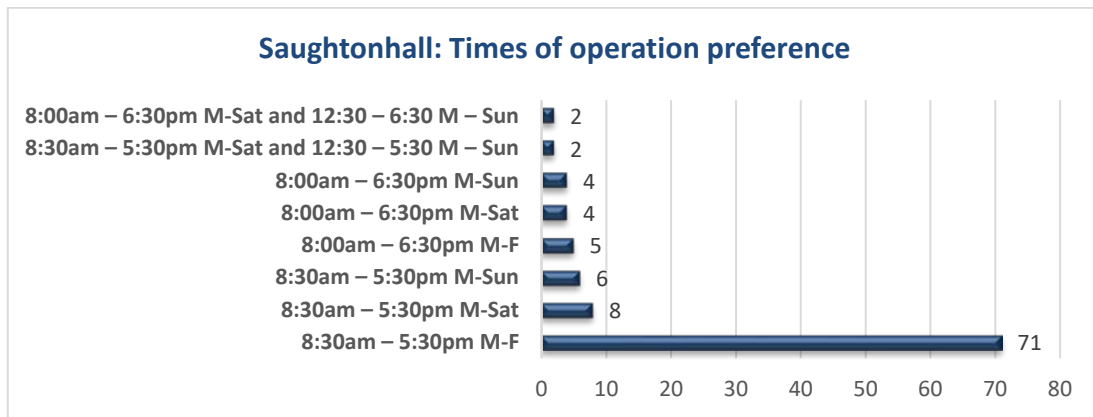
**1.14.5** When excluding blank and other responses, 66% (575 people) selected the 8:30-5:30pm M-F option. Second highest at 8% (69 people) was people who selected parking restriction times between 8:00am – 6:30pm M-Sun, this was followed closely by 8:30am – 5:30pm Mon-Sat option by 6% (48 people).

**1.14.6** The charts below show the breakdown of timings chosen by area.



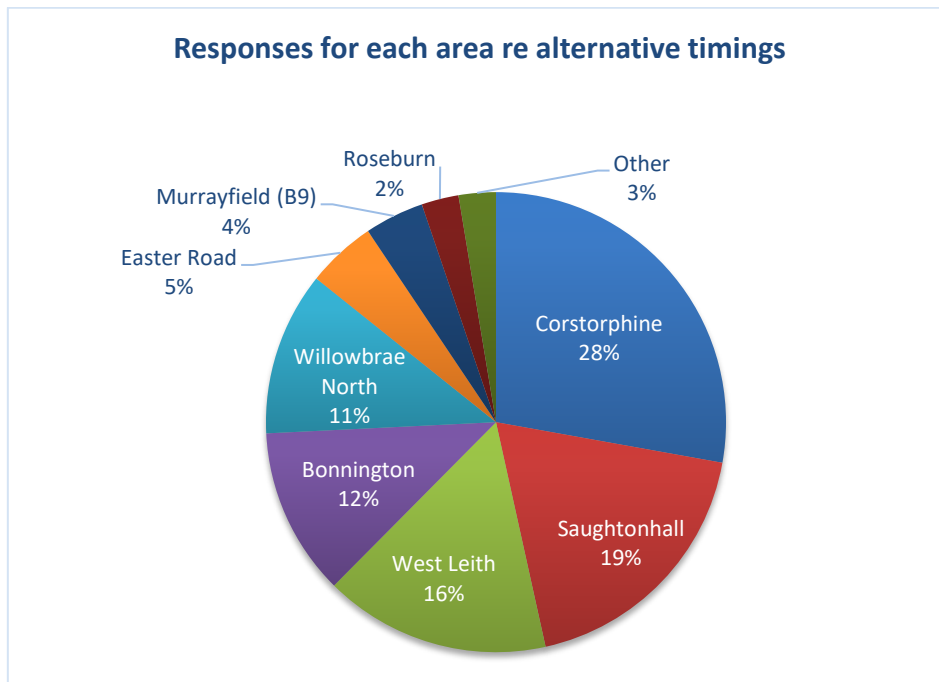






**1.14.7** As can be seen from the charts, if controls were implemented, people would like them to operate between 8:30am and 5:30pm, Monday to Friday.

**1.14.8** The chart below takes a look at the 1,528 'Other' comments respondents provided. Respondents were free to type in whatever they wanted. Below is an in-depth breakdown of all the comments.



**1.14.9** over 80% of the comments (1,194) were respondents who said they did not approve of any parking controls.

**1.14.10** Just under 10% of comments (127) were respondents who provided suggested shorter restriction timeframes, of under four hours.

**1.14.11** 2% (31) made other alternative suggestions.

**1.14.12** 6% (86) made various suggestions of between 4-12 hours.

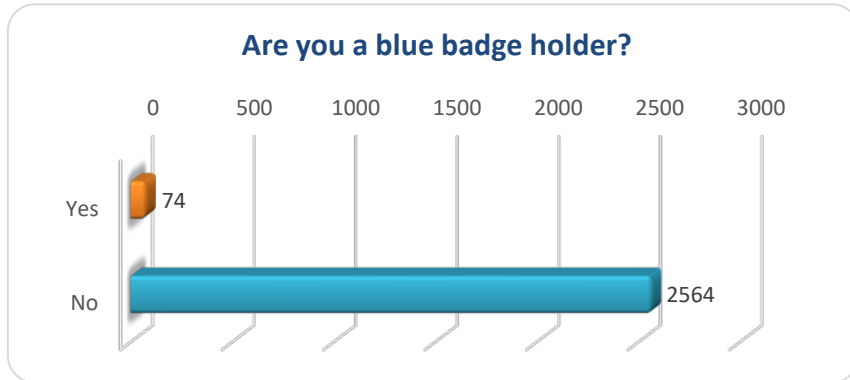
**1.14.13** 2% of respondents (29) wanted parking restrictions to apply longer than 12 hours.

**1.14.14** The table below summarizes the data for alternative and Other comments. In particular, specific days respondents said would like parking restrictions. Comments categorised as 'Alternative timings' (136 responses) and 'Other' categories (25 response). Together this accounts for a combined 161 responses.

	Bonnington	Corstorphine	Easter Road	Murrayfield (B9)	Roseburn	Saughtonhall	West Leith	Willowbrae North	Other
No closures specified or doesn't want closures	149	303	60	81	24	219	191	136	31
Short Timeframe (under 2 hours)	5	55	1	20	7	22	8	9	0
Medium Timeframe (between 2-4 hours)	8	27	3	5	1	10	18	9	5
Long Timeframe (over 4 hours)	3	1	3	2	2	4	4	9	1

Alternative arrangement	2	8	2	2	3	10	4	0	0
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**1.15 Q17. Are you a blue badge holder?**



**1.15.1** 90% of respondents selected the No response. 2% said they were blue badge holder, while another 2% said their application was pending.

**1.15.2** 6% of respondents left the question blank.

## **Appendix 2: Options Assessment**

This appendix provides further detail and context intended to assist in determining the most appropriate course of action for each of the areas that form Phase 2 of the proposals arising from the Strategic Review of Parking.

### **Contents:**

1. Introduction
2. Policy Context
3. Impact of Covid-19 on working patterns and commuting
4. Considering the Consultation Results in context
5. Preferred Approach
6. Area Analysis:
  - The A8 Corridor
    - 6.1 Roseburn
    - 6.2 Saughtonhall
    - 6.3 Murrayfield (B9 Area)
    - 6.4 Murrayfield
    - 6.5 Corstorphine
    - 6.6 Collective Assessment
  - Leith & Willowbrae
    - 6.7 Willowbrae North
    - 6.8 Bonnington
    - 6.9 West Leith
    - 6.10 Easter Road
7. City Mobility Plan – Key Linkages to Controlled Parking
8. Review Heat Maps
9. Migration Plans
10. Summary of findings

## 1. Introduction

The four phases that grew from the results of the Strategic Review were based on both evidence of existing parking pressures and the need to mitigate against potential migration of those parking pressures. These four phases were based on a geographic assessment of the review results and the relationship between areas of existing and proposed controls.

In some cases, the review has proposed controls for areas that do not currently experience significant parking pressures, on the basis that it was prudent to include those areas at this stage in order to protect them from potential migration, rather than to wait until that migration occurred.

The results of the consultation exercises conducted for Phase 2 strongly indicate that, in most of the Phase 2 areas, residents do not consider that either the risk of migration, or existing parking pressures, are sufficient to warrant the introduction of parking controls at this time. While Appendix 1 sets out the consultation responses (and further detail can be found within that Appendix in terms of the questionnaire responses, comments etc made as part of that process), this Appendix looks at the reasons behind the proposals for Phase 2 and further considers the policy context and the risk of migration as a means of determining the preferred course of action.

More generally, this appendix also considers the impact that Covid has had on parking across the city, as well as the longer-term implications that changing working patterns and practices might have on parking levels.

This appendix draws together different strands relating to the potential need, or otherwise, for parking controls generally within the Phase 2 area, including:

- the Strategic Review results;
- the review justification for the inclusion in a proposal phase;
- the views of residents and the results of the consultation;
- the potential migration implications of delaying implementation;
- the policy justification for inclusion in a proposal phase;
- the policy implications of delaying implementation;
- the suggested approach.

The findings of the Consultation process, in conjunction with the other considerations highlighted in this report and as set out in this appendix, are summarised in Part 10 of this Appendix.

## 2. Policy Context

The aims of the Strategic Review of Parking were grounded in an acceptance that the time was right to look at parking pressures in a holistic manner, reflecting the increase in the requests for controls from residents in a number of key areas. The Council has always seen requests for parking controls, but the level of interest that led to the Review indicated that parking pressures had reached levels where their impact was having a significant impact on some residents' ability to park.

The impact of parking on residents, and businesses, is in itself related to the Council's objectives in term not only of its transport strategy, but also in broader terms relating to a safer, greener city. Parking controls have a significant role to play not only in directly addressing parking pressures, but also as a tool to help the Council deliver on policy objectives within the City Mobility Plan (CMP).

Parking controls are an integral part of the CMP, and must be considered in that context – as part of the Council's strategy for delivering the vision for our city, that:

***Edinburgh will be connected by a safer and more inclusive net zero carbon system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents.***

Some of the objectives within the CMP that are supported by parking controls are:

- Reduce vehicle dominance and improve the quality of our streets;
- Reduce harmful emissions from road transport;
- Improve the safety for all travelling in our city;
- Maximise the efficiency of our streets to better move people and goods; and
- Encourage behaviour change to support the use of sustainable travel modes.

A primary aim of the CMP is to reduce greenhouse gas emissions and address climate change in-line with the Council's commitment to be carbon neutral by 2030. One of the specific actions/policies from the CMP is:

- **CMP policy Movement 33 Parking Controls** *'Extend the coverage and operational period of parking controls in the city to manage parking availability for the benefit of local residents and people with mobility issues'*

This action/policy fulfils a broad range of CMP objectives. The introduction of parking controls not only fulfils the primary benefit of providing parking opportunities for local residents and people with mobility issues by reducing commuter parking opportunities, but also supports a broad range of other benefits through safer and more efficient kerbside parking management and facilitating a range of sustainable travel options.

The full package of CMP policy measures supported/enabled by parking controls are set-out in the table that can be found in Part 7 of this Appendix.:

When considered in this context, the introduction of parking controls cannot be viewed as an isolated measure to manage parking demand. The Council's responsibility in

terms of delivering upon the aims and aspirations of the CMP needs to look at the potential implications of not taking direct action to address the issues created by commuter parking and the high usage of private vehicles. Similarly, the other package of mobility opportunities that can be enabled by parking controls must be determining factors.

Given the linkages within the CMP to the potential benefits from controlled parking, it must be considered that the policy considerations element of the analysis for each of the areas within Phase 2 must be considered to be High.

### 3. Covid 19

There is little doubt that, in the longer term, Covid has the potential to change the way that people both live and work.

A point expressed by many respondents to the consultation was that, with office staff largely working from home - and with an expectation that few office staff might return to their offices full time, the level of commuting was unlikely to return to pre-Covid levels, thereby negating the need to take action designed to address commuting by private car.

Throughout the pandemic, the impact on retail and hospitality has been significant, with most businesses having to close their doors to customers. However, many office-based businesses, including the Council, have seen their staff working largely from home.

Some businesses have continued to have staff working at their normal place of work and more businesses are now starting to see staff returning to their normal place of work, although not necessarily on a full-time basis. Nevertheless, many people are still working from home in line with ongoing Government guidance that those who can work from home should continue to do so.

A common thread throughout the consultation sessions was the suggestion that there was potentially no need for parking controls in what is being consistently referred to as "the new normal".

However, there may be a possible desire from central Government to ensure that those businesses that are now able to re-open after many months of closure have a customer base to support that reopening. For many city centre businesses, that customer base will come from a variety of sources but in many cases could include office staff and it is possible that employers may be encouraged to have staff return to their place of work as a means of assisting with economic recovery.

The situation with regards to the new normal remains unclear, but it is likely that the impact of Covid on the way that we work is likely to continue for some time.

That impact could easily influence where people work, but for those with no choice but to travel to their place of work, it could also have an impact on how people travel.

It is worth noting that, during some of the online meetings held as part of the Phase 2 consultation, several attendees indicated that the level of parking in their area had already increased to levels approaching those witnessed pre-lockdown.

While this reported increase in apparent commuter demand in some areas may simply be those who previously commuted by car returning to work, there is also the possibility that some commuters are travelling by car in preference to using public transport. Even though it seems possible that social distancing rules might soon be relaxed, it is also possible that there could be a reluctance amongst commuters to immediately switch back to using buses or trains and that they might continue to travel by private vehicle as a means of reducing their exposure to possible infection.



Consideration has to be given to the different eventualities arising from Covid, whether that is a greater reliance for many on working from home, or a gradual return to the workplace. We must also consider the potential for commuters to use their own vehicle in preference to public transport, or a mixture of commuting part-way by car before walking or cycling to their place of work.

At the present time it is not possible to say with certainty what the long-term impacts will be on working and travelling habits.

#### **4. Considering the Consultation Results in context**

The full results of the consultation exercises conducted for Phase 2 can be found within Appendix 1 to this report.

From those results it is apparent that there is not widespread support for parking controls as proposed, with many residents stating that, in their view, there are no issues to solve. In most of the areas included within the consultation there is a clear majority of residents indicating that they do not currently experience parking problems.

However, that view is not held by every respondent, with a number of residents citing problems with commuter parking or inconsiderate or unsafe parking practices. It is worth noting that these residents often reside in streets which had been categorised through the Strategic Review of Parking as having high parking pressures and where it had been identified that action may be needed.

It should also be noted that the proposals for parking controls that were put forward for the consultation were primarily intended to aid residents in those streets that were experiencing high parking pressures and to further protect residents in surrounding streets and areas from the potential migration of those parking pressures. In the case of the A8 corridor in particular, even though most of the areas consulted indicated that they did not experience parking problems, there is evidence to show that many of those respondents reside from streets identified as having high parking pressures.

It must also be considered that the results in Roseburn are suggestive of a pressing need to introduce parking controls. With over 90% of roads in that area subject to high parking pressure and the consultation results indicating that 56% of respondents from within the Roseburn area consider that there are parking problems, it would be difficult to determine that parking controls should not be introduced in that area.

It must therefore be recognised that this introduction could have a knock-on effect, increasing parking demand in both Murrayfield and Saughtonhall as the nearest uncontrolled areas to Roseburn along the A8 corridor.

While many of the areas most affected by parking pressure in the north of the city were included in Phase 1, there is considerable potential for parking pressures to migrate as a result of the implementation of parking controls in these areas.

The situation in Leith, where Phase 1 proposals would see controls introduced in Pilrig and Leith Walk, could have a significant impact on the neighbouring areas of Bonnington, Easter Road and West Leith. Despite the consultation results for each of these areas, which indicate a widely held view that there are no parking problems, that situation could quickly change should Phase 1 be introduced as currently proposed. There could be a similar situation with potential parking controls in Abbeyhill, which is included in Phase 1, affecting parking pressures within Willowbrae North.

The consultation results must, therefore, be viewed in terms of that wider context, with parts of Phase 2 in particular designed not only to address existing parking pressures in these areas, but to mitigate against potential future pressures which may occur due to the displacement of vehicles from areas covered by Phase 1 of this review.

Whether a decision on the future of the Phase 2 proposals is made on the basis of the Review results or the consultation results, there are clear linkages between the different areas and phases which must be taken into consideration.

## **5. Preferred Approach**

- 5.1 Taking into account both the results of the review and the results of the consultation exercises, it is considered that the preferred approach for all Phase 2 areas is to proceed with legal process as planned and programmed to introduce Controlled Parking Zones.
- 5.2 This approach takes progressive and decisive action to meet our commitment to achieve the 2030 carbon neutral target. It reflects the primary findings of the Strategic Review, recognising existing parking pressures, their impact and the need to address them. It offers the most significant impact in terms of meeting the Councils objectives of reducing reliance on private vehicles as a primary mode of transport, increases the likelihood that more commuters will choose public transport or active travel options for the whole, or a greater proportion of, their journey. It would further deliver:
- improved access to parking for residents, businesses and visitors
  - reduced overall traffic flows and congestion, improving public transport reliability and journey times
  - reductions in pollution through a reduction in overall vehicle movements and as a result of reduced queuing at junctions
- 5.3 Acting now removes the potential for these areas, many of which have been highlighted by the review as suffering the impacts of existing parking pressures, to be further impacted by a migration of existing pressures from adjoining areas.

## 6. Area Analysis

The following sections look, on an area by area basis, at those factors that were initially used to determine whether an area should be included in a proposed phase of work arising from the Strategic Review of Parking. They also consider the potential benefits of inclusion at this stage, and the implications for each area of not being included. Where there is further history behind the proposals, consideration is also given to previous consultations.

These assessments are based on the following factors:

- a) Review results – the results of the assessments carried out on a street by street, area by area basis across the city. The resulting rankings are based on parking pressure and rate each area between 1 (worst parking pressure) to 124 (least parking pressure).
- b) Likelihood of Potential Migration – considers the likelihood that parking that currently occurs in another area will move to within a Phase 2 area. Based on a Low, Medium and High scale.
- c) Impact of Potential Migration – considers the extent to which an area could be affected by migration. Based on a Low, Medium and High scale that recognises both the number of adjoining areas and the relative parking pressures in those areas.
- d) Policy considerations – considers how the introduction, or otherwise, of measures would impact delivery of the key aims of the City Mobility Plan. Based on a Low, Medium and High scale, with consideration being given to the make-up of the area and the direct benefits to the area in terms of meeting policy objectives.

Note: As explained in section 2 of this Appendix, it is considered that the policy rating for each area must be considered to be High, reflecting both the wider objectives within the CMP and the potential implications for delivering upon those objectives should parking migrate into these areas.

## **A8 Corridor**

### **6.1 Roseburn**

#### **Description**

Roseburn sits directly to the west of the existing N5 Zone of the CPZ and lies largely to the south of the A8, one of the busiest bus routes into the city centre. Roseburn has direct access to the Edinburgh Tram, with a Tram stop located within the Roseburn area.

In terms of property composition, Roseburn is comprised of a mixture of residential, retail, industrial and recreational properties. Much of the area is high density housing and, while some of the newer residential properties have off-street parking, the older, tenement properties do not.

#### **(a) Review Results**

Of the 124 areas in the review, Roseburn was the second only to Leith Walk in terms of observed parking pressure. Like Leith Walk, over 90% of the area was observed to experience “High” levels of parking pressure.

This rating reflects the high-density nature of the housing stock, but also the varied business properties. As the closest point to the city centre, it is an attractive destination for those seeking free parking.

#### **(b) Likelihood of Migration**

The location of Roseburn alone, sitting alongside one of Edinburgh’s busiest arterial routes and directly adjacent to an existing controlled parking zone, means that there is a likelihood of parking from other, neighbouring areas moving to the Roseburn Area should those areas become controlled.

It should also be noted that Roseburn sits adjacent not only to other Phase 2 areas but is also adjacent to the Phase 1 area of Gorgie North and that there is a likelihood of migration from that area in addition to other Phase 2 areas.

It is considered that the likelihood of migration into Roseburn should be considered as High.

#### **(c) Impact of Potential Migration**

Roseburn lies in close proximity to three other areas that are potentially included in the proposals arising from the Strategic Review of Parking. All of those areas have been shown to have existing parking levels that were classed as “Medium”.

With parking levels already at 90%, the potential for additional parking migration is limited. However, any additional pressure from migration on the could have a significant impact on the availability of parking for residents and visitors to the area. For that reason, it is considered that the likely level of potential migration is Medium.

#### **(d) Policy Considerations**

In terms of policy objectives, the A8 corridor has been considered as a single entity. Addressing commuter parking issues on this route would improve traffic movement, reduce congestion and improve air quality.

In terms of Roseburn itself, the introduction of parking controls to an area that is predominantly residential, but which also has a number of retail, hospitality and industrial premises, means that there is potential to reduce existing parking pressures by managing use of kerbside space and by removing the ability of this area to be used by commuter parking.

That reduction would improve accessibility for residents, their visitors and to other visitors to the area, improving the liveability of the area and assist the Council in meeting the aims of the City Mobility Plan.

The Policy Justification for introducing parking controls in the Roseburn Area is considered to be High.

### **(e) Consultation Results**

The full results of the consultation exercises conducted for Phase 2 of the Review can be found in Appendix 1. The following is a summary of the responses received, focusing on key elements of the consultation.

A total of 104 questionnaire responses were received from the Roseburn area. Of those, 81 originated within the Roseburn area itself. Of those, 45 (56%) indicated that they experienced parking problems.

#### **Summary**

Review Placing	2
Observed Parking Pressure Level	90
Responses indicating that they experience parking problems	56%
Likelihood of parking migrating from other areas	High
Impact of potential migration from other areas	Medium
Policy Justification	High

#### **Conclusion**

Based on the level of existing parking pressures alone, there is considered to be justification for the introduction of parking controls in the Roseburn area.

The consultation results also show that, of those respondents who live in the Roseburn area, a small majority indicate that they experience parking problems.

Taking into account the likelihood of migration and the potential impacts of that migration strengthens the argument for introducing controls.

There would be clear benefits to that introduction, freeing up space that would make the area more accessible for residents and their visitors.



## 6.2 Saughtonhall

### Description

Saughtonhall is a primarily residential area lying to the south of the A8, one of the busiest bus routes into the city centre. There are a small number of retail and hospitality properties situated mainly on Saughtonhall Drive and on the A8 itself (Western Terrace).

In terms of property composition, Saughtonhall is comprised of a mixture of housing styles, including modern flats, 1940's and 50's maisonettes, 1940's bungalows and terraced properties. There is also a mix in terms of access to off-street parking, with many properties relying on on-street parking provision.

### (a) Review Results

Of the 124 areas in the review, Saughtonhall placed 26<sup>th</sup> overall, with 29% of streets observed as having "High" levels of parking pressure and 65% of streets having "Medium" pressure.

Compared to other areas in the 20-30 range in the overall prioritised list, Saughtonhall compares favourably, having a lower percentage of street with "High" pressure than the other areas in this range.

### (b) Likelihood of Migration

Saughtonhall's inclusion in Phase 2 is primarily driven by its location and on the basis of looking holistically at the A8 corridor, with other neighbouring areas (Roseburn, B9 and Corstorphine) all showing higher levels of parking pressure, or higher numbers of streets with "High" levels of parking pressure.

If any one, or more, of the adjoining areas were to be controlled, then there is significant likelihood for migration of parking pressures into Saughtonhall.

It must also be noted that Saughtonhall lies adjacent to part of the Phase 1 area and that there is also potential for migration from Gorgie North.

On the basis of the review results for neighbouring areas, and Saughtonhall's position alongside the A8, and its position relative to other Review areas, it is considered that the potential for migration into Saughtonhall is High.

### (c) Impact of Potential Migration

As stated above, Saughtonhall lies adjacent to four other areas included in the Phase 2 proposal. Should one of those areas proceed while Saughtonhall does not, then there is a likelihood of migration. Should more than one area proceed, then that likelihood increases significantly.

Given the current parking pressure levels within Saughtonhall, it might appear that there is an ability for Saughtonhall to accommodate migrated parking within significant impact. However, the overview figures do mask the fact that there are a number of streets that are subject to high parking pressures and that those streets are located in positions either closer to adjoining review areas or to

nearby bus routes. Depending on where parking migrates to, there is the potential for that migration to have an impact on the ability of residents and their visitors to park, as well as on accessibility to local shops and businesses.

It is considered that the likely impact of potential migration is Medium.

**(d) Policy Considerations**

In terms of policy objectives, the A8 corridor has been considered as a single entity. Addressing commuter parking issues on this route would assist traffic movement, reduce congestion and improve air quality, assist in meeting the aims of the City Mobility Plan.

In terms of Saughtonhall itself, the introduction of parking controls to an area that is predominantly residential, but which also has a number of retail and hospitality premises, means that there is potential to protect the existing parking provision and to mitigate against the increased use of this area by commuter parking. Managing kerbside space would also benefit local businesses, providing space that could be used by their customers.

While there are currently few indications of high parking demand, the potential for migrated parking to undermine the policy benefits of introducing measures in neighbouring areas, as well as the implications for residents and businesses of migrated parking, is a concern. Including Saughtonhall at this stage would negate those negative impacts.

The Policy Justification for introducing parking controls in the Saughtonhall Area is considered to be High.

**(e) Consultation Results**

The full results of the consultation exercises conducted for Phase 2 of the Review can be found in Appendix 1. The following is a summary of the responses received, focusing on key elements of the consultation.

A total of 401 questionnaire responses were received from the Saughtonhall area. Of those, 346 respondents provided information that placed them within the Saughtonhall area itself. Of those, 33 (10%) indicated that they experience parking problems in their area.

**(f) Summary**

Review Placing	26
Observed Parking Pressure Level	62
Likelihood of parking migrating from other areas	High
Impact of potential migration from other areas	Medium
Policy Justification	High

**(g) Conclusion**

Residents of Saughtonhall rightly indicate that parking pressures in their area, when considered in isolation, do not appear to warrant action at this time.

Looking at the A8 corridor as a whole, however, and considering the implications for areas like Saughtonhall of introducing parking controls to neighbouring areas, there is clear justification for the introduction of parking controls in the Saughtonhall area, both in terms of protecting the policy benefits delivered through the introduction of measures in neighbouring areas, but also as a means of protecting residents and businesses from the negative impacts of future migration.

It must also be considered that introducing parking controls in areas alongside a key arterial route has significant potential to aid in meeting the aims of the City Mobility Plan.

### **6.3 Murrayfield (B9 Area)**

#### **Description**

The B9 area of Murrayfield is a predominantly residential area lying to the north of the A8, one of the busiest bus routes into the city centre. There are a small number of retail properties situated in the Coltbridge area, and a small number of hotels on the A8 itself (Western Terrace).

In terms of property composition, B9 is mainly comprised of Georgian terraced housing, with a smaller number of tenements and detached or semi-detached properties. The terraced and tenement properties tend to have no access to off-street parking, relying on on-street provision.

B9 is a Priority Parking Area, where a proportion of the kerbside space is set aside as permit holder parking. Those controls operate for a 90-minute period Monday to Friday, giving priority to residents over other users. All remaining space may be used freely and is subject to no restriction.

#### **(a) Review Results**

Of the 124 areas in the review, B9 placed 37<sup>th</sup> overall, with 39% of streets observed as having “High” levels of parking pressure and 36% of streets having “Medium” pressure.

Compared to other areas in the 30-40 range in the overall prioritised list, B9 has a higher percentage of streets with “High” pressure than the other areas in this range.

#### **(b) Likelihood of Migration**

The inclusion of B9 in Phase 2 is driven both by its location and on the basis of looking holistically at the A8 corridor. While other neighbouring areas (Roseburn, Murrayfield, Saughtonhall and Corstorphine) show varying levels of parking pressure, there is a strong likelihood of migration if any one, or more, of the adjoining areas were to be controlled.

It must also be noted that B9 is the area most accessible from the existing CPZ and that the potential introduction of controls in Roseburn would have significant potential to lead to a relatively short migration into B9.

On the basis of the review results for B9 and its neighbouring areas, and B9's position alongside the A8, and its position relative to other Review areas and the existing CPZ, it is considered that the likelihood of migration into B9 is High.

#### **(c) Impact of Potential Migration**

As stated above, B9 lies adjacent to four other areas included in the Phase 2 proposal. Should one of those areas proceed while B9 does not, then there is a likelihood of migration. Should more than one area proceed, then that likelihood increases significantly.

While the review results do indicate that parking pressures are not as acute in this area as in other areas now being considered for controls, the review results also show existing pressures in the streets closest to the A8. That situation could easily deteriorate if other areas were to see measures introduced. With commuters likely to find the most convenient location in which to park, it would be likely that parking pressures would continue near to the A8, but that the extent of their impact would spread further into B9, impacting on residents' ability to park.

It is also likely, however, that migration might spread across different areas and that there could be an element of dilution along the A8. The current status as a Priority Parking Area would partly mitigate against the impacts of migration, but would still allow use of any uncontrolled space as commuter parking.

It is considered that the likely impact of potential migration is Medium.

#### **(d) Policy Considerations**

In terms of policy objectives, the A8 corridor has been considered as a single entity. Addressing commuter parking issues on this route would assist traffic movement, reduce congestion and improve air quality, assist in meeting the aims of the City Mobility Plan.

In terms of B9 itself, the introduction of parking controls to an area that is predominantly residential, but which also has retail and hospitality premises, means that there is potential to protect the existing parking provision and to mitigate against the increased use of this area by commuter parking. Managing kerbside space would also benefit local businesses, providing space that could be used by their customers.

As an existing Priority Parking Area, the Council has established a need to protect residents from the impact of commuter parking. The results of the process that led to the introduction of B9 revealed commuter parking usage that was impacting on residents ability to park.

While current indications of high parking demand are largely restricted to those streets nearest to the A8, the geographical location of B9, its easy access to public transport and the availability of space means that there is potential for migrated parking to undermine the policy benefits of introducing measures in neighbouring areas, as well as having implications for residents and businesses. Including B9 at this stage would negate those negative impacts.

The Policy Justification for introducing parking controls in the B9 Area is considered to be High.

#### **(e) Consultation Results**

The full results of the consultation exercises conducted for Phase 2 of the Review can be found in Appendix 1. The following is a summary of the responses received, focusing on key elements of the consultation.

*Note: For the purposes of the consultation, the Murrayfield and B9 areas were amalgamated. The consultation results quoted therefore refer to the entire area. The results will be the same for both Murrayfield and B9.*

A total of 296 questionnaire responses were received from the Murrayfield and B9 areas. Of those, 265 respondents provided information that placed them within the consultation area itself. Of those, 59 (22%) indicated that they experience parking problems in their area.

### **Summary**

Review Placing	37
Observed Parking Pressure Level	56
Likelihood of parking migrating from other areas	High
Impact of potential migration from other areas	Medium
Policy Justification	High

### **Conclusion**

Considering B9 on its own, taking into account the review results and the likelihood for migration, there is sufficient evidence to conclude that the introduction of parking controls would address current commuter parking issues and mitigate against future migration.

Looking at the A8 corridor as a whole and considering the implications for areas like B9 of introducing parking controls to neighbouring areas, there is clear justification for the introduction of parking controls in the B9 area.

It must also be considered that introducing parking controls in areas alongside a key arterial route has significant potential to aid in meeting the aims of the City Mobility Plan.

## 6.4 Murrayfield

### Description

Murrayfield is a residential area lying to the north of the A8, one of the busiest bus routes into the city centre. The area is predominantly residential, although there are a small number of hospitality properties situated on the A8 itself.

In terms of property composition, Murrayfield is comprised of a mixture of housing styles, the majority of which have access to off-street parking.

#### (a) Review Results

Of the 124 areas in the review, Murrayfield placed 96<sup>th</sup> overall, with only 3% of streets observed as having “High” levels of parking pressure and 38% of streets having “Medium” pressure. 59% of streets showed “Low” parking pressure.

Murrayfield is the lowest ranked area being considered for parking controls..

#### (b) Likelihood of Migration

Murrayfield’s inclusion in Phase 2 is driven solely by its location, with other nearby areas (Roseburn, B9 and Corstorphine) all showing higher levels of parking pressure, or higher levels of streets with “High” levels of parking pressure.

If one, or more, of the adjoining areas were to be controlled, then there is significant likelihood for migration of parking pressures into Murrayfield.

While current parking levels would suggest that no action is warranted, consideration must be given to the potential for parking pressures to rise significantly if this area were to be omitted on the basis of the existing parking situation

On the basis of the review results for neighbouring areas, and Murrayfield’s position alongside the A8, and its position relative to other Review areas, it is considered that the potential for migration into Murrayfield is High.

#### (c) Impact of Potential Migration

As stated above, Murrayfield lies in close proximity to four other areas included in the Phase 2 proposal. Should one of those areas proceed while Murrayfield does not, then there is a likelihood of migration. Should more than one area proceed, then that likelihood increases significantly.

Given the current parking pressure levels within Murrayfield, it might appear that there is an ability for this area to accommodate migrated parking without significant impact. That most properties have access to off-street parking provision would also suggest that the impact of migration might be less severe in this area when compared to others. There is, however, likely to be impacts beyond those on residents, with visitors and tradesmen potentially finding it more difficult to find places to park near to their destination.

On that basis, it is considered that the likely impact of potential migration is Medium.

#### **(d) Policy Considerations**

In terms of policy objectives, the A8 corridor has been considered as a single entity. Addressing commuter parking issues on this route would assist traffic movement, reduce congestion and improve air quality, assist in meeting the aims of the City Mobility Plan.

In terms of Murrayfield itself, the introduction of parking controls to an area that is predominantly residential means that there is potential to protect the existing parking provision and to mitigate against the increased use of this area by commuter parking.

The Policy Justification for introducing parking controls in the Murrayfield Area is considered to be High.

#### **(e) Consultation Results**

The full results of the consultation exercises conducted for Phase 2 of the Review can be found in Appendix 1. The following is a summary of the responses received, focusing on key elements of the consultation.

*Note: For the purposes of the consultation, the Murrayfield and B9 areas were amalgamated. The consultation results quoted therefore refer to the entire area. The results will be the same for both Murrayfield and B9.*

A total of 296 questionnaire responses were received from the Murrayfield and B9 areas. Of those, 265 respondents provided information that placed them within the consultation area itself. Of those, 59 (22%) indicated that they experience parking problems in their area.

#### **Summary**

Review Placing	96
Observed Parking Pressure Level	25
Likelihood of parking migrating from other areas	High
Impact of potential migration from other areas	Medium
Policy Justification	High

#### **Conclusion**

Based on the available evidence from both the review and the recent consultation, there is, on the surface, little evidence to suggest that controls are required at this time.



Looking at the A8 corridor as a whole, however, and considering the implications for areas like Murrayfield of introducing parking controls to neighbouring areas, there is clear justification for the introduction of parking controls in the Murrayfield area.

It must also be considered that introducing parking controls in areas alongside a key arterial route has significant potential to aid in meeting the aims of the City Mobility Plan.

## 6.5 Corstorphine

### Description

Corstorphine is one of a number of local town centres within the city boundary. Whilst Corstorphine is primarily a residential area, it has a range of businesses covering retail, industrial, healthcare and hospitality serving both local needs and the needs of the wider community in the west and north west of the city.

Corstorphine straddles the A8, one of the busiest bus routes into the city centre. While business properties are concentrated along the A8 corridor, there are a number of businesses throughout the wider Corstorphine area.

In terms of property composition, Corstorphine has a wide range of housing styles, including modern flats, 1940's bungalows, tenements, detached, semi-detached and terraced properties. There is also a mix in terms of access to off-street parking, with properties in certain parts of the area relying on on-street parking provision. However, many properties do have access to off-street parking.

Corstorphine was one of the four areas where interest in the introduction of parking controls to address commuter parking issues led directly to the Strategic Review of Parking. This followed the submission of a petition on parking issues to the Transport and Environment Committee, with the first report on the Strategic Review detailing the outcome of an early consultation exercise. That exercise indicated that roughly 50% of respondents experienced parking issues, with issues located mainly in close proximity to the A8 route.

As a busy local shopping centre with many businesses of varying types, and as an area well served by frequent bus services to the city centre, this area will generate a variety of parking practices.

#### (a) Review Results

Of the 124 areas in the review, Corstorphine placed 27<sup>th</sup> overall, with 64% of streets observed as having "High" levels of parking pressure and 7% of streets having "Medium" pressure.

Compared to other areas in the 20-30 range in the overall prioritised list, Corstorphine is one of the most heavily impacted areas in terms of streets subject to "High" pressure.

The results reflect the findings of the previous consultations, as well as showing that parking pressures are worst around the A8.

#### (b) Likelihood of Migration

Corstorphine, as one of drivers behind the Strategic Review, is somewhat different to the other A8 areas, in that it is, in itself, a primary generator of journeys. The diverse businesses will themselves draw commuters and visitors

into the area, all of whom will be vying for the available space close to local amenities.

While that might mean that there is a greater likelihood of migration *from* Corstorphine, rather than to it, there would be a risk of parking that currently takes place in Roseburn, Murrayfield or Saughtonhall moving to Corstorphine should those areas become controlled. With many streets already busy, that migration would spread into other parts of the Corstorphine area, impacting on those streets not currently subject to parking pressure.

On the basis of the review results for neighbouring areas, and Corstorphine's position alongside the A8, it is considered that the potential for migration into Corstorphine is Medium.

### **(c) Impact of Potential Migration**

Again, the situation in Corstorphine is different to that of other areas on the A8 corridor. The impact of additional parking pressure could be greater in Corstorphine should other areas proceed with the introduction of controls.

As a local shopping centre, local businesses will rely on a customer base that does not come entirely from within the immediate area. If a greater proportion of the available kerbside space is taken up by commuters (who will arrive earlier and leave later than shoppers etc), then that parking could have a significant impact on the ability of local businesses to receive customers.

Most of the properties in Corstorphine without access to off-street parking are also located close to the A8, where the same increase on parking would have a significant impact on residents' ability to park, as well as their ability to receive visitors, tradesmen etc.

It is considered that the likely impact of potential migration is High.

### **(d) Policy Considerations**

In terms of policy objectives, the A8 corridor has been considered as a single entity. Addressing commuter parking issues on this route would assist traffic movement, reduce congestion and improve air quality, assist in meeting the aims of the City Mobility Plan.

In terms of Saughtonhall itself, the introduction of parking controls to an area that is predominantly residential, but which also has a number of retail and hospitality premises, means that there is potential to protect the existing parking provision and to mitigate against the increased use of this area by commuter parking. Managing kerbside space would also benefit local businesses, providing space that could be used by their customers.

### **(e) Consultation Results**

The full results of the consultation exercises conducted for Phase 2 of the Review can be found in Appendix 1. The following is a summary of the responses received, focusing on key elements of the consultation.

A total of 712 questionnaire responses were received from the Corstorphine areas. Of those, 428 respondents provided information that placed them within the consultation area itself. Of those, 101 (24%) indicated that they experience parking problems in their area.

### Summary

Review Placing	27
Observed Parking Pressure Level	62
Likelihood of parking migrating from other areas	High
Impact of potential migration from other areas	High
Policy Justification	High

### Conclusion

In many ways Corstorphine is the lynchpin for the A8 route. As a local shopping centre, parking controls have the significant potential to deliver benefits in terms of accessibility to local shopping and businesses, whilst addressing the issues caused by those commuters who currently take advantage of the excellent public transport links.

Addressing parking pressures and problems in an area like Corstorphine would have a significant impact in meeting the aims of the City Mobility Plan.

## **6.6 A8 Corridor – Collective Assessment**

### **Description**

The A8 corridor links Scotland's major road network (The M8 and M9) to the city centre, routing traffic through residential areas to the west of the city centre.

### **Background**

One of the primary triggers for the Strategic Review was the level of interest from residents of Corstorphine. That area sits 27th in the priority list and, while this latest consultation has elicited responses not entirely supportive of parking controls, in policy terms Corstorphine holds the key to addressing many of the parking and traffic-related issues that exist on the A8 corridor.

Taking the A8 route as a single entity, it would simply not be possible, or logical, to introduce controls into one area without considering the impact of that introduction on other areas. Nor would it be prudent to consider controls in Corstorphine and not consider controls in Saughtonhall or Murrayfield, when many of the current issues on the A8 corridor are attributable to traffic levels and restricted traffic flows that occur at locations such as Clermiston, Western Corner – locations closer to the city centre than Corstorphine – when those areas would be likely to become busier if Corstorphine were to be controlled. Encouraging parking to move further into the city would exacerbate existing issues rather than solve them.

### **Review Results**

While the results from the review vary from area to area, there is consistent evidence from the heatmaps generated by the review surveys that parking pressures exist alongside the A8 route, occurring wherever there is easy and unrestricted parking and immediate access to local businesses or to convenient access to public transport.

Although the highest parking pressures occur in the Roseburn area, primarily by virtue of the nature of properties and population density, the next highest pressures are evident in Corstorphine, where the local shops and businesses and easy access to uncontrolled streets provides easy access for commuters.

### **Policy considerations**

Traffic data suggests that there are daily flows on the A8 west of Drumbrae roundabout of around 30,000 vehicles, with daily flows of around 23,000 vehicles between Clermiston and Western Corner.

Air quality monitoring also shows that St John's Road was the 6<sup>th</sup> most polluted road in Scotland in 2019.

The Council has committed, through the City Mobility Plan, to work towards net zero by 2030. To achieve this requires bold and decisive action to reduce vehicle emissions and to manage the use of our roads.

Introducing controlled parking in those areas where there is parking pressure will help to achieve that aim, but measures cannot be restricted to areas of existing pressure, especially where there is potential for those pressures to simply move to another area.

This is the situation on the A8, where some areas show evidence of significant pressures whilst others do not. It is simply not possible to address issues of pollution, congestion and safety by taking a piecemeal approach.

For these reasons it is considered that the A8 must continue to be viewed as a single entity, with parking controls forming an essential part of managing traffic coming in along that route. Those controls have the potential to:

- Reduce traffic volumes
- Reduce pollution
- Reduce parking pressures
- Improve accessibility
- Improve public transport journey times
- Meet objectives within the CMP

## 6.7 Willowbrae North

### Description

Willowbrae North is a primarily residential area lying to the east of Abbeyhill. There are a small number of retail and hospitality properties situated mainly on London Road.

Willowbrae North is bounded to the north by London Road, one of the main bus routes into the city centre from the east. It is within a relatively short walking distance of the city centre and, via Holyrood Park, the Old Town and the Scottish Parliament.

To the north of London Road lies the site of the new Meadowbank Stadium, as well as two large office buildings.

While a small number of residential properties have access to off-street parking, the majority, mainly terraced, have no off-street parking facilities.

### (a) Review Results

Of the 124 areas in the review, Willowbrae North placed 5<sup>th</sup> overall, with 94% of streets observed as having “High” levels of parking pressure. Of the other areas in top 5, none have a higher number of streets subject to “High” pressure.

This rating reflects the high-density nature of the housing stock but is also indicative of its relative proximity to the city centre and being well-served by local bus services to and from the city centre.

### (b) Likelihood of Migration

Willowbrae North’s situation, adjacent to one of Edinburgh’s busiest arterial routes and to a proposed Phase 1 controlled parking zone, means that there is potential for migration from other, neighbouring areas moving to this area should those areas become controlled.

The controlling factor in terms of possible migration is that the streets within Willowbrae North are already busy, and that this might prevent significant migration.

On the basis that the introduction of parking controls in Abbeyhill remains a proposal, it is considered that the potential for migration into Willowbrae North should be classed as Medium.

### (c) Impact of Potential Migration

Willowbrae North lies in close proximity to one area that is included in the proposals arising from the Strategic Review of Parking. That area has been shown to have existing parking levels that were classed as “High”.

With parking levels at 86% in Abbeyhill and 85% in Willowbrae North, there is, despite the limited availability of parking space in this area, still considered to be

potential for migration. In addition, any additional pressure from migration could have a significant impact on the availability of parking for residents and visitors to the area. For that reason, it is considered that the likely impact of potential migration is High.

**(d) Policy Considerations**

In terms of policy objectives, there would be benefits in addressing commuter parking issues on the A1/London Road route in terms of assisting traffic movement and reducing congestion.

The introduction of parking controls in an area that is predominantly residential, but which also has a small number of retail, hospitality and office premises, means that there is some potential to reduce existing parking pressures by managing use of kerbside space and by removing the ability of this area to be used by commuter parking.

That reduction would improve accessibility for residents, their visitors and to other visitors to the area, improving the liveability of the area and assisting the Council in meeting the aims of the City Mobility Plan.

The proposed measures would also mitigate against potential migration from the neighbouring Abbeyhill Area and protect residents against increased parking pressure. Extending controls to this area would also both deliver on policy objectives in Willowbrae North and protect the policy benefits from introducing parking controls in neighbouring areas.

It is considered that the Policy Justification for parking controls in this area should be classed as “High”.

**Consultation Results**

The full results of the consultation exercises conducted for Phase 2 of the Review can be found in Appendix 1. The following is a summary of the responses received, focusing on key elements of the consultation.

A total of 317 questionnaire responses were received from the Willowbrae North area. Of those, 253 respondents provided information that placed them within the consultation area itself. Of those, 83 (33%) indicated that they experience parking problems in their area.

**Summary**

Review Placing	5
Observed Parking Pressure Level	85
Likelihood of parking migrating from other areas	Medium



Impact of potential migration from other areas	High
Policy Justification	High

**Conclusion**

While the indications from the recent consultation process are that a majority of residents do not experience parking problems, Willowbrae North’s placement in the overall prioritised list (position 5) would suggest that problems do exist.

The existing parking pressures have the potential to increase if controls are introduced into neighbouring Abbeyhill.

It is considered that there would be clear benefits to the introduction of parking controls, creating space that would make the area more accessible for residents and their visitors.

## **6.8 Bonnington**

### **Description**

Bonnington lies generally to the north of not only the existing CPZ (Zone N1), but also to the north of the proposed CPZ covering the Pilrig area. It is bounded to the north by Ferry Road, a busy arterial route that serves Newhaven and Leith.

Whilst Bonnington is primarily residential, there are also a number of industrial premises within the area, both within industrial estates and within the general make-up of the area. There are also a number of retail and hospitality premises, as well as several garage premises.

Housing stock is primarily comprised of tenements or more modern flat developments, although there are other, more recent housing estates where there is an element of off-street parking.

### **(a) Review Results**

Of the 124 areas in the review, Bonnington placed 11<sup>th</sup> overall, with 60% of streets observed as having “High” levels of parking pressure and 35% of streets having “Medium” parking pressure.

The percentage of streets within Bonnington with High pressure is lower than some of the other areas in the same part of the overall, prioritised list.

### **(b) Likelihood of Migration**

Bonnington’s situation, adjacent to one of Edinburgh’s busiest arterial routes and to a proposed Phase 1 controlled parking zone, means that there is potential for migration from other, neighbouring areas moving to this area should those areas become controlled.

On the basis that the introduction of parking controls in Pilrig remains a proposal, it is considered that the potential for migration into Bonnington should be classed as High.

### **(c) Impact of Potential Migration**

Bonnington lies in close proximity to one area that is included in the proposals arising from the Strategic Review of Parking. That area has been shown to have existing parking levels that were classed as “Medium”.

With parking levels at 75% in Pilrig and 77% in Bonnington, there is considered to be significant potential for migration. In addition, any additional pressure from migration could have a significant impact on the availability of parking for residents and visitors to the area. For that reason, it is considered that the likely impact of potential migration is High.

### **(d) Policy Considerations**

In terms of policy objectives, the migration of parking from the neighbouring Pilrig, Leith and North Leith areas would undermine any policy benefits achieved from the introduction of parking controls into that area. At the same time, there would be benefits in addressing commuter parking issues close to Ferry Road in terms of assisting traffic movement and reducing congestion.

The introduction of parking controls in an area that is predominantly residential, but which also has a number of retail, industrial, hospitality premises, means that there is potential to reduce existing parking pressures by managing use of kerbside space and by removing the ability of this area to be used by commuter parking.

That reduction would improve accessibility for residents, their visitors and to other visitors to the area and assist the Council in meeting the aims of the City Mobility Plan.

It is considered that the Policy Justification for parking controls in this area should be classed as “High”.

### **Consultation Results**

The full results of the consultation exercises conducted for Phase 2 of the Review can be found in Appendix 1. The following is a summary of the responses received, focusing on key elements of the consultation.

A total of 288 questionnaire responses were received from the Bonnington area. Of those, 242 respondents provided information that placed them within the consultation area itself. Of those, 45 (19%) indicated that they experience parking problems in their area.

### **Summary**

Review Placing	11
Observed Parking Pressure Level	77
Likelihood of parking migrating from other areas	High
Impact of potential migration from other areas	High
Policy Justification	High

### **Conclusion**

Looking solely at the level of existing parking pressures, there is considered to be sufficient justification for the introduction of parking controls in the Bonnington area.

While the consultation results clearly show that residents do not currently consider that they experience parking problems, the review results do show that

there are many streets within the Bonnington area that are subject to high demand. That demand, and the overall levels of parking pressure, could increase significantly if controls are introduced into neighbouring areas.

There would be clear benefits to that introduction, freeing up space that would make the area more accessible for residents and their visitors.

## **6.9 West Leith**

### **Description**

West Leith comprises the Lochend, Ryehill and (parts of) Restalrig areas. These are primarily residential areas lying generally to the east of the city centre.

Whilst they are primarily residential, there are also a number of retail premises within the area, centred mainly around Restalrig Road, as well as a number of hospitality premises.

Housing stock is a mix of colony flats, 1930's villas and terraced or tenement housing. There are also a number of more recent developments mainly comprised of flats.

Access to off-street parking is similarly mixed.

### **(a) Review Results**

Of the 124 areas in the review, West Leith placed 12<sup>th</sup> overall, with 65% of streets observed as having "High" levels of parking pressure and 28% of streets having "Medium" parking pressure.

The percentage of streets within West Leith with High pressure is consistent with other areas in this part of the prioritised list, but West Leith has a higher proportion of streets with "Medium" pressure. All areas in this part of the list have been identified as requiring action, based on the observed pressures.

### **(b) Likelihood of Migration**

West Leith shares a boundary with the Easter Road area, also included in Phase 2, and the Phase 1 areas of Leith Walk and Leith. There is significant potential for parking to migrate from those neighbouring areas to West Leith should those areas become controlled.

On the basis that the introduction of parking controls in Leith Walk and Leith remains a proposal, and that the neighbouring area of Easter Road is also included in Phase 2, that the potential for migration into West Leith should be classed as High.

### **(c) Impact of Potential Migration**

West Leith sits directly adjacent to three other areas that occupy positions in the 15 areas worst affected by parking pressure. Leith Walk occupies the number 1 slot with 92% pressure, while Leith is at position 8 with 79% and Easter Road sits at number 16 with 74% pressure.

Not only is there considered to be significant likelihood that parking will migrate, but it must also be considered that concentrated migration from three busy areas could have a significant impact on parking in the Lochend area in particular, with potential knock-on effects into Ryehill and Restalrig.

For these reasons, it is considered that the likely impact of potential migration is High.

#### **(d) Policy Considerations**

In terms of policy objectives, the migration of parking from the neighbouring areas would undermine any policy benefits achieved from the introduction of parking controls. While it may be the case that much of the parking in West Leith is predominantly residential in nature, there is evidence, particularly in the vicinity of Leith Links, that commuter parking takes place within this area.

The introduction of parking controls in an area that is predominantly residential, but which also has a number of retail, industrial, hospitality premises, means that there is potential to reduce existing parking pressures by managing use of kerbside space and by removing the ability of this area to be used by commuter parking.

That reduction would improve accessibility for residents, their visitors and to other visitors to the area, improving the liveability of the area and assisting the Council in meeting the aims of the City Mobility Plan.

It is considered that the Policy Justification for parking controls in this area should be classed as “High”.

#### **Consultation Results**

The full results of the consultation exercises conducted for Phase 2 of the Review can be found in Appendix 1. The following is a summary of the responses received, focusing on key elements of the consultation.

A total of 366 questionnaire responses were received from the Bonnington area. Of those, 303 respondents provided information that placed them within the consultation area itself. Of those, 62 (20%) indicated that they experience parking problems in their area.

#### **Summary**

Review Placing	12
Observed Parking Pressure Level	75
Likelihood of parking migrating from other areas	High
Impact of potential migration from other areas	High
Policy Justification	High

## **Conclusion**

Looking solely at the level of existing parking pressures, there is considered to be justification for the introduction of parking controls in the West Leith area.

Considering the potential impact of migrated parking increases that justification as a means of mitigation.

While the consultation results suggest that residents do not consider that they currently experience parking problems, that situation could change quickly if controls are introduced into the neighbouring areas of Leith Walk, Easter Road and Leith.

## **6.10 Easter Road**

### **Description**

Easter Road is the area lying between Easter Road itself and Lochend Road. It is largely residential area, but has some retail premises and, most notably, a football stadium. There are also some industrial premises.

Housing stock is primarily a mix of tenements and more recently constructed flats.

Access to off-street parking is limited, with the majority of properties relying on on-street provision.

A petition from the Leith Central Community Council, who cover the Easter Road area, was one of the main factors in the Council deciding to undertake the Strategic Review of Parking. That petition reflected the concern from that Community Council area of the impact of non-residential parking and called for action to address parking issues.

### **(a) Review Results**

Of the 124 areas in the review, Easter Road placed 15<sup>th</sup> overall, with 53% of streets observed as having “High” levels of parking pressure and 41% of streets having “Medium” parking pressure.

The percentage of streets within the Easter Road area with High pressure is marginally lower than other areas in this part of the prioritised list but with a higher proportion of streets with “Medium” pressure. All areas in this part of the list have been identified as requiring action, based on the observed pressures.

### **(b) Likelihood of Migration**

Easter Road shares a boundary with the West Leith area, also included in Phase 2, and the Phase 1 areas of Leith Walk and Abbeyhill. There is significant potential for parking to migrate from those neighbouring areas to Easter Road should those areas become controlled.

On the basis that the introduction of parking controls in Leith Walk and Abbeyhill remains a proposal, and that the neighbouring area of West Leith is also included in Phase 2, that the potential for migration into Easter Road should be classed as High.

### **(c) Impact of Potential Migration**

Easter Road sits directly adjacent to three other areas that occupy positions in the 12 areas worst affected by parking pressure. Leith Walk occupies the number 1 slot with 92% pressure, while Leith is at position 8 with 79% and West leith sits at number 12 with 75% pressure.



Not only is there considered to be significant likelihood that parking will migrate, but it must also be considered that concentrated migration from three busy areas could have a significant impact on parking in this area.

For these reasons, it is considered that the likely impact of potential migration is High.

**(d) Policy Considerations**

In terms of policy objectives, the migration of parking from the neighbouring areas would undermine any policy benefits achieved from the introduction of parking controls. The proximity of the Easter Road area to areas already within the CPZ, as well as areas that may soon become part of the CPZ, means that there is significant likelihood for this area to be used as alternative commuter parking..

The introduction of parking controls in an area that is predominantly residential, but which also has a number of retail and industrial premises, means that there is potential to reduce existing parking pressures by managing use of kerbside space and by removing the ability of this area to be used by commuter parking.

That reduction would improve accessibility for residents, their visitors and to other visitors to the area, improving the liveability of the area and assisting the Council in meeting the aims of the City Mobility Plan.

It is considered that the Policy Justification for parking controls in this area should be classed as “High”.

**(e) Consultation Results**

The full results of the consultation exercises conducted for Phase 2 of the Review can be found in Appendix 1. The following is a summary of the responses received, focusing on key elements of the consultation.

A total of 144 questionnaire responses were received from the Easter Road area. Of those, 82 respondents provided information that placed them within the consultation area itself. Of those, 24 (29%) indicated that they experience parking problems in their area.

**Summary**

Review Placing	15
Observed Parking Pressure Level	74
Likelihood of parking migrating from other areas	High
Impact of potential migration from other areas	High
Policy Justification	High

## **Conclusion**

Looking solely at the level of existing parking pressures, there is considered to be justification for the introduction of parking controls in the Easter Road area. Considering the potential impact of migrated parking increases that justification as a means of mitigation.

The consultation results do show that less than a third of respondents from within the area consider that they currently experience parking problems. With the Easter Road area lying directly adjacent to the Phase 1 area of Leith Walk, there is a significant risk of migration. It is worth noting that Easter Road would be the closest uncontrolled point to the city centre, it is likely that

The policy objectives behind Phase 1 areas would be undermined if those pressures could simply migrate into Easter Road.

## 7. City Mobility Plan Linkages

The following table shows the policies within the City Mobility Plan that would be supported by the introduction of measures designed to manage parking.

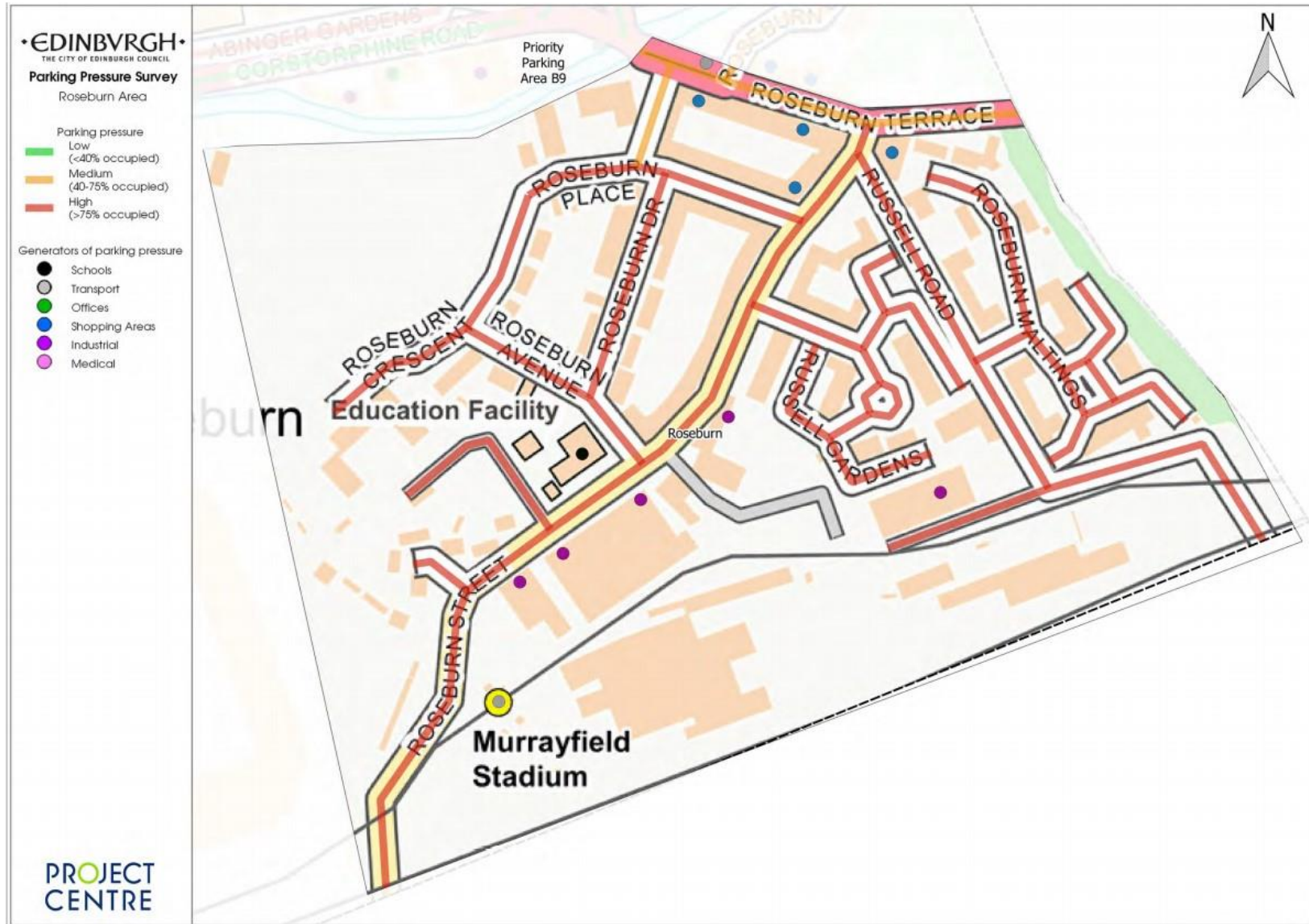
Policy reference/title	Policy wording
People 1 Supporting Behaviour Change.	Encourage changes in behaviour towards the use of sustainable modes of travel through information provision, initiatives and campaigns.
Movement 1 Mass Rapid Transit.	Expand the tram/mass rapid transport network to the north and south of the city as well as to Newhaven and explore the potential to develop or extend mass rapid transit routes into Fife, West, Mid and East Lothian.
Movement 4 Bus Priority Measures.	Expand and enforce public transport priority measures to improve journey time reliability and operational efficiency within the city and wider region.
Movement 14 Walking and Wheeling.	Enhance and where necessary expand the walking/wheeling network to serve and connect key destinations across the city.
Movement 15 Cycling.	Expand and enhance the citywide network of cycle routes to connect key destinations across the city, including increased segregated cycle infrastructure on main roads.
Movement 16. Shared Mobility.	Support the expansion of shared mobility options across the city and maximise their integration to support the broader public transport system.
Movement 17 Taxis and Car Share Partnerships.	Strengthen partnerships with the taxi trade and car sharing partners to support the shift to zero emission vehicles and the introduction of new technology to improve safety, standards and accessibility
Movement 18 Mobility on Demand	Support the expansion of demand responsive transport and the development of a Mobility as a Service system as an alternative to traditional modes, especially in areas poorly served by public transport.
Movement 19 Mobility Hubs.	Identify opportunities for mobility hubs in existing communities and major new developments that provide a range of sustainable travel choices and amenities including public transport, shared mobility, click and collect and electric vehicle charging.
Movement 22 Tackling Inconsiderate Parking.	Work within legislation to tackle issues associated with parked vehicles obstructing footways, crossing points, roads and junctions.
Movement 25 Strategic Approach to Road Space Allocation.	Develop and deliver a strategic approach to allocating road space between modes of travel to define the degree of priority to be given to different modes on different streets.
Movement 26 Managing Deliveries and Servicing.	Reduce the impact of delivery and servicing vehicles such as through access and timing restrictions, edge of town consolidation centres, micro distribution centres and local click and collect facilities while supporting deliveries by foot and bicycle.
Movement 28 Monitoring and Evaluation.	Ensure robust monitoring and evaluation of traffic and travel behaviour through regular and consistent data gathering.
Movement 30 Low Emission Zone Scheme.	Reduce harmful emissions from transport through the implementation of a Low Emission Zone scheme and supporting measures.

<b>Policy reference/title</b>	<b>Policy wording</b>
Movement 31 Cleaner Vehicles.	Encourage the switch to cleaner vehicles by supporting the growth of EV infrastructure, including the development of a citywide charging network, and monitoring progress in other low and zero emission technologies.
Movement 34 Residents Parking Permits.	Manage the way residents parking permits are issued based on demand, location and vehicle emissions.
Movement 35 Parking in New Developments.	Limit the level of parking in new developments based on current and planned levels of walking/wheeling, cycling and public transport access and the capacity of surrounding streets, and include requirements for electric vehicle charging, disabled persons parking places, car club and bike hire space.
Movement 36 Parking, Waiting and Loading Restrictions.	Review, apply and enforce parking, waiting and loading restrictions whilst balancing the needs of local businesses and residents and people with mobility difficulties.
Movement 37 Workplace Parking Levy.	Following consultation, a workplace parking levy will be designed and presented for consideration.
Place 4 Liveable Places.	Create more liveable places by managing motorised vehicle access and traffic in the city centre, town centres and residential areas.
Place 5 Streets for People.	Create more liveable places by reducing the level of on street parking in areas well served by public transport whilst enabling parking for local residents and people with mobility difficulties.

## **8. Review Heat Maps**

The following pages show the heatmaps generated from the original assessments from the Strategic Review of Parking. Also included is detail from the consultation, showing the location of those respondents from within each area who answered the question relating to their experience of parking problems.

# Roseburn: Heat Map



# Roseburn: Consultation responses: Do you experience parking problems?







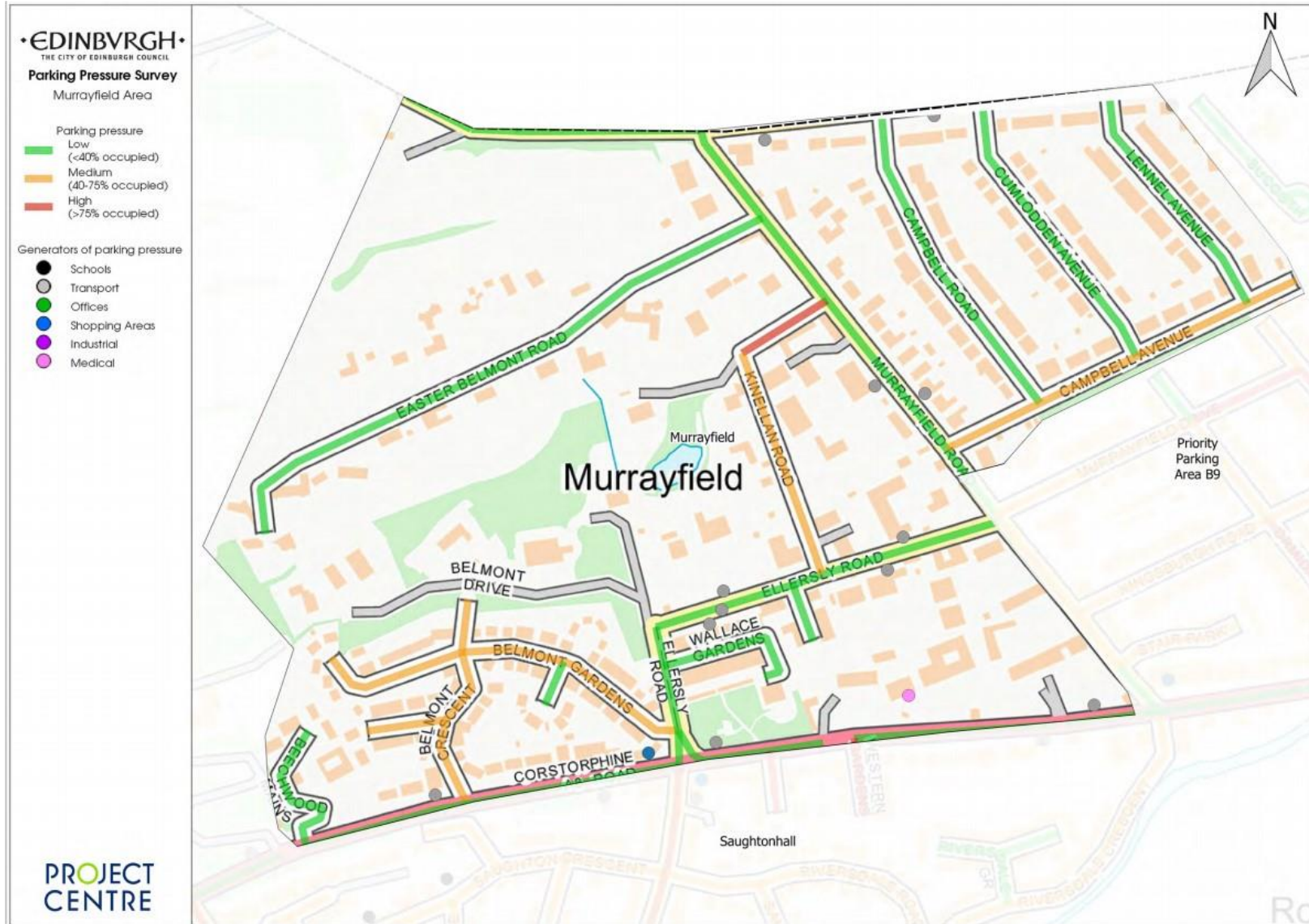
# Saughtonhall: Consultation responses: Do you experience parking problems?



# B9: Heat Map

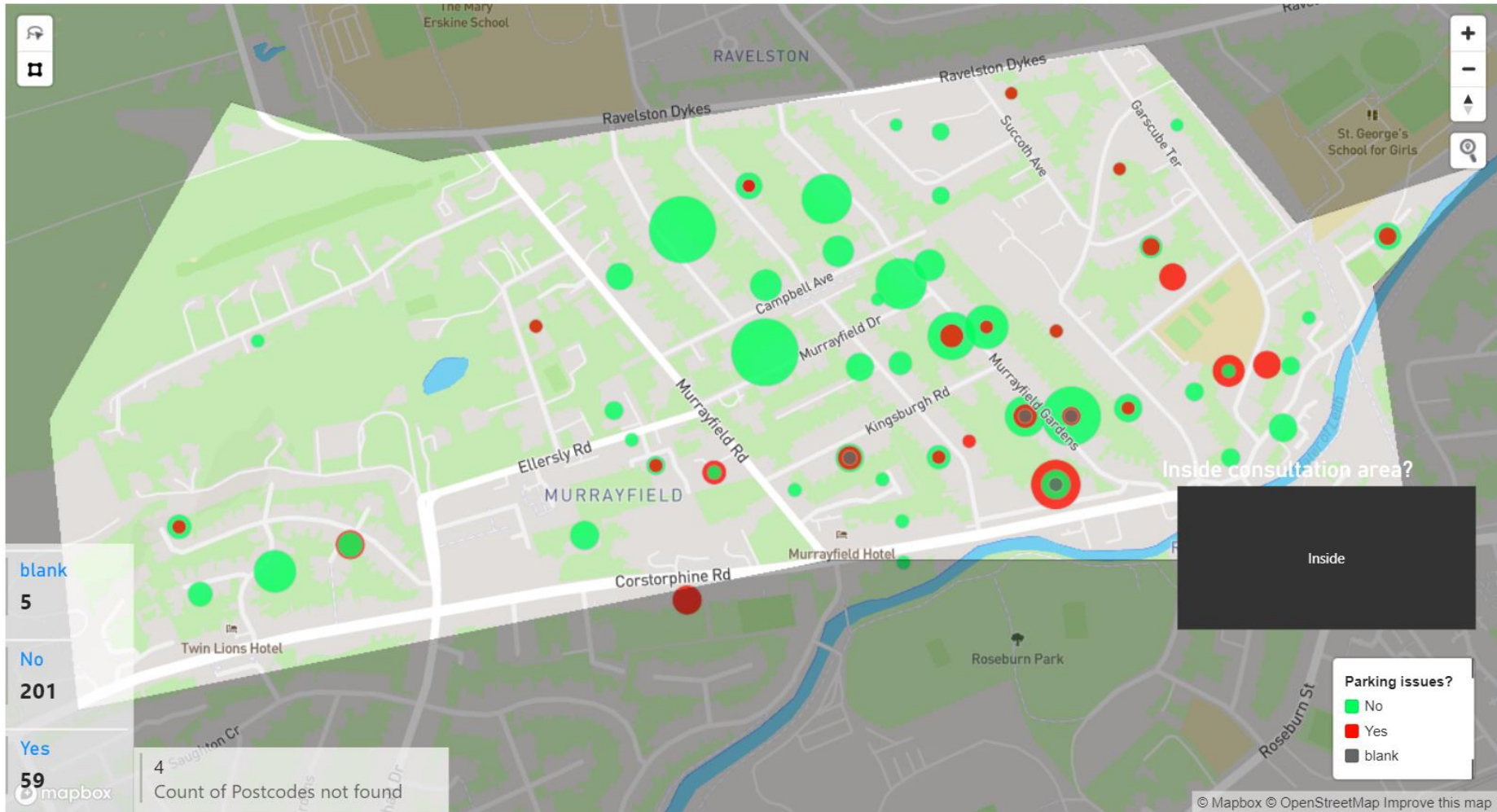


# Murrayfield: Heat Map



**B9 and Murrayfield:** Consultation responses: Do you experience parking problems?

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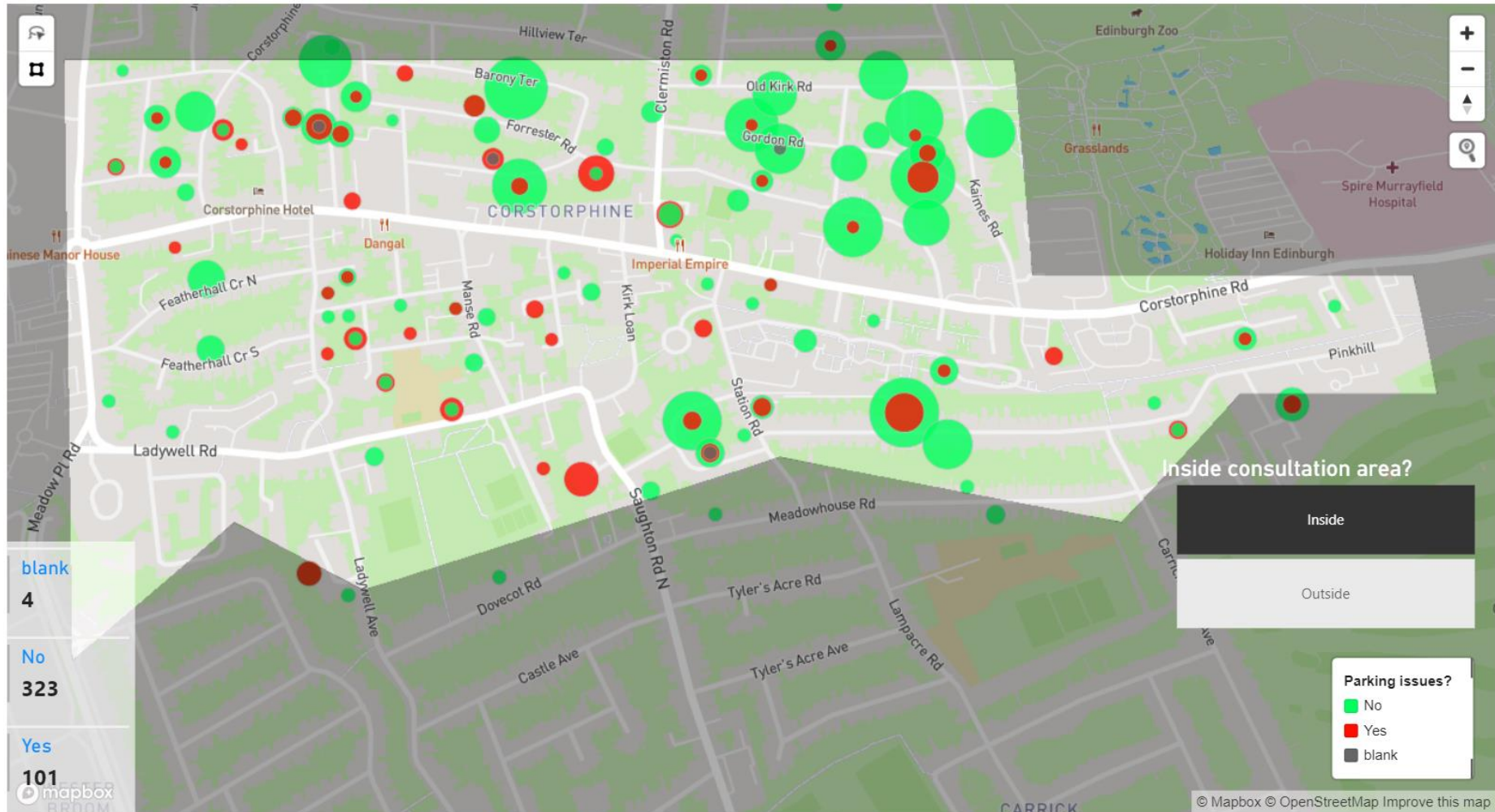


# Corstorphine: Heat Map



# Corstorphine: Consultation responses: Do you experience parking problems?

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# Willowbrae North: Heat Map

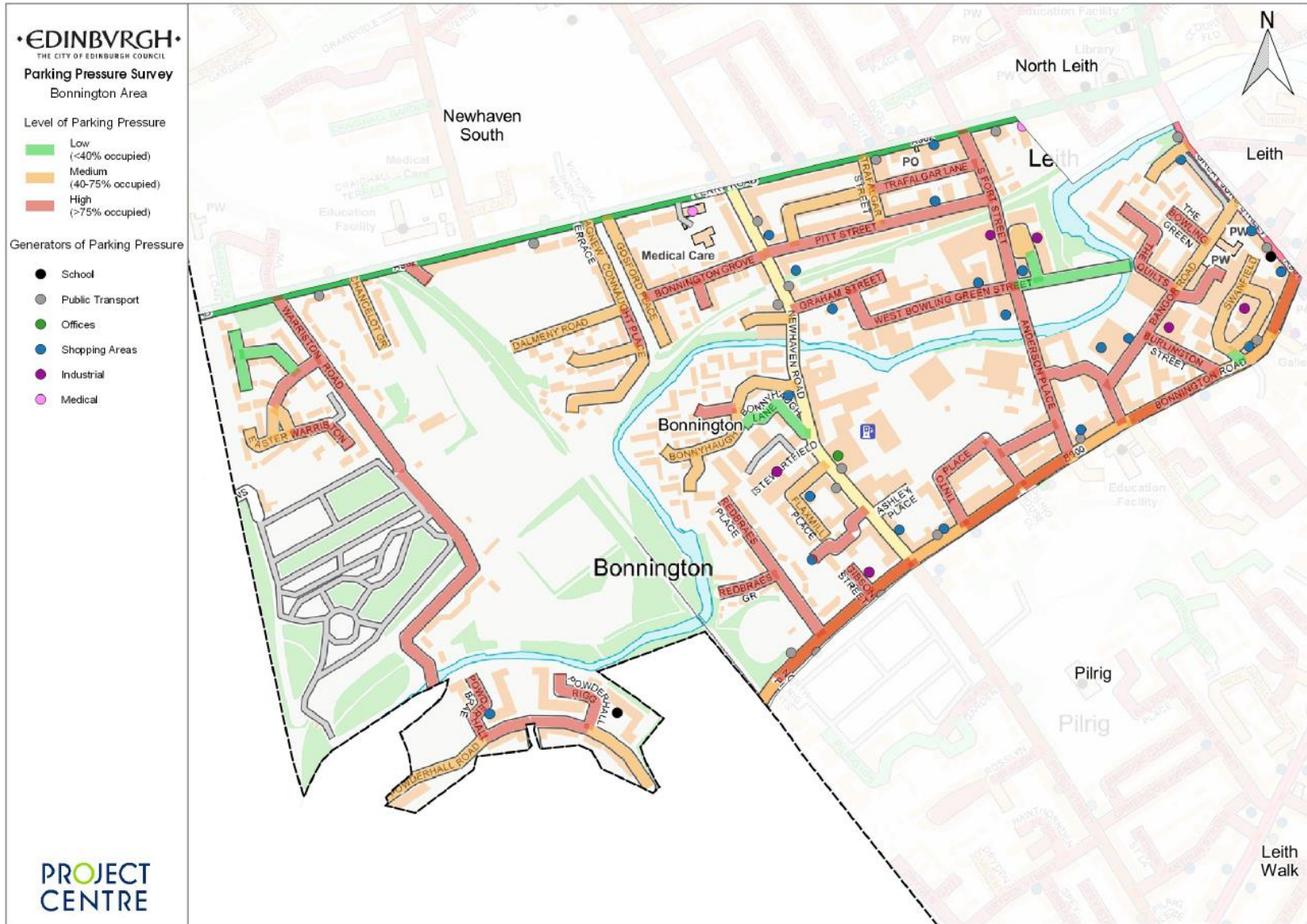


# Willowbrae North: Consultation responses: Do you experience parking problems?

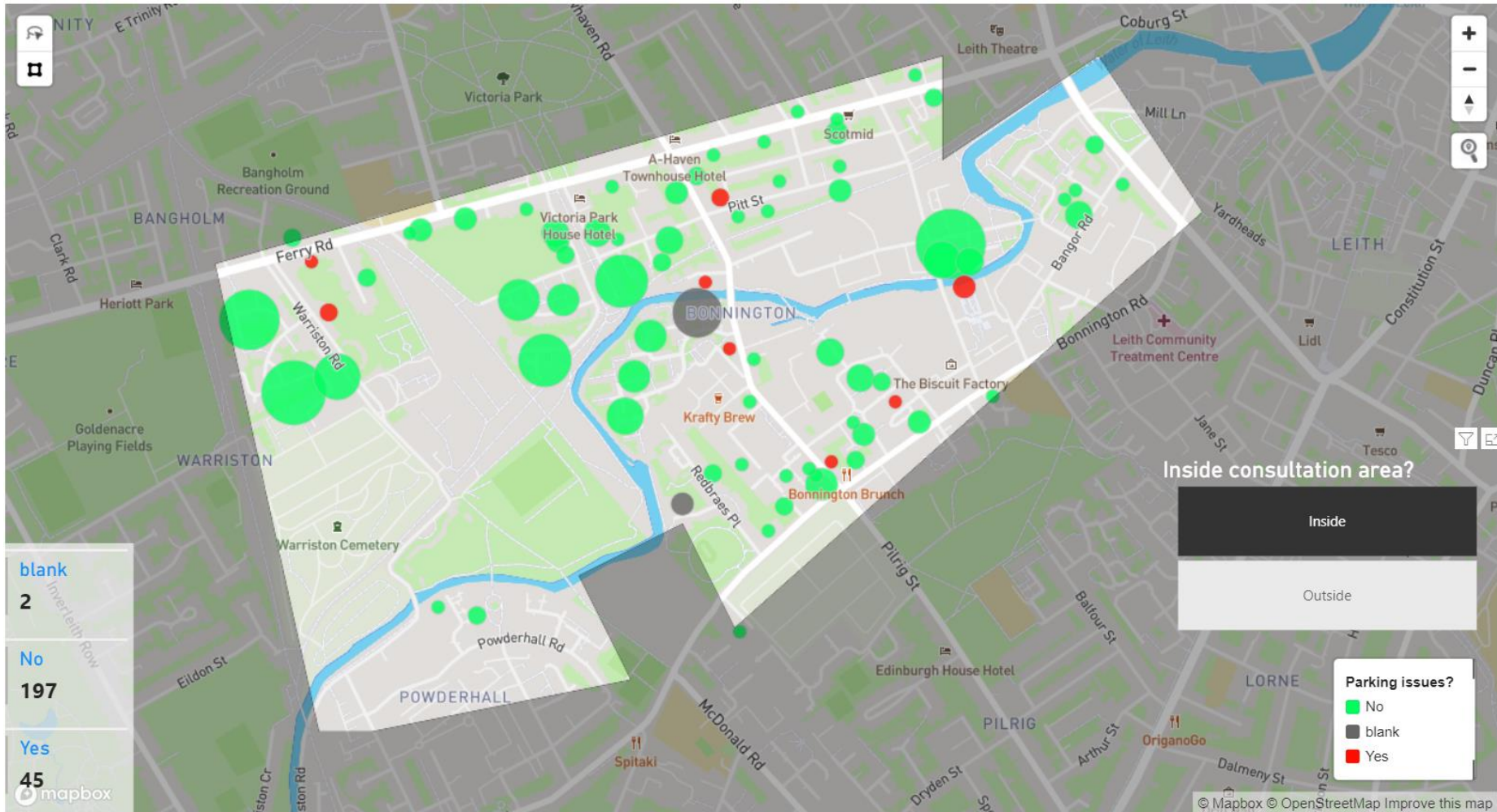




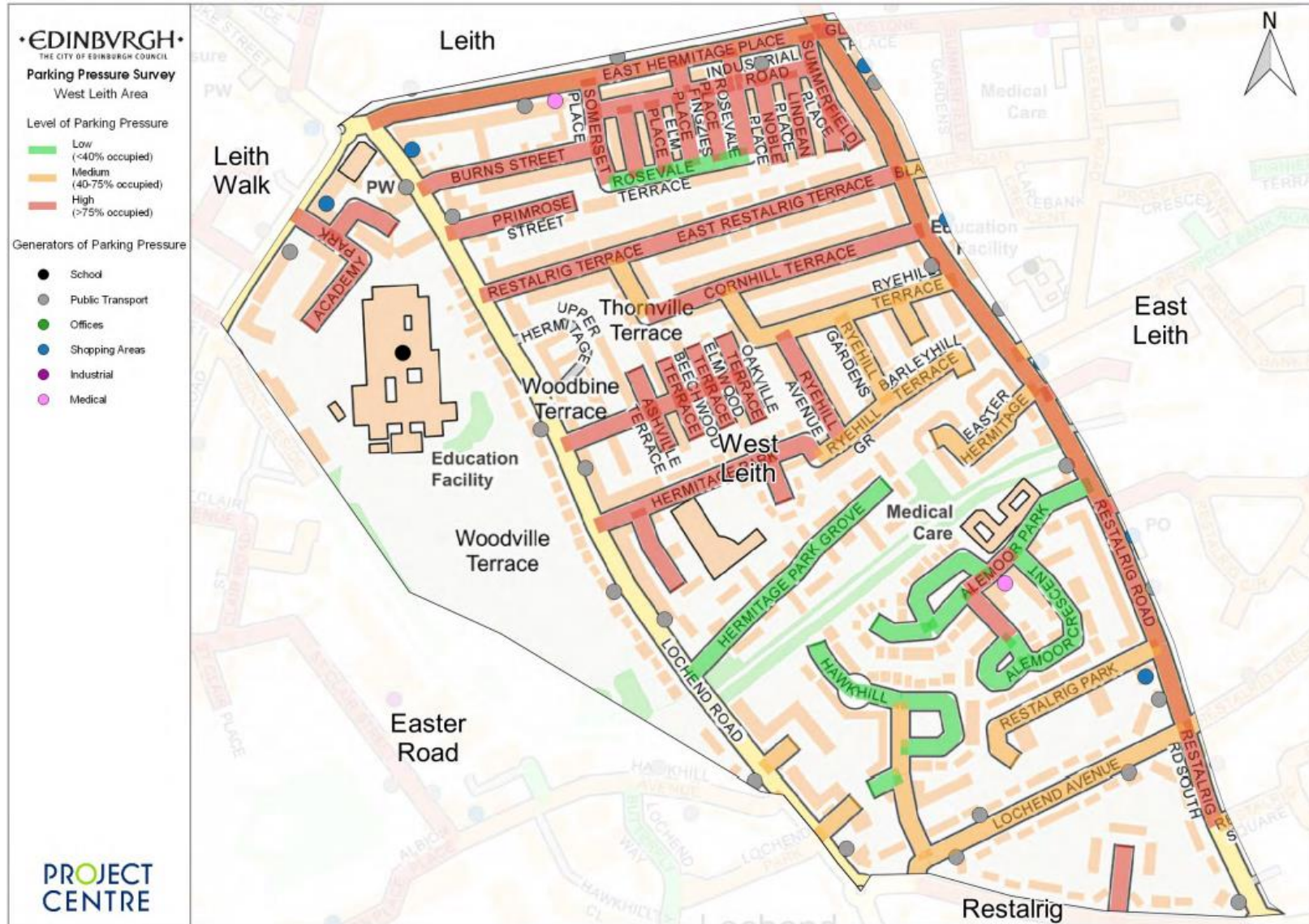
# Bonnington: Heat Map



# Bonnington: Consultation responses: Do you experience parking problems?



# West Leith: Heat Map



# West Leith: Consultation responses: Do you experience parking problems?

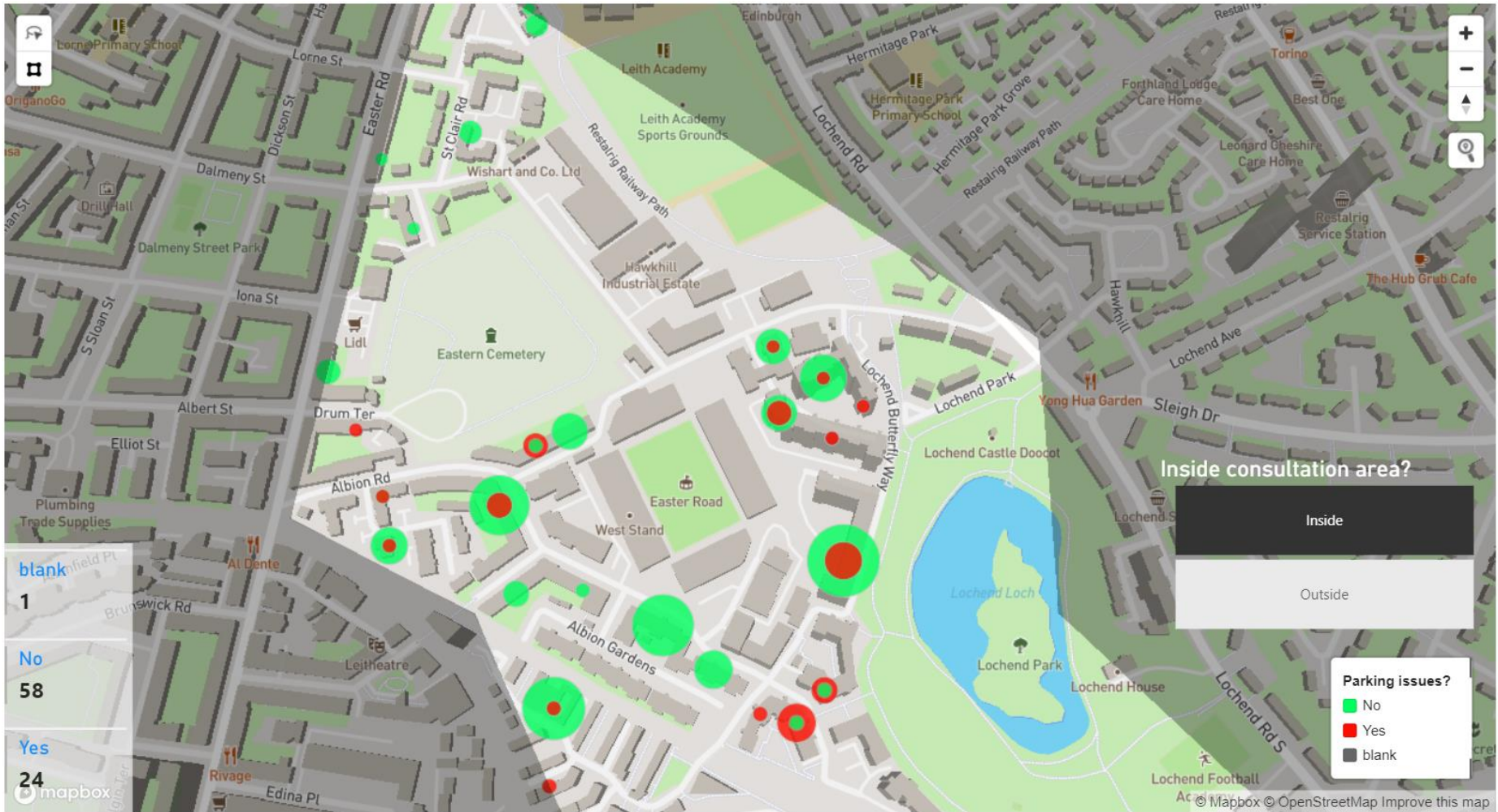
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# Easter Road: Heat Map



# Easter Road: Consultation responses: Do you experience parking problems?

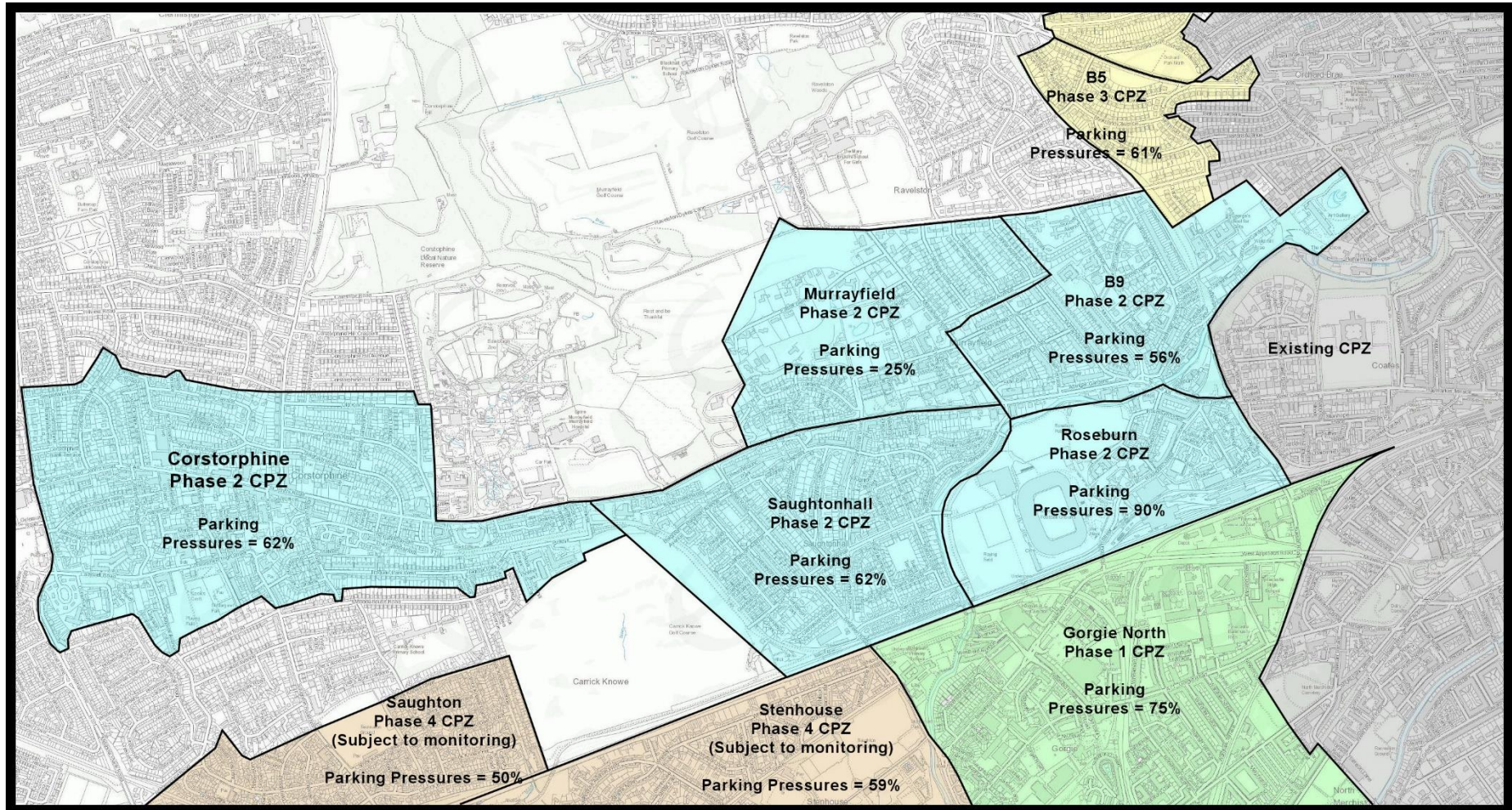


## **9. Migration Plans**

The following pages show the relationship between different Phases of the Review, as well as the geographic location of the Phase 2 areas compared to existing and proposed areas of parking control.

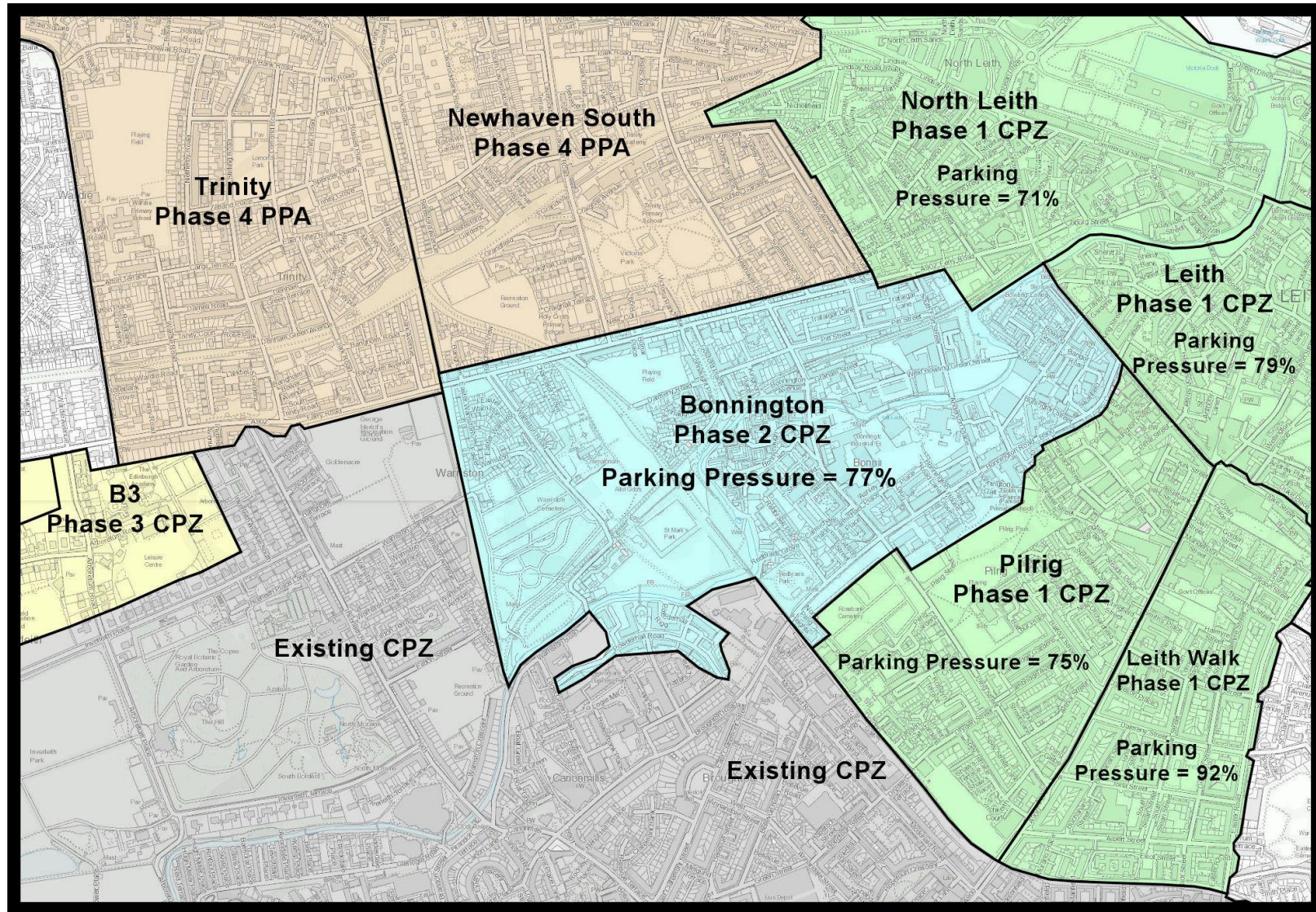
These plans indicate where there is a potential for migration of parking.

**Plan A:** - Showing the relationship between areas of proposed control on the A8 corridor, the existing CPZ and the Phase 1 and Phase 3 Review areas. The plan includes details of current parking pressure, indicating the potential sources of migration into Phase 2 areas.

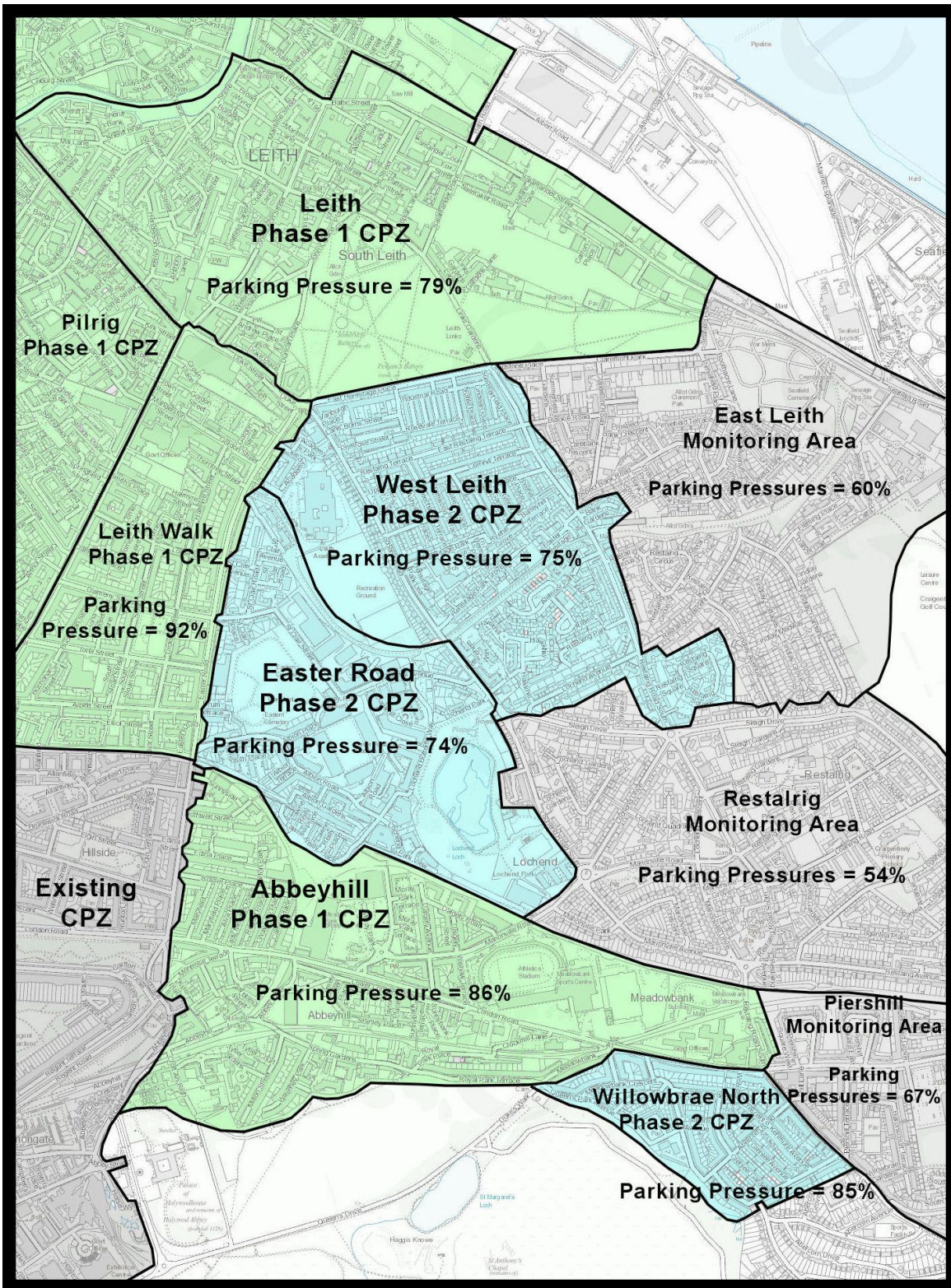




**Plan B:** - Showing the relationship between the Bonnington area, the existing CPZ and the Phases 1, 3 and 4 Review areas. The plan includes details of current parking pressure, indicating the potential sources of migration into Phase 2 areas.



**Plan C:** - Showing the relationship between proposed Phase 2 areas, the existing CPZ and the Phase 1 Review areas. The plan includes details of current parking pressure, indicating the potential sources of migration into Phase 2 areas.



## 10. Overall Summary

In preparing the proposed phasing of work arising from the Strategic Review of Parking, consideration was given not only to the existing parking pressures, but also to the potential implications of not taking action in adjoining areas.

This approach has resulted in areas, like Saughtonhall, parts of Murrayfield, West Leith and Bonnington, where existing parking pressures do not currently affect the entire area, being included in one of the initial phases.

It is clear from the consultation results, not only in those areas, but in other areas as well, that those who have responded do not generally believe that there are parking problems that require to be solved.

At the same time, it has long been the case that there have been requests made of the Council to address parking issues that are attributed to commuter parking. This is especially true in local shopping areas like Leith, Gorgie and Corstorphine, but also equally true in areas that are close to public transport links or that are simply geographically close to the city centre, like Abbeyhill, Roseburn and Shandon.

A migration of parking pressures from any area where new controls are introduced is an anticipated outcome. In almost every case, the areas that have indicated that they currently experience no parking problems are located directly adjacent to areas that are likely to become controlled parking zones. Mitigating against migration is a key consideration for all Phase 2 areas.

Concern has been expressed by a number of consultation respondents in relation to the impact of Covid on working practices and commuting. Whilst it is the case that there is a lack of clarity in terms of the longer-term impacts of Covid, taking action now will not only help to address pre-Covid parking pressures but will also counter changing habits post-Covid.

However, the overriding consideration must be the linkages that controlled parking has with the City Mobility Plan (CMP), and the ability of controlled parking to deliver upon a number of key policies, most notably reducing reliance on private transport as a primary means of travel to a place of work.

Introducing controlled parking to each of the areas included in Phase 2 would be a decisive step in delivering upon the CMP and assisting in achieving carbon neutrality by 2030.

On this basis, there is clear justification to proceed with the introduction of controlled parking within the Phase 2 area, as per the original findings and recommendations arising from the Strategic Review of Parking.

### **Appendix 3: Phase 2 Proposal & Enforcement Options**

This appendix outlines the proposed parking controls for the Phase 2 area of the Strategic Review of Parking.

It is split into three parts:

- A. The outline proposal for parking controls
- B. Report by The Project Centre: Operational Recommendations
- C. Report by The Project Centre: Permit Holder Analysis

## Part A – The outline proposal for parking controls

The described parking controls will apply to the following Review Areas:

A8 Corridor			Leith & Willowbrae		
Review Area	Rank	Parking Pressure	Review Area	Rank	Parking Pressure
Roseburn	2	90	Willowbrae N	5	85
Saughtonhall	26	62	Bonnington	11	77
Corstorphine	27	62	West Leith	12	75
B9	37	56	Easter Road	15	74
Murrayfield	96	25			

### 1. Overview

- 1.1 The proposal for the Phase 2 area mirrors those controls and allowances currently in operation in both the Peripheral and Extended areas of the existing CPZ, as well as those proposed for Phase 1 of the Strategic Review of Parking. Those controls operate (and in the case of Phase 1 of SROP, are proposed to operate):
  - Monday to Friday inclusive
  - Between the hours of 8:30am and 5:30pm.
- 1.2 Reference should be made to Part B of this Appendix, where there is further detail as to the reasons behind the proposed hours of control in each area.
- 1.3 Certain controls operate 24 hours a day. Those controls include:
  - Double yellow lines (with or without loading restrictions);
  - Disabled parking places;
  - Car Club Parking places
- 1.4 Other controls, such as those on main routes, may operate at different times to those shown on the CPZ entry plates. In such cases those controls will be separately signed with their times of operation.
- 1.5 In a CPZ, all lengths of kerbside space must be subject to a form of parking control. Any areas that are not made available for parking (i.e. a parking place) will be controlled by yellow lines, in either single or double line format depending on their location.
- 1.6 This approach ensures that parking throughout the CPZ area is subject to management of the available space. That management controls who may park,

how long they may park, provides allowances for loading and helps to provide for road conditions designed to improve road safety for all users by keeping junctions and crossing points clear of parked vehicles.

## **2. Parking Places**

- 2.1 Parking places within the new zones will generally be comprised of a mixture of the following parking place types:
  - Permit holder parking places, available for use by permit holders only
  - Shared-use parking places, available for use by permit holders and by pay-and-display users, with the latter required to pay the applicable rate of parking charge and subject to a maximum length of stay
  - Pay-and-display parking places, typically located in the vicinity of local shops and/or businesses and limited to use by pay-and-display users, subject to payment and to a maximum length of stay
- 2.2 This approach ensures that resident permit holders have access to the majority of space where it is appropriate or safe to park, whilst local shops and businesses are served by dedicated pa-and-display parking places as well as by any vacant shared-use parking.
- 2.3 Other parking place types will be provided where appropriate, with all existing parking places being accommodated within the design. Full details of the design and layout of the parking places will be finalised in readiness for advertising the traffic order, should it be decided to proceed to the legal process for any or all of the areas in Phase 2.
- 2.4 The layout that was consulted upon in early 2021 included, as far as was possible at that time, other Council initiatives, such as the Communal Bin Review and the rollout of cycle storage.

## **3. Permits**

- 3.1 In common with the Extended zones of the current CPZ, the Council will grant the following permits for use within the proposed Zones:
  - Resident Parking Permits
  - Visitor Parking Permits
  - Retail Parking Permits
  - Business Parking Permits
  - Trades Parking Permits
- 3.2 Reference should also be made to Appendix 4 of the report to this Committee from January 2021, where details of the proposed permit for businesses offering garage services can be found. This permit is proposed as a new addition proposed zones within Phase 1 and would also be made available within Phase

2 areas. That permit would be in addition to other permits that will be available in the new zones.

- 3.3 Garage-related permits aside, all other permit types will operate in the same way that they currently operate in the existing CPZ, with the same eligibility criteria and terms and conditions of use applying in the new zones. Those requirements are detailed in the existing Order governing the CPZ. The proposed Zones would be added directly to that Order, meaning that all current requirements would automatically apply to all restrictions, parking places and permits.
- 3.4 Details of the proposed charges for all permit types can be found in Appendix 5 to this report.

#### **4. Pay-And-Display parking**

- 4.1 Pay-And-Display parking provision will be available in both dedicated pay-and-display parking places and in shared-use parking places across each of the proposed zones.
- 4.2 Reference should be made to Part B of this appendix, where further detail can be found in respect of our consultant's recommendations for pay-and-display lengths of stay.
- 4.3 Having considered our consultant's findings, it is proposed that provision will be available in different lengths of stay, depending on location and likely demand, of the following durations:
  - 2 hour parking, typically limited to dedicated pay-and-display and in the vicinity of local shops and businesses
  - 4 hour parking, the "standard" approach to pay-and-display across the proposed zones
  - 6 hour parking, typically found in areas of lower demand
  - 9 hour parking, limited in availability to a handful of locations on the fringes of the zones and provided only where there is limited residential demand
- 4.4 Charges for pay-and-display will mirror those in the Extended zones of the existing CPZ.
- 4.5 Example lengths of stay are shown in Appendix A to the report prepared by Project Centre. Those lengths of stay will form the basis of the proposal for Phase, but are subject to further change in order to provide parking opportunities that support local businesses by encouraging turnover of parking.

## 6. The Zones

- 6.1 Additional work has been carried out in order to determine the extents of the proposed zones. That work looked in detail at residential properties within the Phase 2 area, as well as vehicle ownership data taken from the 2011 census. It then applied anticipated permit uptake levels, based on existing uptake levels in the current zones.
- 6.2 The aim of that work was to ascertain whether further consideration was required to the initial Review areas in terms of ensuring (in as far as was possible) that there would be sufficient space in each zone to accommodate the likely demand from permit holders.
- 6.3 The findings of that work can be found in Part C of this Appendix.
- 6.4 The recommendation from that work is that B9, Murrayfield, Roseburn and Saughtonhall should be considered as one large zone. Based on the number of spaces that would be created and the number of permits that could potentially be issued, as well as the geographic splits between the different areas (split either by features such as Murrayfield Stadium or defined by the A8) it is instead proposed to create three new zones, should it be decided that the proposals for Phase 2 are to proceed.
- 6.5 Similarly, it is proposed to maintain Easter Road and West Leith as separate entities.
- 6.6 On that basis it is now proposed that the Zones arising from Phase 2 of the Review should be as follows:

<b>Review Area</b>	<b>Proposed Zone Reference</b>
B9	<b>N9</b>
Murrayfield	
Roseburn	
Saughtonhall	<b>N10</b>
Corstorphine	<b>N11</b>
Willowbrae North	<b>N12</b>
Easter Road	<b>S8</b>
West Leith	<b>S9</b>
Bonnington	<b>S10</b>
	<b>S11</b>



## **7. Ticket issuing Machines**

- 7.1 Ticket issuing machines are located throughout the existing zones of the CPZ, allowing payment to be made for parking using coins. There are also a limited number of machines that accept cashless payment, introduced as part of a trial to gauge usage levels.
- 7.2 The use of cashless payment options, and in particular the use of Ringgo as a means to pay for parking by telephone or via mobile app, continues to increase when compared to payments involving physical coinage. Recent months have seen further increases in cashless payments, with indications suggesting that more users are switching to options that do not involve handling coins.
- 7.3 Ticket issuing machines account for a significant proportion of the initial outlay when introducing new parking controls. In 2006/07, when the CPZ was last extended, approximately 50% of the total implementation cost related to the purchase and installation of such machines. There are further costs associated with ticket issuing machines, including for the ongoing collection of physical cash from the machines and for maintenance the machines themselves.
- 7.4 Ticket machines have been rationalised across the CPZ, with a view to reducing the future cost of replacement as those machines near the end of their useful life and to reduce cash-collection and maintenance costs.
- 7.5 The work undertaken on our behalf by The Project Centre considered four ticket machine options:
  - 1) Cash/cashless ticket machines in all areas
  - 2) Cash/cashless ticket machines in high demand areas only
  - 3) Cash/cashless ticket machines in high demand areas and cashless machines in all other areas
  - 4) No ticket machines
- 7.6 The general finding from consideration of the available options was that greater emphasis should now be placed on cashless options.
- 7.7 With cashless payments now accounting for in excess of two thirds of all transactions, it is proposed to generally adopt an approach that reduces the reliance on physical payments and recognises the growing move towards cashless options. It is considered that Option 2 is the most cost-effective option, whilst meeting the needs of those wishing or needing to park in the most popular areas.
- 7.8 Based on current levels of cashless payment and the potential savings in terms of infrastructure and ongoing costs, it is proposed that a cashless version of Option 2 be adopted across all of the areas in Phase 2. This would mean that ticket machines would only be introduced in areas where there is likely to be significant demand and turnover of parked vehicles, which would result in ticket machines being used only in the vicinity of local shops and close to business

premises where there might be a regular requirement for public access. In all other locations, payment will be possible only via Ringgo.

- 7.9 All locations supported by cashless ticket machines will allow payment to be made via card reader, with payment also being possible by Ringgo.

## **8. Enforcement**

- 8.1 Enforcement in the existing CPZ takes place on the basis of set enforcement schedules, where our enforcement contractor is required to visit each street covered by restrictions. The frequency of those visits is set down in schedules that assign visit requirements for each street.
- 8.2 Busier streets such as main routes and those streets heavily-used as places to park are visited with the greatest regularity, as a means of ensuring that restrictions are complied with, that those streets are kept clear of vehicles parked in contravention of the restrictions and that, where parking opportunities exist, those opportunities are protected by means of regular enforcement and enforcement actions.
- 8.3 The approach to enforcement in the proposed new zones will mirror this approach, targeting resources where they are most needed.



# **CPZ Phase 2 Operational Recommendations**

## **Days and Hours of Enforcement and Ticket Machine Options**

Client Name: City of Edinburgh Council

Reference: 1000007414

Date: May 2021

## DOCUMENT CONTROL

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## **EXECUTIVE SUMMARY**

The City of Edinburgh Council (CEC) has commissioned Project Centre to undertake a detailed analysis of the consultation responses from the Phase 2 Strategic Review of Parking (SRoP), which is currently being progressed, and to provide recommendations on parking controls and ticket machine requirements.

An investigation covering a survey of existing parking conditions, an assessment of potential need for parking controls across the city and a prioritised list of areas where new parking controls are to be considered was produced. From this strategic citywide review, areas were proposed for Controlled Parking Zones (CPZ) in phases and designs were developed.

Designs for Phase 2 were opened to public consultation which allowed residents to review the proposed designs and provide their feedback. Comments from this consultation were used to provide recommendations on enforcement periods for the areas of Phase 2.

The comments from the engagement consultation were analysed and any preferred time of operation for the parking controls was reviewed. As a result of the consultation analysis, proposed parking enforcement controls have been recommended for the following:

- Lengths of stay based on geographical needs (shops, businesses etc)
- Options for P&D rates based on likely demand, comparing to existing rates across CPZ
- Days of control
- Hours of control
- Number of ticket machines (three scenarios)

This report has reviewed each area of Phase 2 individually, providing an overview of the area, consultation results and then providing recommended parking enforcement controls and justifications for each proposal.

Cashless ticket machine opportunities have been reviewed, providing an introduction into cashless machines and why they are beneficial. The use of cashless payment opportunities will go towards helping CEC achieve its goal of zero carbon by 2030.

The proposed areas of Phase 2 will cause the existing CPZ of Edinburgh to extend. It is recommended that the parking enforcement controls of the existing areas are reviewed to ensure consistency throughout the proposed and existing zones.

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## 1. **CLIENT REQUIRMENTS**

### 1.1 **Introduction**

- 1.1.1 The City of Edinburgh Council (CEC) has commissioned Project Centre to undertake a detailed analysis of the consultation responses from the Phase 2 Strategic Review of Parking (SRoP), which is currently being progressed, and to provide recommendations on parking controls and ticket machine requirements.
- 1.1.2 The consultation analysis has been reviewed to determine the following parking control requirements:
- Lengths of stay based on geographical needs (shops, businesses etc.)
  - Options for P&D rates based on likely demand, comparing to existing rates across CPZ
  - Days of control
  - Hours of control
- 1.1.3 Proposed requirement for ticket machine numbers and costs, have been based on three potential scenarios:
- Option 1 - Cash/Cashless Machines in all areas
  - Option 2 - Cash/Cashless Machines in high demand areas only
  - Option 3 - Cash/Cashless Machines in high demand areas and Cashless only machines in all other locations
  - Option 4 – No ticket machine provisions
- 1.1.4 While the comments received during the Phase 2 engagement consultation will act as a guide towards the most agreeable restrictions the recommendations will, as far as possible, align with existing CPZ restrictions.
- 1.1.5 The distance to a proposed ticket machine is no greater than 100 metres and other than on low speed and traffic volume roads, crossing the road to use a ticket machine has been avoided.

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

- 1.2.3 The location of the Phase 2 areas has been recommended in the Strategic Parking Review produced by Project Centre (see report ref 1000005209) which investigated and identified areas of parking pressure throughout the City of Edinburgh. The investigation included a survey of existing parking conditions, an assessment of potential needs for parking controls across the city and provided recommendations for areas of Edinburgh where formalised parking controls could benefit residents. These areas of Edinburgh have been grouped into four phases.
- 1.2.4 CPZ designs for Phase 1 have already been developed and taken to a public engagement consultation which concluded in November 2019 with the findings being presented at Committee on 28<sup>th</sup> January 2021.
- 1.2.5 Following Phase 1, proposed CPZ designs for Phase 2 were developed and consulted on over a four-week period from Monday 15<sup>th</sup> February to Sunday 28<sup>th</sup> March 2021. The consultation provided residents with an opportunity to view, comment and advise upon the proposed designs at an early stage of the development.
- 1.2.6 The responses and feedback from the consultation sessions, questionnaires, interactive maps, and respondent's location were analysed and the results were collected into a report 'Strategic Review of Parking - Consultation and engagement on proposed changes to the operation of parking controls around Edinburgh City Centre – Phase 2'.
- 1.2.7 The basis of the consultation review has allowed for resident's feedback to be incorporated into the new proposed enforcement recommendations for Phase 2 of the CPZ design.

## 2. **METHODOLOGY**

### 2.1 **Parking Controls and Ticket Machines**

- 2.1.1 The public consultation provided resident respondents with the opportunity to express when they experience parking problems in their area to scenarios from Monday to Sunday, between morning, afternoon, evening and overnight time periods.
- 2.1.2 The responses were analysed and used to determine if there were any preferred recommendations for parking controls outlined by the respondents.
- 2.1.3 A desktop assessment was carried out to review existing charges, length of stay, days, and hours of operation for the nearest existing CPZ to those being designed for Phase 2.
- 2.1.4 Where there was a correlation between the consultation response for enforcement preferences and nearest existing CPZ operation, consideration was given to replicating the existing CPZ restrictions.
- 2.1.5 When there was no correlation between consultation responses and existing restrictions, the parking controls aligned closely to the nearest existing CPZ restrictions, ensuring they were operationally viable, while still trying to meet the desires of consultation respondents.
- 2.1.6 The P&D prices align with neighbouring existing CPZ areas. The City of Edinburgh Council updated their P&D prices in April 2021, as such, we have used those as the basis of our analysis.
- 2.1.7 Data was collected on potential generators of parking pressure such as places of business or transport routes. The specific business operation was identified to determine what level of parking turnover was required to support the operation of the proposed parking bays. The turnover is managed through both the hours of stay available as well as the cost of parking, both of which align closely with existing CPZ operations.
- 2.1.8 Three options for ticket machine provision were determined through first providing ticket machines at locations that are accessible to all P&D and Shared Use bays. Where possible, the walking distance to a ticket machine is no greater than 100 metres and other than on low speed and low traffic volume roads, crossing the road to use a ticket machine has been avoided.
- 2.1.9 Once all the ticket machine locations had been established, the two other ticket machine options were designed:
- Option 2: Cash/Cashless Machines in high demand areas only

- Option 3: Cash/Cashless Machines in high demand areas and Cashless only machines in all other locations
- 2.1.10 Shared Use and P&D bays located on roads which have many generators of parking pressure including shops, businesses, schools, churches and transport routes are assumed to be high demand.
- 2.1.11 High demand areas require cash/cashless ticket machines as varying users will occupy the bays during the proposed restrictions and not all users will use cashless payment options.
- 2.1.12 Cashless only machines have been proposed on low demand roads, that will mainly have residential parking only.
- 2.1.13 Tables showing the proposed length of stay, hours and days of control, charges and number of ticket machines required per street, across options 1 to 3, are shown in Appendix A.
- 2.1.14 The fourth option to be considered is that no ticket machines at all are provided. This option will be discussed in its own section.

### 3. **BONNINGTON**

#### 3.1 **Existing Environment**

3.1.1 Bonnington which neighbours existing CPZs N1 and N2 and Phase 1 areas Pilrig, Leith and North Leith, primarily consists of roads with industrial units and several residential streets with limited access to off-street parking facilities. Bonnington Road and Ferry Road, both have bus routes present which run regularly into the city centre, along with shops and businesses generating additional pressure in the area.

#### 3.2 **Consultation Feedback**

3.2.1 A total of 2,382 resident responses were recorded from the engagement consultation, with 242 respondents responding for Bonnington.

3.2.2 The first scenario asked respondents to express when they cannot park near their homes, which received 22 responses from residents in total. 13 (59%) selected Monday – Friday morning, 14 (64%) respondents out of the 22 voted Monday – Friday afternoon. Furthermore, Monday – Friday evenings was selected by 17 (77%) resident respondents.

3.2.3 In total, 6 resident respondents answered the scenario based on whether they experience abandoned vehicles on their street. 5 (83%) respondents selected Monday – Friday morning and afternoon time periods, whilst the evening time between Monday – Friday had a lower selection with 4 (67%) respondents.

3.2.4 The third scenario asked respondents if they experience commuter parking, which 22 answered for Bonnington. 20 (91%) selected Monday – Friday mornings and 19 (86%) resident respondents selected Monday - Friday afternoons. 13 (59%) respondents chose Monday – Friday evenings.

3.2.5 Generally, Monday to Friday received the highest votes for all the scenarios, with respondents suggesting they experience parking problems throughout all the time periods.

#### 3.3 **Proposed Enforcement Period**

3.3.1 As access to off-street parking is limited on some streets in Bonnington, the recommended maximum stay for Shared Use and P&D bays is 4 hours for the majority of the bays, aligning with CPZ N1 and N2 and Phase 1 areas.

3.3.2 West Bowling Green Street and Bangor Road have been recommended to have a variation of 4 hours and 9 hours maximum length of stay as both roads consist of Shared Use and P&D bays.

3.3.3 As the Shared Use bays on West Bowling Green Street are located outside residential properties and generators of pressure are nearby, it is

recommended for these bays to have a maximum length of stay of 4 hours. However, the P&D bays on West Bowling Green Street are located close to the industrial units and away from bus routes so they are recommended to have a maximum length of stay of 9 hours to allow spaces to be used by people attending the businesses.

- 3.3.4 The P&D bays on Bangor Road are recommended to have a maximum length of stay of 9 hours as these bays are further away from bus routes so these timings will provide spaces if needed for people at the businesses to park. The Shared Use bays are recommended to have maximum length of stay of 4 hours as the bays are located near residential properties with limited access to off-street parking and are located close to bus routes on Great Junction Street and Bonnington Road.
- 3.3.5 The P&D bays in Swanfield and P&D bay on the eastern end of Ferry Road, both are recommended to have maximum length of stay of 2 hours as they are located in high demand areas. The bays in Swanfield are in an industrial area which has private parking areas. The P&D bays here would ensure a turnover of space for any visitors/customers. Swanfield is accessed off Bonnington Road which provides a regular bus service and also has Shared Use parking which could be utilised. The P&D bay on the eastern end of Ferry Road is located outside multiple local shops with several regular bus routes operating on Ferry Road. These short maximum stay hours will allow more non-residential users to utilise the bay encouraging turnover for local businesses.
- 3.3.6 The Shared Use and P&D bays located on the western end of Ferry Road both have recommended maximum length of stay of 6 hours. There is little residential demand for the bays, however, as multiple bus routes are present on Ferry Road allowing 6 hours will help discourage commuter parking.
- 3.3.7 P&D bays on Warriston Road, Broughton Road, Bonnington Road have a recommended maximum stay of 6 hours. These bays have a longer maximum stay, as they are available for non-permit holders. There are limited generators of parking pressure near these bays, except bus routes so allowing 6 hours will help deter commuter parking.
- 3.3.8 South Fort Street has several residential properties with no access to off-street parking facilities, so the Shared Use bays have a maximum stay of 4 hours to deter any commuter parking and allow permit holders to park. However, the P&D bays on South Fort Street have no generators of parking pressure nearby, except bus routes on Ferry Road, so it is recommended for these bays to have a maximum stay of 9 hours.

- 3.3.9 CPZ N1 and N2 and Phase 1 areas which neighbours Bonnington, currently have parking restrictions from Monday – Friday, 8:30am – 5:30pm. As residents expressed highly that they mostly experience parking problems between Monday – Friday with all time periods receiving high votes, the days and timings of the proposed enforcement period for Bonnington are Monday – Friday 8:30am – 5:30pm.
- 3.3.10 The ticket prices for Bonnington have been set at £2.50 per hour, which aligns with existing CPZs and Phase 2 areas.

### **3.4 Ticket Machines**

- 3.4.1 If ticket machines were to be placed in all areas of Bonnington, then 62 would be the requirement. This means that there is a ticket machine within 100m distance of each Shared Use and P&D bay.
- 3.4.2 Within Bonnington, a selection of roads including Bangor Road, Bonnington Road, Newhaven Road and Ferry Road have been assumed as high demand due to the generators of parking pressure surrounding each road. These generators include businesses, shops, schools, churches, and bus routes.
- 3.4.3 In total, 44 ticket machines would be required for the high demand areas (Option 2) in Bonnington.
- 3.4.4 Cashless ticket machines have been located mainly on residential streets including Easter Warriston, Gosford Place, Dalmeny Road and Bonnyhaugh. Residential streets require cashless machines as users of the bays will generally be permit holders, so 18 cashless machines and 44 cash accepting machines are required for Option 3 for Bonnington.



## **4. CORSTORPHINE**

### **4.1 Existing Environment**

4.1.1 Corstorphine comprises mainly of residential streets which have sufficient access to off-street parking facilities. The main generators of parking pressure within the area include bus routes on St John's Road, along with local shops and businesses, medical centres and possibly Edinburgh Zoo.

### **4.2 Consultation Feedback**

4.2.1 610 resident responses were recorded concerning Corstorphine. From the 610, 47 resident respondents stated that they cannot park near their home, with 43 (91%) selecting Monday – Friday morning and afternoon time periods. While 27 (57%) respondents chose Monday – Friday evenings.

4.2.2 13 resident respondents indicated that they experience abandoned vehicles on their street. 11 (85%) selected Monday – Friday mornings and afternoon time periods, whilst 6 (46%) respondents chose Monday – Friday evenings.

4.2.3 96 resident respondents confirmed that they experience commuter parking on their street. Monday – Friday morning and afternoon time periods received the highest number of votes with 93 (97%) respondents selecting this period. 44 (46%) selected Monday – Friday evenings.

4.2.4 Overall, Monday to Friday morning and afternoons received the highest votes for all the scenarios.

### **4.3 Proposed Enforcement Period**

4.3.1 Corstorphine does not neighbour any existing CPZs, however, it does neighbour other areas of Phase 2, Saughtonhall and Murrayfield (B9 PPA). To align closely with neighbouring areas, the parking restrictions for maximum stay for majority of Shared Use and P&D bays is 4 hours. Furthermore, as Corstorphine is mainly residential, these restrictions will suit residents and deter any commuter parking.

4.3.2 However, the recommended maximum stay for Victor Park Terrace and Featherhall Avenue is 2 hours. The Shared Use bays are located on residential streets with limited to no access to off-street parking facilities which will result in higher demand for parking permits. There are multiple generators of parking pressure nearby including Ladywell Medical Centre East, shops and bus routes on St John's. Reducing the maximum stay to 2 hours will allow bays to be more readily available for permit holders and encourage a turnover of parking for local businesses.

4.3.3 Pinkhill has generators of parking pressure present such as Edinburgh Zoo, bus routes on St John's Road and Manor Grange Care Home. There are

very limited residential properties on Pinkhill requiring parking spaces. As a result, the recommended maximum stay for the Shared Use bays on Pinkhill is 9 hours as there is not a high demand for parking spaces by permit holders.

4.3.4 As the results of the consultation review expressed high concerns about parking issues in the morning and afternoon time periods, the days and timings of the enforcement period is Monday – Friday 8:30am – 5:30pm. These restrictions align with Phase 2 areas and existing CPZs.

4.3.5 The ticket prices for Corstorphine have been set at £2.50 per hour, which aligns with existing CPZs and Phase 2 areas.

#### **4.4 Ticket Machines**

4.4.1 Corstorphine is a large area in comparison to the other areas with many Shared Use bays, therefore for Option 1, 75 ticket machines would be required.

4.4.2 Roads which have been assumed as high demand include Pinkhill, Victor Park Terrace, Glebe Road, Manse Road and Kirk Loan. These roads have many generators of parking pressure present which include bus routes, businesses, schools, and churches. In total, 42 ticket machines would be required for Option 2.

4.4.3 For roads within Corstorphine which have a lower demand and will mainly be used by permit holders, have cashless machines only provided. Barony Terrace, Forrester Road, Gordon Road and Dunsmuir Court consist mainly of residential properties and so are assumed as low demand. In total, 33 cashless machines and 42 cash accepting machines would be required for Option 3.

## **5. EASTER ROAD**

### **5.1 Existing Environment**

5.1.1 The majority of Easter Road area consists of terraced residential streets and apartment blocks which have limited to no access to off-street parking facilities, creating a high demand for parking spaces. Additionally, the area is located beside areas of Phase 1, Leith Walk and Abbeyhill which have high parking pressures.

5.1.2 Generators of parking pressure for the area include bus routes along Easter Road, St Clair Street and Hawkhill Avenue, industrial units, Hibernian Football Club and work offices.

### **5.2 Consultation Feedback**

5.2.1 In total, 125 resident responses were collected for the Easter Road area from the engagement consultation.

5.2.2 26 resident respondents stated that they cannot park near their home, with 19 (73%) selecting Monday – Friday mornings, 15 (58%) selected Monday – Friday afternoons, whilst 22 (85%) chose Monday – Friday evenings.

5.2.3 23 resident respondents stated that they experience abandoned vehicles on their street, with 19 (83%) selecting Monday – Friday mornings, 17 (74%) selected Monday – Friday afternoons, whilst 22 (96%) chose Monday – Friday evenings.

5.2.4 19 resident respondents stated that they experience commuter parking on their street, with 16 (84%) selecting Monday – Friday mornings and 15 (79%) selected Monday – Friday afternoons and evening time periods.

5.2.5 Overall, Monday – Friday evenings received high votes from the respondents for Easter Road.

### **5.3 Proposed Enforcement Period**

5.3.1 As the area of Easter Road is residential with very limited access to off-street parking, there is a high demand for parking spaces. As a result, the maximum stay for majority of the Shared Use bays is 4 hours. Having maximum stay set at 4 hours for the bays, allows for permit holders to have access to bays and will deter commuter parking as there are many generators of pressure in the area.

5.3.2 However, it is recommended for the Shared Use bays on St Clair Street to have maximum length of stay set at 9 hours. These bays can have longer maximum stay as there is no residential frontage so there will be a low demand for permit holder parking.

5.3.3 The period of enforcement for Easter Road is Monday – Friday, 8:30am – 5:30pm. These restrictions align with neighbouring areas of West Leith, Leith Walk and Abbeyhill.

5.3.4 The ticket prices are £2.50 per hour, which aligns with the new pricing structure as of April 2021.

#### **5.4 Ticket Machines**

5.4.1 In total, Easter Road would require 23 ticket machines for Option 1.

5.4.2 Several roads in Easter Road such as St Clair Street, Albion Road, Hawkhill Avenue and St Clair Avenue have been assumed as high demand due to the generators of parking pressure present. As a result, 11 ticket machines would be required for Option 2.

5.4.3 Cashless ticket machines are needed on streets which are mainly residential and are away from generators of parking pressure including West Kilnacre, Lochend Butterfly Way, Thorntreeside and Hawkhill Close. Parking on these streets will mainly be permit holders so 12 cashless machines and 11 cash accepting machines would be required for Easter Road.

## 6. MURRAYFIELD (B9 PPA)

### 6.1 Existing Environment

6.1.1 Murrayfield (B9 PPA) is primarily a residential area, with roads having varying access to off-street parking facilities. Roads including Campbell Road and Lennel Avenue have substantial access to off-street parking, whilst, Murrayfield Gardens, Abinger Gardens and Orimdale Terrace have limited access to off-street parking.

6.1.2 Generators of parking pressure within the area include bus routes to the city centre on Corstorphine Road, Ravelston Dykes and bus routes on Murrayfield Road. Murrayfield (B9 PPA) neighbours existing CPZ N5 and proposed Phase 2 areas; Roseburn and Saughtonhall.

### 6.2 Consultation Feedback

6.2.1 The total number of resident respondents for Murrayfield (B9 PPA) was 275. From the total number, 32 resident respondents stated that they cannot park near their home, with 28 (88%) selecting Monday – Friday mornings and 26 (81%) selected Monday – Friday afternoons. 13 (41%) resident respondents voted for Monday – Friday evenings.

6.2.2 12 respondents acknowledged that they experience abandoned vehicles on their street, with 12 (100%) respondents selecting Monday – Friday mornings and 11 (92%) choosing Monday – Friday afternoons. Although only 6 (50%) chose Monday – Friday evenings.

6.2.3 48 resident respondents stated that they experience commuter parking on their street, with 45 (94%) selecting Monday – Friday mornings. Monday – Friday afternoons was selected by 41 (85%) respondents, whilst Monday – Friday evenings was selected by 20 (42%) resident respondents.

6.2.4 Monday – Friday mornings and afternoons seems to be when respondents experience parking problems the most within the Murrayfield (B9 PPA) area.

### 6.3 Proposed Enforcement Period

6.3.1 As Murrayfield (B9 PPA) neighbours CPZ N5 and is mainly a residential area with varying levels of access to off-street parking facilities, the maximum stay for the majority of the Shared Use bays is 4 hours. Offering shorter maximum stay will deter commuters and allow permit holders to have spaces in the high demand roads for parking.

6.3.2 The Shared Use and P&D bay located on Murrayfield Place is recommended to have a maximum stay period of 2 hours. This is due to the

present of bus routes on Corstorphine Road and the bays are located within close to proximity to shops and businesses on Murrayfield Place.

- 6.3.3 Furthermore, Kinellan Road is recommended to have a maximum length of stay of 6 hours for the Shared Use bays. There are limited residential properties located on Kinellan Road so there is a lower demand for residents requiring these bays. However, due to bus routes being present on Ellersly Road and Murrayfield Road, maximum 6 hours is proposed as this will help deter commuter parking.
- 6.3.4 CPZ N5 which neighbours Murrayfield (B9 PPA) has its current parking restrictions from Monday – Friday, 8:30am – 5:30pm. After assessing the consultation results, respondents voiced that they mostly experience parking problems Monday – Friday morning and afternoon time periods. On this basis, the days and timings of parking restrictions recommended are Monday – Friday, 8.30am – 5.30pm.
- 6.3.5 As Murrayfield (B9 PPA) is neighbouring CPZ N5, the ticket prices are £2.50 per hour.

#### **6.4 Ticket Machines**

- 6.4.1 With many Shared Use bays and one P&D bay proposed in Murrayfield (B9 PPA), a total of 54 ticket machines would be required for Option 1.
- 6.4.2 Roads including Murrayfield Road, Murrayfield Place, Ormidale Terrace, Abinger Gardens and Coltbridge Terrace have been assumed as high demand as they generators of parking pressure in their vicinity. These generators include shops, bus routes or schools and churches so parking in the bays may not be mainly residential.
- 6.4.3 In total, 31 ticket machines would be required for the high demand areas (Option 2) in Murrayfield (B9 PPA).
- 6.4.4 Cashless ticket machines have been provided on streets that are mainly residential with few to no generators of parking pressure nearby, such as Succoth Park, Succoth Gardens and Succoth Place. Parking on low demand streets will mainly be by permit holders so 23 cashless machines and 31 cash accepting machines would be the requirement for Option 3.

## **7. ROSEBURN**

### **7.1 Existing Environment**

7.1.1 The main generators of parking pressure include businesses, shops, schools, bus routes and a tram stop are located on Roseburn Street and Roseburn Terrace within the Roseburn area. Additionally, residential properties have varying access levels to off-street parking facilities generating additional parking pressure.

### **7.2 Consultation Feedback**

7.2.1 In total, 90 resident responses were recorded from the public consultation for Roseburn. 28 resident respondents stated that they cannot park near their home, with 23 (82%) respondents selecting Monday – Friday morning, whilst 26 (93%) respondents for this scenario chose Monday – Friday afternoon. 17 (61%) selected Monday- Friday evening time.

7.2.2 21 resident respondents stated that they experience abandoned vehicles on their street, with 17 (81%) selecting Monday – Friday morning time. Monday – Friday afternoon period received 19 (90%) votes, whilst 12 (57%) respondents chose Monday – Friday evening time.

38 resident respondents stated that they experience commuter parking on their street, with 34 (89%) selecting Monday – Friday morning, 37 (97%) selected Monday – Friday afternoon, whilst 20 (53%) respondents chose Monday – Friday evening time.

7.2.3 Generally, Monday – Friday received the highest votes for all the scenarios, with respondents suggesting they experience parking problems the most in the afternoons.

### **7.3 Proposed Enforcement Period**

7.3.1 As Roseburn consists of residential streets with varying levels of access to off-street parking and has multiple generators of parking pressure present, the recommended maximum stay for the Shared Use bays is 4 hours. This maximum stay period aligns with neighbouring area of CPZ S4 and N5 and Phase 1 area Murrayfield (B9 PPA).

7.3.2 The new days and timings for the parking controls of Roseburn align with neighbouring CPZ S4 and N5, which are Monday – Friday, 8:30am – 5:30pm. Additionally, these controls also align with the consultation review, as residents voted mostly for Monday – Friday, afternoons.

7.3.3 Roseburn is neighbouring CPZ S4 and N5 so the ticket prices are £2.50 per hour.

**7.4 Ticket Machines**

- 7.4.1 For Roseburn, 19 ticket machines would be required for Option 1.
- 7.4.2 Roseburn Street, Roseburn Crescent and Roseburn Gardens have been assumed as high demand due to the generators of parking pressure present including including Murrayfield tram stop, local businesses, bus routes, Roseburn Public Park and Roseburn Primary Schools.
- 7.4.3 On this basis, 12 cash/cashless ticket machines are required for Option 2.
- 7.4.4 Parking on Russell Gardens, Roseburn Place and Roseburn Maltings will mainly be residential and as a result, 7 cashless machines would be required for Option 3 with the other 12 accepting cash.



## 8. SAUGHTONHALL

### 8.1 Existing Environment

8.1.1 Saughtonhall is primarily a residential area, with various roads having limited or no access to off-street parking facilities such as Saughton Gardens, Saughton Grove and Glendevon Place. Additionally, few generators of parking pressure are present in the Saughtonhall area including bus routes on Balgreen Road/Saughtonhall Drive and Corstorphine Road, Balgreen tram stop and Murrayfield Medical Centre.

8.1.2 Saughtonhall neighbours Phase 2 areas Corstorphine, Murrayfield (B9 PPA), Roseburn and Phase 1 area Gorgie North.

### 8.2 Consultation Feedback

8.2.1 The overall number of resident respondents for Saughtonhall was 352. Out of the overall number, 20 resident respondents said that they cannot park near their home, 17 (85%) voted Monday – Friday mornings, 12 (60%) selected Monday – Friday afternoons, whilst 11 (55%) chose Monday – Friday evenings.

8.2.2 Only 7 resident respondents selected the scenario about experiencing abandoned vehicles on their street. 5 (71%) voted for Monday – Friday mornings, 4 (57%) selected Monday – Friday afternoons, whilst 7 (86%) chose Monday – Friday evenings.

8.2.3 17 resident respondents stated that they experience commuter parking on their street, 15 (88%) selected Monday – Friday mornings, 12 (71%) selected Monday – Friday afternoons, whilst Monday – Friday evenings received 11 (65%) votes from resident respondents.

8.2.4 Generally, Saughtonhall received mixed votes, with Monday – Friday receiving the most votes and all timings through the day being selected.

### 8.3 Proposed Enforcement Period

8.3.1 Saughtonhall neighbours Roseburn, Murrayfield (B9 PPA), Corstorphine and Gorgie North so the recommended enforcement restrictions align closely to these areas, while considering the consultation results.

8.3.2 As a majority of the roads in Saughtonhall are residential, the maximum stay of the Shared Use bays for most of the area is 6 hours. This time allows for usage of the bays but will deter commuter parking which may be caused by bus routes present on Saughtonhall Drive/Balgreen Road and Corstorphine Road and Balgreen tram stop.

8.3.3 Balgreen tram stop, bus routes and a local shop are located around a Shared Use and P&D bay on the south end of Balgreen Road. As a result

of the generators of pressure, these bays have a recommended maximum stay of 4 hours.

8.3.4 Though, as the Shared Use bays at the north end of Balgreen Road are not located near residential properties, they have a maximum stay of 6 hours. However, as bus routes are present on Corstorphine Road, the 6 hours will help deter any commuter parking.

8.3.5 Neighbouring areas of Gorgie North, Corstorphine and Roseburn currently have parking restrictions set from Monday – Friday, 8:30am – 5:30pm. After assessing the consultation results, respondents voiced that they mostly experience parking problems Monday – Friday. However, no time suggestions received a significant vote.

8.3.6 On this basis, the days and timings of parking restrictions are Monday – Friday, 8:30am – 5:30pm. These restrictions align with Roseburn, Corstorphine and Gorgie North.

8.3.7 The ticket prices are set at £2.50 per hour for the Shared Use and P&D bays which aligns with existing CPZs and areas from Phase 2.

#### **8.4 Ticket Machines**

8.4.1 The total number of required ticket machines for Option 1 in Saughtonhall would be 45.

8.4.2 Roads within the area that have been assumed as high demand include Balgreen Road, Braid Drive, Saughton Crescent and Saughtonhall Avenue. These roads have generators of parking pressure within their vicinity including bus routes, Balgreen tram stop, Murrayfield Medical Centre and Saughtonhall Church.

8.4.3 In total, 19 ticket machines would be required for the high demand areas (Option 2) in Saughtonhall.

8.4.4 Cashless ticket machines have been provided on streets that are mainly residential with few to no generators of parking pressure nearby, such as Braid Grove, Saughton Gardens and Braid Avenue. Parking on low demand streets will mainly be by permit holders so 26 cashless machines and 19 cash accepting machines would be the requirement for Option 3.

## 9. **WEST LEITH**

### 9.1 **Existing Environment**

9.1.1 Located beside Abbeyhill, Leith Walk and Leith (areas of Phase 1), West Leith comprises of residential streets with many having limited or no access to off-street parking facilities. Several generators of parking pressure are present in the area including bus routes on Restalrig Road and Lochend Road, Hermitage Park Primary School, Restalrig Park Medical Centre and shops/businesses.

### 9.2 **Consultation Feedback**

9.2.1 West Leith received a total of 327 resident responses from the consultation review. From this total figure, 41 resident respondents had indicated that they cannot park near their home, 23 (56%) voted Monday – Friday mornings, 25 (61%) selected Monday – Friday afternoon, whilst 34 (83%) chose Monday – Friday evenings.

9.2.2 17 resident respondents stated that they experience abandoned vehicles on their street, with 13 (76%) selecting Monday – Friday morning and afternoon time periods, whilst 15 (88%) respondents chose Monday – Friday evenings.

9.2.3 The scenario based on if respondents experience commuter parking on their street, received 20 votes. 18 (90%) resident respondents selected Monday – Friday morning, 17 (85%) selected Monday - Friday afternoon and Monday – Friday evenings received 13 (65%) votes.

9.2.4 Overall, Monday – Friday received the highest votes from the resident responses for each scenario.

### 9.3 **Proposed Enforcement Period**

9.3.1 As West Leith consists of residential streets with limited or no access to off-street parking facilities, together with roads which have bus routes present, the maximum stay for Shared Use and P&D bays is 4 hours for the majority of the area. These restrictions align with neighbouring areas. The shorter maximum stay for the bays will help deter any commuter parking and allow residents to use the bays easily.

9.3.2 The P&D bays on Restalrig Road and Alemoor Crescent, are recommended to have a maximum stay of 2 hours due to the generators of parking pressure including a medical centre and shops/businesses. Shorter maximum stay hours will allow bays to be more readily available for paying customers.

- 9.3.3 Hermitage Park has a Shared Use bay located outside of Hermitage Park Primary School. This bay is also within walking distance to Lochend Road which has bus routes present. As such to discourage commuter parking and allow the bay to be for residents, the maximum stay for this bay is 2 hours.
- 9.3.4 The recommended maximum length of stay for the Shared Use bays on East Hermitage Place and Hermitage Place is 9 hours. There is sufficient proposed permit holder bays for residents to utilise on the other side of the road and even if residents do use some of these shared use bays, there is still an abundant of space.
- 9.3.5 After reviewing the consultation review, residents expressed that they mostly experience parking problems between Monday – Friday. However, the time periods generally received the same number of votes for each day. On that basis, the days and timings of parking restrictions are Monday – Friday, 8:30am – 5:30pm. These timings align with Abbeyhill, Easter Road, Leith and Leith Walk.
- 9.3.6 The ticket prices are set at £2.50 per hour which aligns with neighbouring areas from Phase and 2 and existing CPZs.

#### **9.4 Ticket Machines**

- 9.4.1 Regarding West Leith, the requirement number for ticket machines for Option 1 would be 34.
- 9.4.2 Roads including Restalrig Road, Lochend Road and East Hermitage Place have been assumed as high demand as they have many generators of parking pressure nearby. These include bus routes, shops/businesses, schools and healthcare centres. In total, 23 ticket machines would be required for Option 2.
- 9.4.3 Cashless ticket machines are required on streets which will mainly be used by residents. These streets include Ryehill Terrace, Ryehill Grove, Easter Hermitage and Hawkhill. In total, 11 cashless machines and 23 cash accepting machines would be required for Option 3.

## 10. **WILLOWBRAE NORTH**

### 10.1 **Existing Environment**

10.1.1 Willowbrae North consists of several residential streets with limited or no access to off-street parking facilities, creating a high demand for parking spaces. In addition, Willowbrae Road and London Road generate additional pressure on the area as bus routes, shops and businesses are located along these two roads. Holyrood Park is within close to the proximity which will attract visitors to the area. Moreover, Willowbrae North neighbours Abbeyhill which is a proposed CPZ area from Phase 1.

### 10.2 **Consultation Feedback**

10.2.1 A total of 290 resident responses were recorded from the engagement consultation for Willowbrae North. 70 resident respondents out of the 290, stated that they cannot park near their home, with 31 (44%) selecting Monday – Friday morning and afternoon time periods, whilst 57 (81%) respondents chose Monday – Friday evening time.

10.2.2 17 resident respondents stated that they experience abandoned vehicles on their street, with 10 (59%) selecting Monday – Friday morning and afternoon time periods, whilst 13 (76%) respondents chose Monday – Friday evening time.

10.2.3 48 resident respondents stated that they experience commuter parking on their street, with 35 (73%) selecting Monday – Friday morning, 32 (67%) selected Monday – Friday afternoon, whilst 36 (75%) respondents chose Monday – Friday evening time.

10.2.4 Monday to Friday received the highest votes for all the scenarios, with respondents suggesting they experience parking problems throughout the day.

### 10.3 **Proposed Enforcement Period**

10.3.1 As Willowbrae North neighbours Abbeyhill and is a residential area with limited access to off-street parking facilities, the maximum stay for Shared Use bays is 4 hours. These timings align with Abbeyhill and existing CPZs which are nearby and the shorter maximum stay for the bays will help deter any commuter parking and allows for permit holders to get parked.

10.3.2 Abbeyhill which neighbours Willowbrae North has parking restrictions recommended from Monday – Friday, 8:30am – 5:30pm. After reviewing the engagement consultation results, residents expressed that they mainly experience parking problems between Monday – Friday throughout the day. On this basis, the enforcement period for Willowbrae North will be Monday – Friday, 8.30am – 5.30pm aligning with Abbeyhill and consultation results.

10.3.3 The ticket prices for Willowbrae North have been set at £2.50 per hour, which aligns with the new price of the existing CPZs.

**10.4 Ticket Machines**

10.4.1 For Willowbrae North, the requirement number of machines for Option 1 (machines in all areas) would be 14.

10.4.2 Roads such as Meadowbank Avenue, Queen's Park Avenue and Wolseley Crescent have been assumed as high demand as they have a small number of generators of parking pressure in the vicinity. These generators include shops, businesses, bus routes and parks so parking in the bays may not be mainly residential.

10.4.3 In total, 7 ticket machines would be required for the high demand areas (Option 2) in Willowbrae North.

10.4.4 Cashless ticket machines are required on streets such as Lilyhill Terrace, Lismore Crescent, Queen's Park Court and Meadowbank Crescent as these are mainly residential with few to no generators of parking pressure nearby. Parking on low demand streets will mainly be by permit holders so 7 cashless machines are required for Option 3 with the other 7 accepting cash.

## **11. TICKET MACHINE COSTS**

### **11.1 Overview**

11.1.1 The cost of the ticket machines based on the three potential scenarios have been calculated.

11.1.2 The cost of an individual ticket machine which also includes installation is approximately £4,100. The price of the machine remains the same, no matter what type of machine is required.

### **11.2 Option 1**

11.2.1 Option 1 was based on a scenario of placing Cash/Cashless ticket machines everywhere within the Phase 2 enforcement areas. As a result, a total of 326 Cash/Cashless Machines would be required for the areas of Phase 2.

11.2.2 The cost of providing Cash/Cashless Machines everywhere is in the regions of £1,336,600.

### **11.3 Option 2**

11.3.1 Option 2 was offered as a scenario where Cash/Cashless Machines would only be placed in high demand areas within the Phase 2 enforcement areas. In total, 189 ticket machines would be required for Option 2.

11.3.2 The cost of providing Cash/Cashless Machines in high demand areas only is in the region of £774,900.

### **11.4 Option 3**

11.4.1 The capital cost of Option 3 is exactly the same as Option 2. However, there are additional benefits over option 2 through reduced cash collection costs and higher security.

### **11.5 Option 4**

11.5.1 Option 4 is based on providing no ticket machines at all and only providing signs for RingGo payments. Offering RingGo only payments provides considerable cost savings as the cost of placing poles and signs is significantly cheaper than placing ticket machines.

## 12. **CASHLESS TICKET MACHINES OPPORTUNITIES**

### 12.1 **Introduction**

12.1.1 The UK is at the tipping point of huge developments in cashless payments and finance technology by turning towards an entirely cashless economy. Many individuals are now using contactless cards or mobile payments as this is the most convenient way to pay prompting people to not carry cash.

12.1.2 Buying, emptying, and maintaining cash parking machines is no longer cost efficient for local authorities and private operators, with many looking to remove the option entirely.

### 12.2 **Opportunities**

12.2.1 As of 2019, Edinburgh has two of the top six most polluted streets in Scotland (Nicolson Street and St John's Road) (Friends of the Earth, 2020), and as a result, changes need to be made to target carbon neutrality by 2030.

12.2.2 CEC has a great opportunity to utilise the excellent mobile phone coverage that is across Edinburgh and the entire Lothian region. All wards that make up the City of Edinburgh have good 2G, 3G, 4G network coverage with EE now providing 5G network coverage in central Edinburgh. Having access to this high level of coverage across the city will help support mobile payments and cashless ticket machines.

12.2.3 CEC's currently cashless provider RingGo could help to reduce traffic congestion caused by cars circulating looking for a space as RingGo shows motorists where empty spaces are most likely to be found and then allows motorists to navigate to their chosen location with spoken directions.

12.2.4 The Coronavirus has fast-tracked the development of contactless payments and mobility. Authorities are looking to keep citizens safe now that cash ticket machines are no longer the best choice. Removing the cash ticket machines eliminates a vector for infections, not just of the coronavirus but several colds and flus.

### 12.3 **Benefits**

12.3.1 As cards and mobile payments are replacing cash payment, moving to digital payments will save time and money. Reducing or removing cash ticket machines will help local authorities save money, because it cuts costs of maintenance, upgrades, vandalism, and theft of cash from ticket machines.



- 12.3.2 Additionally, using cashless payments provides a single source of enforcement data, leading to enforcement efficiencies and increased opportunities for ANPR usage.
- 12.3.3 Cashless machines allow for detailed reporting capabilities for all parking activity in the City, with meta-data such as vehicle type, fuel type, point of origin, and dwell time. In addition, these detailed reports can be used for future parking/transport policy decision making.
- 12.3.4 Using cashless payment options allows for the availability of emissions-based parking to amend paid parking charges based on factors such as fuel type. This can help improve the air quality of Edinburgh by encouraging cleaner transport choices, as well as providing additional income if a surcharge on higher polluting vehicles is implemented.

#### **12.4 Case Study**

- 12.4.1 RingGo has encouraged councils to digitise parking operations and save resources by removing or reducing their machine fleets. RingGo customers have the benefit of using by far the UK's largest cashless parking solution.
- 12.4.2 London Borough of Hammersmith & Fulham (H&F) has declared a Climate and Ecological Emergency and is committed to being carbon neutral by 2030. The biggest contributor to greenhouse gases in the borough is road traffic.
- 12.4.3 The borough is comprehensively covered in controlled parking zones (CPZ) and they have been focused on building a scheme to prioritise parking for local people and reduce commuter parking usually during the 9am – 5pm times.
- 12.4.4 The number of motorists opting to pay for parking in H&F using P&D ticket machines has significantly reduced in recent years and current data shows that around 96% of payment are made through RingGo. The remaining 4% that use P&D machines are almost entirely made using credit/debit cards with less than 1% using cash.
- 12.4.5 Civil Enforcement Officers use existing systems to determine if payment has been made through the RingGo system. No special enforcement equipment is required and no change in enforcement procedures are necessary to enforce emission-based parking charges.
- 12.4.6 Cashless parking will provide H&F council with more options to control vehicle behaviours, and it is expected that a change to emission-based charging with a diesel surcharge will naturally move users over to cashless parking as it would provide them with the best price.

## 13. **NO TICKET MACHINE PROVISION**

### 13.1 **Introduction**

13.1.1 A future without P&D machines could become a new reality as a vast majority of payments are now being completed using cards or online payments. With 95% of adults now owning a mobile phone, there has been a rapid increase in the use of Apple, Android and Samsung Pay.

13.1.2 Even before Coronavirus, cash usage was in a decline. Now more than ever, there is a reduced desire to touch shared surfaces, as even cashless machines require you to press a button. These factors will contribute to a lower usage of both cash and cashless machines.

13.1.3 Using no ticket machine options such as RingGo provides many benefits including cost savings, improving street appearance and increases data and knowledge.

### 13.2 **Benefits**

13.2.1 No ticket machine options provide significant cost saving opportunities for local councils. There are no longer high installation fees as the cost of installing a signpost and sign is significantly cheaper than installing a cash or cashless machine. Additionally, in some circumstances, existing posts may be able to be used, further reducing costs, as a sign may only be required in certain areas.

13.2.2 Additionally, costs can be saved using no ticket machine options as there is no longer a need to maintain the ticket machines. The costs associated with cash collections, processing and banking, along with vandalism and theft are also removed.

13.2.3 Removing ticket machines from streets and providing signposts and signs has the potential to reduce street clutter, helping improve the overall aesthetics of a street. However, streets will not be totally clutter free as signposts and posts are still being placed.

13.2.4 Where no ticket machines are provided, it is still possible for motorists to pay by cash by visiting local businesses who are part of the PayPoint scheme. Local businesses hold electronic terminals that digitally record the vehicle registration and parking location. This in turn can help to increase footfall into local businesses.

### 13.3 **Challenges**

13.3.1 It is important to note that cashless payment options rely heavily on connectivity for use, either network errors or server faults could cause a significant issue in providing a service, creating an issue to pay.

13.3.2 Additionally, maintaining a cash option is important for accessibility and social inclusion as not everyone will own a smartphone or use it for online payments.

13.3.3 Edinburgh is a major tourist destination. Due to mobile phone roaming charges, some tourists may be discouraged from using their mobile phones while abroad.

#### **13.4 Conclusion**

13.4.1 Providing no ticket machines has many benefits, with the main one being cost savings for local Councils. However, there are several other factors that a Council would need to take into consideration before removing ticket machines such as who is anticipated to use the area, are there local shops in the vicinity and mobile phone coverage.

13.4.2 Some areas where it would be possible to introduce parking controls with no ticket machines include high demand areas where there are shops nearby to the parking bays so that they can provide some facility for people to pay with cash or by card.

13.4.3 Areas would need to be considered on an individual basis on whether they are suitable or not. Prior to implementing any scheme that had no ticket machines, an equalities impact assessment should be undertaken.

## 14. **RECOMMENDATIONS**

- 14.1.1 Moving forward, parking in Edinburgh will benefit greater from cashless payment options. Cashless ticket machines are best suited over cash ticket machines as they cost less to run and operate compared to cash ticket machines. The costs of running cash ticket machines include resourcing personnel to collect the cash, maintenance and upgrades of ticket machines, theft, and vandalism, which can cause a loss of income.
- 14.1.2 Cashless payment options allow for councils to save money and provides touch free parking, creating a safer and healthier environment for users.
- 14.1.3 Switching to cashless payment options and cutting cash ticket machines provides environmental benefits as:
- Reduced journeys for collections and banking of the cash
  - Reduced journeys for machine maintenance, vandalism, and repair
  - Reduced electricity usage
  - Save on administrative costs
- 14.1.4 The criteria for high demand areas requiring cash ticket machines could be reassessed so that the proposed requirement of cash ticket machines could be reduced. The proposed requirement for cash ticket machines could be narrowed down to areas that would require them the most e.g. where there is more elderly (churches/community centres) and in tourist areas.
- 14.1.5 With the potential introduction of several new CPZ areas, becoming increasingly distance from the existing CPZ, a wholesale review of parking charges would be beneficial. This could create a staggered pricing strategy across the CPZ areas, with higher prices in the city centre and lower prices outside the city centre zone. Additionally, parking prices in higher demand areas such as Leith Walk could be reviewed, and charges could be set to match the demand of the area.
- 14.1.6 Furthermore, times of enforcement periods should be reviewed for all CPZ areas. Current timings of restrictions are from 8:30am – 5:30pm. However, some areas including Murrayfield (B9 PPA) and Corstorphine would benefit from varying timings to make sure the desires of residents are met. In some cases, this may require an extension to existing operating times.

**15. CONCLUSION**

- 15.1.1 The primary aim of the project was to review the engagement consultation results and to propose parking enforcement recommendations for Phase 2.
- 15.1.2 Through reviewing the consultation results and completing desktop assessments of the existing CPZ's within Edinburgh, suggestions for parking restrictions regarding maximum stay, days, timings, and prices have been provided for each area in Phase 2. The results have considered both consultation results and neighbouring CPZ, making sure there is a link between both.
- 15.1.3 The required number of ticket machines was based on three scenarios and all ticket machines are within a 100m walking distance. The number of ticket machines required ranges from 7 to 75 dependant on the Option chosen.
- 15.1.4 Through a desktop assessment, cashless ticket machines have many benefits and many local authorities are now switching to cashless payment options, and these should be prioritised within Edinburgh. It is recommended that the criteria of high demand streets be reviewed, to reduce the number of cash machines.
- 15.1.5 The recommended pricing structure is based on current on-street pay and display prices which is correct at the time of analysis. At the time of implementation of any CPZ areas these prices would need to be reviewed and amended to ensure that they are still reflective of the current operations.
- 15.1.6 Additionally, it is recommended that there should be an in-depth review of all CPZ enforcement controls in Edinburgh to make sure restrictions are set correctly for each area and that there is a varying difference between the city centre zone and surrounding areas with parking demand taken into consideration.

16.

## Appendix A

## 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:

1. Ensure a clear understanding of customer requirements;
2. Ensure projects are completed to programme and within budget;
3. Improve productivity by having consistent procedures;
4. Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
5. Continually improve the standard of service we provide internally and externally;
6. 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.



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## CPZ Phase 2 Permit Holder Analysis

Client Name: City of Edinburgh Council

Reference: 7510

Date: May 2021

◆ EDINBURGH ◆  
THE CITY OF EDINBURGH COUNCIL

PROJECT  
CENTRE  
part of Marston Holdings

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## 1. INTRODUCTION

- 1.1.1 The City of Edinburgh Council (CEC) has commissioned Project Centre (PCL) to undertake analysis on Phase 2 of the Strategic Review of Parking (SRoP) in order to understand the level of vehicle ownership in each of the areas listed in Table 1. Phase 2 of the SRoP proposed the introduction of controlled parking zones, a formalised approach to parking through the use of permit holder parking, shared use bays and pay and display amongst other controls.
- 1.1.2 Based on the level of vehicle ownership data collected for the areas, PCL have identified locations where demand is likely to be high for proposed permit parking and determined the likely uptake in permits.
- 1.1.3 Recommendations have been provided for changes in zone boundaries and/or reallocation of parking bays to accommodate the likely uptake or permits.
- 1.1.4 This report deals only with the anticipated permit holder uptake. It does not include detailed analysis on the level of visitor or commuter parking that will also take place in these areas, which will have an impact upon the availability of space for residents through the reduction in available shared-use space. However, it is considered that this will have minimal impact as it is likely that the highest demand time for share-use spaced will be between 8am-6pm during which time there will also be greater movement of resident's vehicles.
- 1.1.5 As this report deals solely with the availability of permit holder spaces and does not consider visitor or commuter parking, it is not a reflection of the overall parking demand in an area and hence the need to implement controls.

Table 1: List of Phase 2 Areas

Area	
B9	West Leith
Bonnington	Corstorphine
Easter Road	Murrayfield
Roseburn	Saughtonhall
Willowbrae North	

## 2. METHODOLOGY

- 2.1.1 The vehicle ownership level data for each area within Phase 1 of the Strategic Review of Parking has been collated from the Official Scottish Government Census Data (2011) using postcodes. Postcodes in the census data were cross-referenced with the boundaries for the analysed areas that had been proposed as part of the initial design phase for CEC's SRoP.
- 2.1.2 The census data provided specific postcode data ranging from one to 5 different postcodes per block, which generally equated to groups of no more than 150 residents. In areas where the data covered more than one street an average was used.
- 2.1.3 The information provided by the census data included number of households within the postcode area and the percentage of car/van ownership. The ownership level was split into four categories; no car or van, 1 car or van, 2 car or vans and 3 or more car and vans.
- 2.1.4 In order to account for the increase in vehicle ownership since 2011 when the Census data was last collected, an 10% increase has been applied to replicate the inflation in population and vehicle uptake. The figure of 10% has been established from Department for Transport data on licensed cars at the end of the year by keepership, specifically statistical data set TSGB09 and table VEH0204 which was last updated on 30<sup>th</sup> April 2020. This data shows there were 2,264 licensed cars at the end of 2011 and 2,525 at the end of 2019.
- 2.1.5 In the existing CPZs, permit uptake is roughly at 60% of households with vehicles. As such this has been used as the basis for the permit uptake in the study areas.
- 2.1.6 The final figure of vehicle ownership had an assumed permit uptake ratio per area applied which varied depending on the predicted resident need for permits. The assumed permit uptake ratio figures vary from 0.5-0.6 and are ranked by area in low, medium and high. Low being 0.5, medium being 0.55 and high being 0.6. These figures are multiplied against the 2019 vehicle ownership figures per post code and from this the permit to design space ratio is calculated. It has been assumed that where there is low access to off street parking, similar to existing CPZ zones, there will be a higher demand for parking so an uptake ratio of 0.6 has been applied. Low uptake ratios of 0.5 are assumed to be areas where there is more access to off-street parking

facilities, either through driveways, garages or undercroft parking or the vehicle ownership levels are likely to be lower i.e. Easter Road.

**Table 2: Area Specific Permit Uptake Ratios**

Area	Uptake ratio
B9	0.55
BONNINGTON	0.6
CORSTORPHINE	0.55
EASTER ROAD	0.6
MURRAYFIELD	0.5
ROSEBURN	0.55
SAUGHTONHALL	0.55
WEST LEITH	0.6
WILLOWBRAE NORTH	0.6

### 3. RESULTS

- 3.1.1 The results of the level of vehicle ownership analysis and corresponding demand for permit uptake are shown in Table 3. Based on the results of the analysis there are no areas with a demand greater than 1.0. Areas such as Bonnington and Roseburn are the highest in demand at 0.91. The areas should be able to cope with the demand for residents permits.
- 3.1.2 In order to visualise the data the calculated permit uptake ratio has been mapped on to the individual streets in the areas based of the following categories; Green (0-0.74) low demand, Orange (0.75-0.99) medium demand and Red (1+) high demand area.
- 3.1.3 The permits to design space ratio is based on all shared-use spaces being available for use. However, a number of these will be utilised by visitors and commuters. As such the permits to design ratio presented, in practice, will be higher than shown in table 3.

**Table 3: Calculated Permit to Design Space Ratio Table**

Area	Permit holder Spaces	Shared Use Spaces	No. of Permits Required	Permits to Design Space Ratio
B9	641	381	544	0.53
Bonnington	712	517	1123	0.91
Corstorphine	1033	603	877	0.53
Easter Road	361	353	591	0.89
Murrayfield	160	196	213	0.75
Roseburn	157	205	332	0.91
Saughtonhall	647	377	810	0.79
West Leith	678	328	799	0.79
Willowbrae North	490	144	411	0.72



## **3.2 B9**

### **3.2.1 Overview**

Overall, the B9 area requires a low demand for permits with a permit uptake ratio of 0.53. The area is connected to the Murrayfield area, which has potential to be joined together. The streets within B9 have an even mix of on-street and off-street parking for residents.

### **3.2.2 High Demand Areas**

The high demand areas in B9 fall on the east side. There are a cluster of streets around the same area; Murrayfield Place, Coltbridge Avenue and Upper Coltbridge Terrace. These streets have a permit uptake ratio greater than 1. The streets have pressures on them currently and all have limited off street parking. To cope with the demand in the area residents can park on nearby streets which have lower demand. Streets such as Coltbridge Terrace and Murrayfield Avenue offer more on-street parking within a short walking distance for residents. Another high demand street is Succoth Avenue with an individual uptake ratio of 1.04. This street has homes with off-street parking such as driveways and garages which will reduce on street parking demand.

## **3.3 Bonnington**

### **3.3.1 Overview**

Bonnington Area has one of the highest predicted permit to design ratios at 0.91. It is predicted that overall the Bonnington uptake of permits would be high due to the lack of off street parking in places and high density housing. Bonnington is close to the city centre so will experience high parking demands during peak hours.

### **3.3.2 High Demand Areas**

Tinto Place and Ashleigh Place are highlighted as areas of high demand, due to ongoing and new developments when the survey for this area was carried out the new development was not present. It is expected the new developments will have access to private off-street parking for residents which will reduce the demand on the area. Tinto Place and Ashleigh Place currently have a predicted permit to design ratio of 6.43 and 2.72 respectively. Other areas of high demand include Chancelot Crescent with a ratio of 7.52. These parking pressures can be reduced by neighbouring streets such as Ferry Road which has a permit to design ratio of 0.55. Chancelot Grove also

has a high permit to design ratio at 2.64, this is due to the high-density housing and lack of off-street parking. Similar to Chancelot Crescent, the neighbouring streets can take on some of the parking pressures and reduce the demand in the area.

On the west side of the area Trafalgar Street displays a strain for parking demands with a ratio of 1.75. Pitt street and Trafalgar Lane which run adjacent and parallel to the street have capacity to ease the pressures on the street due to the lack of space for on street parking.

### **3.4 Corstorphine**

#### **3.4.1 Overview**

The Corstorphine area has a low predicted permit to design ratio of 0.53. The area is one of the furthest from the city centre compared with the other areas in phase 2. Corstorphine is deemed to have a medium demand for residents purchasing permits.

#### **3.4.2 High Demand Area**

Areas of high demand in Corstorphine include The Paddockholm with a predicted permit to design ratio of 1.16. This will be reduced as there is access for residents to park in allocated private parking bays. The area is sheltered away from the main Corstorphine High Street so will not have the same pressures as other streets from commuters. Another area of high demand is Oswald Terrace, a street which is a continuation of Featherhall Road with a permit to design ratio of 1.90. The parking pressures on the street can be reduced by neighbouring streets such as Featherhall Road which has a permit to design ratio of 0.57. This will allow for parking pressures to be spread and reduce strain on individual streets.

Gordon Loan has a high demand for parking with a permit to design ratio of 1.90. The street allows residents to have access to off-street parking such as driveways and garages which will reduce the parking pressures on the street. As well as this, the joining roads of Old Kirk Road and Gordon Road can provide relief of parking pressures as both fall under 0.75 parking permit to design ratio. Like Gordon Road, Templeland Road has high parking demands with a ratio of 1.66. There are private garages situated at the north end of the street which can reduce parking pressures and joining roads such as Templeland Road can reduce the demand for parking on the street.

### **3.5 Easter Road**

#### **3.5.1 Overview**

Easter Road has an overall permit uptake ratio of 0.89 which falls in the medium demand bracket. The area was deemed to have a high demand for permits purchased by residents as there is a high concentration of off-street parking within the individual streets.

#### **3.5.2 High Demand Areas**

The streets to the North of the area such as St Clair Road and St Clair Avenue have a permit uptake ratio greater than 1.0, calculated to be 1.62 and 1.32 respectively. These streets have limited off-street parking however, St Clair Street has a predicted uptake ratio of 0.20 so has the capacity to cope with the slight over subscription in nearby streets. Another area of high demand is Hawkhill Close, with a ratio of 2.22. Residents here have access to underground private parking which is not taken into consideration from the census data. This will result in far less need for the parking bays than initially thought and in reality, parking pressures on the street will reduce.

There are four streets which fall under the medium demand category; Albion Gardens, Albion Road, Lochend Park and Lochend Butterfly Way. Each street is in close proximity to the football stadium which on match days and weekends will increase the parking pressures in the area. By introducing controlled parking with resident permit bays this will reduce the commuter pressures.

### **3.6 Murrayfield**

#### **3.6.1 Overview**

Murrayfield area has an overall predicted uptake ratio of 0.75. The area has access to off street parking such as driveways and garages which can reduce parking pressures on street. The area is in close proximity to the BT Murrayfield stadium which on matchdays can attract a higher need for parking from commuters. By introducing the controlled parking zones around the area will encourage visitors to use alternative methods of travel.

### 3.6.2 High Demand Areas

The Murrayfield area has a number of streets which have mews parking areas. These streets have been deemed to not have enough space to allocate spaces and residents can park within the area with a relevant resident's permit. Belmont Avenue, Belmont Park, Belmont Park, Belmont Terrace and Belmont View are all mews areas. By introducing mews areas as opposed to limited parking bays, it will allow residents to continue parking the way they are accustomed and reduce any parking pressures from commuters and visitors. These streets have access to off-street parking like driveways and garages which will contribute to reduced demand on the street. Belmont Gardens has on street parking controls and the west side of the street is a mews parking area. The predicted uptake ratio for the street is currently 0.87. Murrayfield Road is another high demand street which has an uptake ratio of 7.33. The proposed parking for the street has limited on street parking. However, the residents have access to off street parking which will reduce the demand for the street.

## 3.7 Roseburn

### 3.7.1 Overview

Roseburn area has a predicted permit to design ratio of 0.91. The area comprises of an even split of properties with access to private parking and properties with on street parking.

### 3.7.2 High Demand Areas

The high demand areas in Roseburn are on the west side, such as, Roseburn Maltings and Russell Gardens. These areas have a permit to design ratio of 2.04 and 2.42 respectively. These ratios can be reduced to below 1.0 as the residents have access to private parking in the area. There are some controlled parking zones within the streets which can cope with the limited overflow from the private parking and accommodate any commuters and visitors. Other areas of high demand are Roseburn Place (1.61) and Roseburn Gardens (1.08), these areas have high density housing resulting in a higher demand for parking than the street can cope. To accommodate this, streets such as Roseburn Crescent and Roseburn Drive will be able to reduce the parking pressures as they have a low predicted permit to design ratio lower than 0.75.

### **3.8 Saughtonhall**

#### **3.8.1 Overview**

Saughtonhall has a predicted permit design ratio of 0.79. Although being in the medium demand for parking category, there are large areas within the zone which are mews parking. By taking into consideration these areas and availability of off-street parking there will be less strain on the area for parking.

#### **3.8.2 High Demand Areas**

There are high demand areas within the zone, such as Saughtonhall Avenue, with a permit to design ratio of 1.56. This area has a high percentage of off-street parking and neighbouring streets will be able to spread the demand for parking within the area. Another area of high demand is Beechmount Crescent (2.72) however this area has access to private parking and the joining street of Saughton Crescent has the infrastructure to cope with the demand.

### **3.9 West Leith**

#### **3.9.1 Overview**

#### **3.9.2 High Demand Areas**

West Leith has two large areas of permit parking and mews areas. There is a large mews area in the centre of this location consisting of Oakville Terrace, Elmwood Terrace, Beechwood Terrace, Ashville Terrace and Woodville Terrace. These streets have a high parking demand but by introducing a mews area here it reduces the demand for visitors parking. This, overall, will bring the parking pressures down as it allows residents to park near their homes without concerns around limited parking bays. Cochrane Place, Elm Place, Rosevale Terrace, Fingieze Place, Rosevale Place, Industrial Place, Noble Place, Lindean Place and Summerfield Place consist of narrow streets with no off-street parking with on average one car per household. Similar to the previous area, creating a mews will discourage visitors from parking without a permit and will allow for residents to park near their homes.

### **3.10 Willowbrae North**

### 3.10.1 Overview

Willowbrae North has a predicted permit to design ratio of 0.72. The area has a high demand for on-street parking as there is limited access to driveways and garages for the residents.

### 3.10.2 High Demand Areas

Willowbrae has some high demand areas due to the lack of off-street parking as previously mentioned. The highest demand area is Parsons Green Terrace with a ratio of 6.71. This is due to the high-density housing and limited on street parking space. The neighbouring streets such as Meadowbank Crescent and Considine Terrace also have a high demand for parking which could be attributed to the proximity to the main road. There is potential however, for demand to be reduced further south in Willowbrae on streets such as Scone Gardens and Lilyhill Terrace, both falling under 0.75 permit to design ratio.

Glenlee Gardens and Glenlee Avenue both have high parking pressures, with a demand to permit ratio of 1.22 and 1.55 respectively. The neighbouring streets at the west side of Willowbrae North such as Lismore avenue and Willowbrae Avenue can cope with the high demand and alleviate the problem

**4. RECOMMENDATIONS**

- 4.1.1 The findings of the results indicate that some areas can be combined to reduce demand within a single area. The recommended changes to the boundaries of the Phase 1 areas have been outlined below.
- 4.1.2 The areas of Roseburn, Saughtonhall and Murrayfield all have a medium demand within the area. On busier than normal days, such as large events in the city, there may be a higher demand within the area as they are close to the city centre. By combining all with B9 it will increase the area for residents to park.

**Table 4: Proposed New Zone 1**

Zone 1	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
B9	641	381	544	0.53
Murrayfield	160	196	213	0.75
Roseburn	157	203	332	0.91
Saughtonhall	647	377	810	0.79
<b>Area</b>	<b>1605</b>	<b>1157</b>	<b>1899</b>	<b>0.69</b>

**Commented [DR1]:** This area is very big. I'd suggest making B9 and Murrayfield a zone, merge Roseburn with the adjacent existing CPZ and, make Saughtonhall its own zone. That saves Murrayfield being caught in the middle of any zone

- 4.1.3 The proposed parking zone 1 has a permit to design ratio of 0.69, which falls in the lower demand bracket. This will reduce strain on particular areas within zones and allow for residents to have a larger area to park in. By combining the four areas it reduces the strain on Roseburn which has the highest of the group at 0.91. These areas will also see benefits from the new zone as commuters currently parking within these street to commute into town will no longer be able to do so.

**Table 5: Proposed New Zone 2**

Zone 2	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
Willowbrae North	490	144	411	0.72

4.1.4 Zone 2 consists of Willowbrae North alone, this is due to there currently being no neighbouring controlled parking zone to link the area with. There is potential for this to be combined with the Abbeyhill area which was considered in Phase 1 of the SRoP, should it progress. The two areas are similar in terms of demand for parking and are of similar distance to the city centre. The expected demand for permits within the area will remain below 1.0 as a previous study found the permit to design ratio in Abbeyhill to be 0.88.

**Table 6: Proposed New Zone 3**

Zone 3	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
Corstorphine	1033	603	877	0.53

4.1.5 Corstorphine like Willowbrae North stands alone and has no proposed CPZ areas close by. However, it is sufficiently large enough to be considered as a zone in its own right. Should future areas of consideration, such as Corstorphine South and Corstorphine North be taken forward on the future, the zoning would need to be reconsidered. There is currently a low demand in the Corstorphine area of 0.53 due to access to off street parking.



**Table 7: Proposed New Zone 4**

Zone 4	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
Easter Road	361	353	591	0.89
West Leith	678	328	799	0.79
<b>Totals</b>	<b>1039</b>	<b>681</b>	<b>1390</b>	<b>0.84</b>

4.1.6 Zone 4 is made up of Easter Road and West Leith. These zones neighbour one and other and both fall within the medium demand for parking permit to design ratio. By combining the two zones maintains a broadly similar overall permit ratio and creates a zone that is in keeping with existing sizes.

**Table 8: Proposed New Zone 5**

Zone 5	Permit Holder Spaces	Shared Use Spaces	No. of Permits Required	Permit Ratio
Bonnington	712	517	1123	0.91

4.1.7 Bonnington will be a standalone zone in Zone 5. The area does not neighbour any proposed zones within this proposal. Bonnington has a high permit to design ratio and the area will benefit from the controlled parking zones to deal with individual street demands.

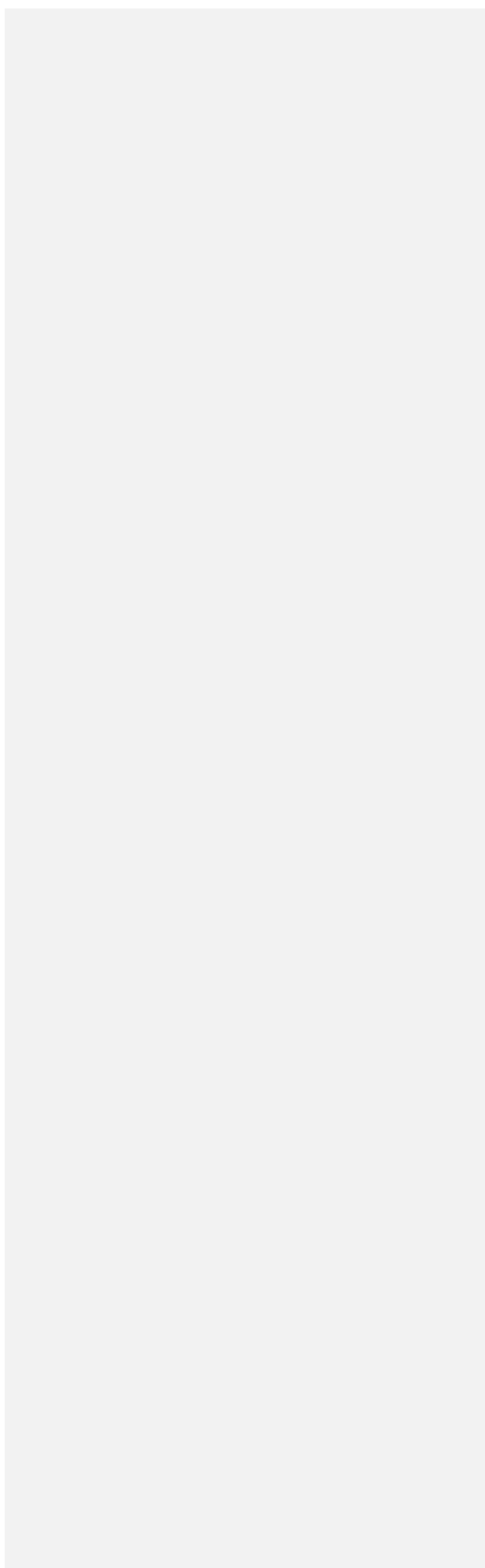
## 5. CONCLUSION

- 5.1.1 Following the analysis of permit holder spaces required for the Controlled Parking Zone area 2, it is clear the distribution of spaces aligns well with the number of predicted permits required by residents based on number of vehicles per household.
- 5.1.2 While some areas are showing a permit uptake ratio close to 1, this is not deemed a reason for particular concern as the analysis undertaken has not measured the availability of private off-street parking. Should further work be undertaken to establish the level of off-street parking available and factor this into the analysis, it is likely that the parking ratios will fall further below 1.
- 5.1.3 For the few areas which have a higher demand the introduction of larger zones by combining nearby areas reduces strain. This works well for Zone 1 as it allows residents of these four areas to park near their properties without the worry of the streets becoming busy with parking pressures.

Commented [DR2]: Possibly review

DRAFT

Appendix A



## 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:

1. Ensure a clear understanding of customer requirements;
1. Ensure projects are completed to programme and within budget;
2. Improve productivity by having consistent procedures;
3. Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
4. Continually improve the standard of service we provide internally and externally;
5. 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.



### Award Winning

national  
transport awards

LTA | LONDON  
TRANSPORT  
AWARDS

HEALTHY  
STREETS  
2017

british  
parking  
awards  
2018  
WINNER

LONDON  
PLANNING  
AWARDS  
2015/16

CIHT  
AWARDS  
2016

british  
parking  
awards  
2020  
WINNER

### Certifications



### Accreditations



INVESTORS  
IN PEOPLE | Platinum  
Level (April 2020)



### Memberships



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Old Street Office  
29-33 Old Street  
London  
EC1V 9HL

Brighton Office  
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Brighton  
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Place  
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Oxford Court  
Manchester, M2 3WQ  
tel: 0161 914 9300

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

## **Appendix 4 – Setting of Charges**

This appendix details the charges that will apply throughout the proposed Controlled parking Zones within Phase 2 of the rollout of the proposals arising from the Strategic Review of Parking.

Details of the proposed charges can be found in the following sections:

1. Resident Permit Prices
2. Pay and display charges
3. Visitor Permit Charges
4. Charges for other permits
5. Refunds and Replacement Permits

The charges detailed reflect the existing situation, as well as the proposed increases to permit charges made through the Parking Action Plan. Details of how those changes affect each charge are detailed in the relevant sections.

### **1. Resident Permit Prices**

- 1.1 Charges for resident's permits operate on a system based on engine size and/or vehicle emissions. With the recommendation being that parking controls within the proposed zones should operate during the same hours of control and on the same days as in the Peripheral and Extended zones of the CPZ, it is therefore proposed that the prices and the pricing structure also take the same form as in those areas.
- 1.2 Current permit charges in the Peripheral and Extended areas are as shown in Table 1, below.

**Table 1: Current Resident Permit Charges – Peripheral and Extended Areas**

Vehicle Emissions (g/km)		0 to 100 g/km	101 to 120 g/km	121 to 140 g/km	141 to 165 g/km	166 to 185 g/km	186 to 225 g/km	226+ g/km
Permit 1	3-month permit	n/a	£23.50	£33.60	£40.30	£47.00	£60.50	£84.00
	6-month permit	n/a	£42.40	£60.60	£72.70	£84.80	£109.00	£151.50
	12-month permit	£30.30	£70.70	£101.00	£121.20	£141.40	£181.80	£252.50
Permit 2	3-month permit	n/a	£28.20	£42.00	£50.40	£58.80	£78.60	£109.20
	6-month permit	n/a	£50.80	£75.70	£90.90	£106.00	£141.70	£196.90
	12-month permit	£36.30	£84.80	£126.20	£151.50	£176.70	£236.30	£328.20

- 1.3 In addition to the prices shown in Table 1, it is also intended that permit charges in the new zones be subject to the diesel surcharge, as previously approved for use in existing areas of controlled parking in February 2020.
- 1.4 Within the existing zones of the Controlled Parking Zones, the application of the diesel surcharge makes allowances for those residents who currently own a diesel-powered vehicle, allowing such residents until March 2023 before they would be required to pay the surcharge. All new permit applicants will be required to pay the surcharge as soon as it is formally introduced.
- 1.5 For the proposed new zones, it is considered that a similar approach should be taken, in that the surcharge will not be immediately applied, but will come into effect for all permit holders in the new zones after a period of two years has elapsed from the date of coming into effect of the traffic order.
- 1.6 That two-year period will allow for the owners of diesel-powered vehicles to make a conscious choice related to the purchase of their next vehicle, prior to the application of the surcharge.
- 1.7 The charges associated with the Diesel surcharge, and the conditions which will apply, are shown in Table 2, below.

**Table 2: Diesel Surcharge applied to all applicable Resident Permit Charges**

	Permit Duration	All permit applications (in the two-year period starting on the date of coming into operation of the new Zones)	All permit applications (from a date two years after the date of coming into operation of the new zones)
All Zones and Priority Parking Areas	12 months (annual)	£0	£40.00
	6 months		£24.00
	3 months		£13.20

- 1.8 It should also be noted that, should CPZ be introduced in the Phase 2 area, or any part of it, that any permit charges applied will be subject to annual increases related to RPI. Those increases are to be calculated at the end of each calendar year and applied via Notice procedure, with the revised charges to come into effect at the beginning of April each year.
- 1.9 It is anticipated that the first annual increase using this method of calculation will take place in April 2022. The applicable permit charges within those areas forming part of the Phase 2 proposal will also be subject to that increase. How those increases are calculated and applied will be dependent on the implementation dates for Phase 2, with it being possible that the charges

could initially be introduced at the rates shown in Table 1, above, with revised charges applied via Notice process, or that the increased rates of charge could be applied as soon as the new zones go live on-street.



## 2. Pay-And-Display Charges

2.1 Table 4 shows the parking charges that will operate within the Zones covered by the Phase 1 Area. It also shows the lengths of stay that apply within each zone.

Zone	Areas Covered	Length of Stay (hours)								
		1	2	4	6	Rate of Charge (Note 1)	9 (All day)	Rate of Charge (Note 2)	Max Charge (Note 3)	
N9	B9 / Murrayfield	To be confirmed (Subject to final design review)				£2.40	TBC	£1	£4	
N10	Roseburn		£2.40	£1	£4					
N11	Saughtonhall		£2.40	£1	£4					
N12	Corstorphine		£2.40	£1	£4					
S8	Willowbrae North		£2.40	£1	£4					
S9	Easter Road		£2.40	£1	£4					
S10	West Leith		£2.40	£1	£4					
S11	Bonnington		£2.40	£1	£4					

Note 1 – Applied on a pro-rata basis in line with existing parking charges within the CPZ. Pro-rata enables shorter lengths of stay based on a proportion of the quoted hourly rate, e.g. 20p would allow 5 minutes of parking.

Note 2 – Rate of charge applies per hour up to that maximum charge (see Note 3). As with other P&D charges, this is applied on a pro-rata basis.

Note 3 – Payment of the maximum charge activates the maximum stay of 9 hours.

### **3. Visitor Permit Charges**

- 3.1 Visitor permit charges are due to change as part of the measures introduced by the Parking Action Plan, with a direct link being made between Pay-and-Display charges and the charges for Visitor Permits. That link will see Visitor Permit charges set at 66% of the lowest standard pay-and-display rate in each zone.
- 3.2 In the proposed new zones, the standard rate of Pay-and-Display charges are £2.40 per hour, which will mean that the charge for a Visitor Permit is to be set at £1.60 per permit. Permits are currently sold in books of ten, making the cost of a book of permits £16.00. Each household will be entitled to purchase a maximum of 150 permits (15 books) each calendar year.
- 3.3 For those residents with blue badges, the allowance is doubled to 300 permits, with charges for Visitor Permits set at half the normal rate (£0.80 per permit, £8.00 per book).
- 3.4 It should also be noted that a separate report on Visitor Permits was considered at Committee on 28<sup>th</sup> January 2021. That report recommended that an alternative system of Visitor Permits be introduced. In the short term that system would operate in a similar way to the current scratch-card system, albeit using a system of electronic permits. That report further recommended changes to the traffic order that would allow greater flexibility to users. Those changes will also impact on the charges for permits, with those changes potentially being in place prior to the implementation of any new zones.
- 3.5 While this report recommends setting charges in the same way that charges are currently applied, the changes to the Visitor Permit system are expected to result in the rollout of the revised system to the new zones, with permits being made available in Electronic form only.

#### 4. Charges for other Permits

4.1 The new Zones will allow the purchase, subject to conditions that currently apply within the extended zones of the CPZ, of:

- Retailers' Permits
- Business Permits

4.2 The new Zones will also see the introduction of Industry Specific Permits designed for use by businesses offering garage services. That permit will be called the Garage Services Permit.

4.3 The applicable charges for permits of those types issued within the new zones can be found in tables 5, 6 and 7 below.

**Table 5: Charges for Retailers' Permits**

		Permit Duration	Charges	
			Diesel Vehicle	All other vehicles
Extended Zones	Permit 1	12 months (Annual)	£390.00	£350.00
	Permit 2		£427.50	£387.50

**Table 6: Charges for Business Permits**

		Permit Duration	Charges	
			Diesel Vehicle	All other vehicles
Extended Zones	Permit 1	12 months (annual)	£390.00	£350.00
	Permit 2		£427.50	£387.50

**Table 7: Charges for Garage Services Permits**

	Number of Permits	Permit Duration	Charges
Zones N6 to N8 and S5 to S7	1 to 3	12 months (annual)	£350
	4 to 7		£425
	8 +		£500

## 5. Refunds and Replacement Permits

5.1 Refund and replacement permits are subject to the terms and conditions as set out within the existing traffic order. The rates of refund and the costs associated with providing paper replacements for existing permits are set out in Tables 8, 9 and 10.

**Table 8: Refunds for Residents' Permits**

		Residents' Permits				
		Refunds Payable for:	Rate of Refund per Month			Admin Charge
			12 Month Permit	6 Month Permit	3 Month Permit	
Extended Zones	Any remaining whole months	Equal to 1/12 <sup>th</sup> of the total cost of the permit	Equal to 1/6 <sup>th</sup> of the total cost of the permit	Equal to 1/4 of the total cost of the permit	£10	

**Table 9: Refunds for Retailers', Business and garage Services Permits**

		Retailers' Permit / Business Permit / Garage Services Permit	
		Refunds payable for	Rate of Refund per month
Annual Permit	Any remaining whole months	Equal to 8% (1/12.5) of the total cost of the permit as granted	

**Table 10: Charges for Replacement Permits**

		Charges		
Permit Type	Damaged Permit	Defaced Permit	Lost Permit	
Residents' Permit	←	10% of original charge (£10 minimum)	→	
Retailers' Permits	←	10% of original charge (£10 minimum)	→	
Business Permits	←	10% of original charge (£10 minimum)	→	
Garage Services Permit	←	10% of original charge (£10 minimum)	→	

5.2 The new Zones will allow the purchase, subject to conditions that currently apply within the extended zones of the CPZ, of:

## **Appendix 5: Update & Revised Timetable**

This appendix provides a brief update on each element of the work currently being undertaken within each of the four proposed phases of the Strategic Review.

### **1. Phase 1 Update**

- 1.1 In January 2021 this Committee approved the commencement of the legal process that would introduce Controlled Parking Zones (CPZ) in each of the areas covered by Phase 1.
- 1.2 Subsequent to that decision further work took place to:
  - accommodate the approved changes arising generally from the consultation process;
  - add short stay pay-and-display in key shopping areas;
  - review and update locations associated with the Communal Bin Review
  - accommodate all measures agreed through Tram consultations that lie outwith the Limit of Deviation and within the area of the proposed CPZs
  - accommodate previously approved EV charging points within the Phase 1 area
  - consult garage business on their potential uptake of the proposed Garage Services Permit and add specific provision or amend shared-use allocation where required
- 1.3 At the time of writing the final preparations are being made to advertise the draft Order. That advertisement will include the normal legislative steps undertaken when advertising any traffic order, although in line with revised legislative requirements in place by virtue of the Coronavirus (Scotland) Act 2020 no street-bills will be erected on-street. Details will be placed on the Council's website and on Tell Me Scotland, with detailed plans being available to view on our consultant's website.
- 1.4 A leaflet will also be delivered to all properties within the affected area, providing an overview of the proposals and leading interested parties to web resources where the proposals and draft Order can be viewed in full. Details of how to participate in the formal consultation process will be explained in full.
- 1.5 The web information will also provide a dedicated link to details of the Communal Bin Review, showing all bin locations and allowing feedback to be gathered with specific regard to bin locations.

### **Next Steps:**

- 1.6 The responses received from the formal consultation will be analysed and reported to a future meeting of this Committee, when a decision will be sought

in terms of the making of the advertised traffic order and the implementation of the proposed controls.

## **2. Phase 2 Update**

- 2.1 The Phase 2 consultation process took place in early 2021, in line with the proposed consultation approach described in the report to Committee in January 2021.
- 2.2 All drop-in sessions were moved onto an online platform in recognition of the restrictions on gatherings as a result of the ongoing pandemic.
- 2.3 This report provides details of the consultation results.

### **Next Steps:**

- 2.4 The next step for Phase 2 will be to proceed to amend the draft designs to accommodate changes arising from the consultation process and to prepare to advertise the draft Order for any areas where the decision of the Committee is to proceed with the process to introduce parking controls.

## **3. Phase 3 Update**

- 3.1 The initial consultation for Phase 3 took place in April and May of 2021.
- 3.2 The results of that consultation are currently being analysed. Our consultant is preparing the documentation reflecting the consultation results for inclusion in a report to be submitted to a forthcoming meeting of this Committee.

### **Next Steps:**

- 3.3 The results will be reported to Committee towards the end of this year, when a decision will be sought on the future of the proposals in each area covered by Phase 3.

## **4. Phase 4 Update**

- 4.1 The Phase 4 consultation is scheduled to take place during August 2021, and it is anticipated that this process will be underway by the time Committee considers this report.
- 4.2 The areas being consulted upon constitute part of the overall Phase 4, with a number of Phase 4 areas being subject to further monitoring processes prior to a decision being taken in terms of whether they are to move forward or not.
- 4.3 Phase 4 currently consists of a potential CPZ in Portobello, with Priority Parking Areas proposed for Newhaven and Trinity.
- 4.4 The remaining Phase 4 areas (generally covering south Morningside and Stenhouse) are not being consulted upon at this time. The designs for these areas will, effectively, be held until such time as it is determined that it is necessary to implement them. No consultation exercises will be carried out in this area until it is determined by the Council that there is a need to do so.

**Next Steps:**

4.5 Once the consultation exercise has been completed, the results will be analysed and reported to a future meeting of this Committee.

**5. Monitoring Update**

5.1 Monitoring exercises were proposed to be carried out in conjunction with the potential roll-out of new parking controls, with additional exercises to be conducted in the South Morningside area.

5.2 With both traffic and parking patterns likely to have been significantly impacted by lockdown, no monitoring has yet taken place. It is expected that the proposed monitoring process will restart in advance of the implementation of the B2 extension, with further work related to Phase 1 scheduled to take place in advance of the introduction of those proposals.

5.3 That monitoring is subject to approval to complete the legal process for Phase 1 and that the outcome of that process is the introduction of parking controls in the Phase 1 area. Monitoring work will therefore be commissioned at an appropriate time, such that it takes place in conjunction with approved proposals.

## 6. Phasing

6.1 The Strategic Review currently consists of four potential phases, each subject to further approval linked to the outcomes of both the informal consultations and to the planned monitoring work.

6.2 The four phases as currently approved are:

Phase	Investigation Area	Areas Included	
	Name		
Phase 1	Leith	Leith Walk	Pilrig
		Abbeyhill	North Leith
		Leith	
	Gorgie/Shandon	Shandon	Gorgie North
		B8	Gorgie
Phase 2	A8 Corridor	Roseburn	Saughtonhall
		Corstorphine	B9
		Murrayfield	
	Leith 2	Willowbrae North	West Leith
		Bonnington	Easter Road
Phase 3	Fettes	B4	B5
		B3	B10
		Fettes	
	Southside	B1	B7
		Prestonfield	
Phase 4	Newhaven/Trinity	Newhaven South	Trinity
	Portobello	Portobello	
Phase 4 (See Note 1)	South Morningside	B2	Cluny
		South Morningside	
	Stenhouse/Saughton	Stenhouse	Saughton
		Broomhouse	



*Note 1: Phase 4 is effectively split in two. The second part of Phase 4 will require further monitoring work before any decision is sought to consult upon the possible introduction of controls in these areas. Any decision will only be sought at a time when evidence exists to show that there is a need to do so. That evidence will come from monitoring exercises linked to the B2 expansion and the introduction of Phase 1 controls.*



# City of Edinburgh Council

10.00am, Thursday 26 August 2021

## Reform of Transport Arm's Length External Organisations– referral from the Transport and Environment Committee

Executive/routine

Wards

All

Council Commitments

### 1. For Decision/Action

---

- 1.1 The Transport and Environment Committee has referred a report on the reform of Transport Arm's Length External Organisations to the City of Edinburgh Council for consideration.

**Stephen S Moir**

Executive Director of Corporate Services

Contact: Louise Williamson, Assistant Committee Officer  
Legal and Assurance Division, Corporate Services Division

Email: [louise.p.williamson@edinburgh.gov.uk](mailto:louise.p.williamson@edinburgh.gov.uk)

# Referral Report

## Reform of Transport Arm's Length External Organisations

### 2. Terms of Referral

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- 2.1 On 19 August 2021, the Committee considered an update on progress with the proposed reform of the Council's Transport Arm's Length External Organisations (ALEOs) which included details of the conclusions of the short life working group and engagement with key stakeholders.
- 2.2 The report set out a preferred way forward with on-going engagement with key stakeholders. No changes in the transport services or branding of existing Council owned public transport companies would take place as a result of these proposals, which were designed to achieve a truly multi-modal approach.
- 2.3 The Transport and Environment Committee agreed:

#### **Motion**

- 1) To note the considerations of the short life working group, including the options for reform.
  - 2) To agree to progress with the reforms to the Transport Arm's Length External Organisation (ALEO) structure, as set out in paragraphs 4.20 – 4.25 of the report by the Executive Director of Place.
  - 3) To request updates as implementation moved forward.
- moved by Councillor Macinnes, seconded by Councillor Doran

#### **Amendment 1**

- 1) To consider that the report was not clear on how the proposed new structure would deliver on the stated principles.
- 2) To note that the rolling of transport ALEOs into Lothian Buses appeared to be a backward step and was not consistent with the Council's recent approach to transport ALEOs.
- 3) To therefore delete paragraphs 2 and 3 of the motion by Councillor Macinnes and replace with:  
  
"Instructs officers to recommence the process of examining Reform of Transport Arm's Length External Organisations with proposals for a more

representative working group and terms of reference to be brought to this committee in a report in one cycle. With a clearer and more substantive report with recommendations to be brought before this committee in four cycles.”

- moved by Councillor Hutchison seconded by Councillor Whyte

### **Amendment 2**

- 1) To note the considerations of the short life working group, including the options for reform.
- 2) To agree not to progress with the reforms to the Transport Arm’s Length External Organisation (ALEO) structure, as set out in paragraphs 4.20 – 4.25 of the report by the Executive Director of Place.

- moved by Councillor Lang, seconded by Councillor Child

### **Voting**

The voting was as follows:

For the Motion	-	7 votes
For Amendment 1	-	3 votes
For Amendment 2	-	1 vote

(For the Motion: Councillors Bird, Booth, Child, Corbett, Doran, Gordon and Macinnes.

For Amendment 1: Councillors Hutchison, Smith and Whyte.

For Amendment 2: Councillor Lang.)

### **Decision**

To approve the motion by Councillor Macinnes:

- 2.4 In terms of Standing Order 31.1 the requisite number of members required that the decision be referred to the Council for approval.

## **3. Background Reading/ External References**

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Minute of the Transport and Environment Committee of 19 August 2021

## **4. Appendices**

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Appendix 1 – report by the Executive Director of Place

# Transport and Environment Committee

10.00am, Thursday, 19 August 2021

## Reform of Transport Arm's Length External Organisations

Executive/routine	Executive
Wards	All
Council Commitments	21

### 1. Recommendations

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- 1.1 It is recommended that Transport and Environment Committee:
- 1.1.1 Note the considerations of the short life working group, including the options for reform;
  - 1.1.2 Agree to progress with the reforms to the Transport Arms Length External Organisation (ALEO) structure, as set out in paragraphs 4.20 – 4.25; and
  - 1.1.3 Request updates as implementation moves forward.

#### Paul Lawrence

Executive Director of Place

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## Reform of Transport Arm's Length External Organisations

### 2. Executive Summary

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- 2.1 This report provides an update on progress with the proposed reform of the Council's Transport Arm's Length External Organisations (ALEOs). It includes details of the conclusions of the short life working group and engagement with key stakeholders. The report sets out a preferred way forward with on-going engagement with key stakeholders. No changes in the transport services or branding of existing Council owned public transport companies will take place as a result of these proposals, which are designed to achieve a truly multi-modal approach.

### 3. Background

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- 3.1 City of Edinburgh Council has three Transport ALEOs: Transport for Edinburgh Limited, Lothian Buses Limited and Edinburgh Trams Limited. City of Edinburgh Council is the sole (100%) shareholder of Transport for Edinburgh. Transport for Edinburgh holds the Council's shareholding for Lothian Buses (91%) and Edinburgh Trams (100%). East Lothian, Midlothian and West Lothian Councils also hold a minority shareholding in Lothian Buses.
- 3.2 A report to Policy and Sustainability Committee dated [9 July 2020](#) set out the current arrangements for the management of the Council's Transport ALEO's and highlighted challenges in continuing to manage existing arrangements. It set out objectives for future public transport provision and proposed consultation with the public transport companies, the recognised trade union and minority shareholders to seek their views on the structure of the public transport companies.
- 3.3 The report made clear that greater integration of the public transport companies should achieve both required improvements in transport and mobility operations and outcomes, as well as efficiencies which could be reinvested in the business.
- 3.4 A further report to Transport and Environment Committee on [12 November 2020](#) set out the outcome of the initial appraisal of the options for Transport ALEO reform. This showed that there was support for reform but that further development of the Council's preferred option (creation of a single company) and refinement of another

option (adaptation of the existing model) was required. Committee agreed that a short life working group should be established to take this forward.

- 3.5 The working group, comprising Council officers and Non-Executive Director (NED) representatives from each of the Transport ALEOs, met for the first time in early December 2020. The group met five times in total.
- 3.6 While the working group has progressed with the tasks set out, engagement with Unite and the employee representative (of Lothian Buses) has continued in parallel.
- 3.7 In addition to the working group, a legal sub-group was convened to explore possible legal constraints on delivery of Transport ALEO reform. While the legal sub-group did not consider the preferred structure, legal advice has been received by the Council which states that there are not any legal barriers envisaged to delivery of the preferred structure.

## 4. Main report

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### Strategic Context

- 4.1 The short life working group agreed a series of guiding principles (attached as Appendix 1) to guide the conduct and output of the working group along with a set of transition principles (attached as Appendix 2), which built on the objectives agreed by committee in November 2020 and set out the requirements of the end state organisational model.
- 4.2 These principles acknowledge the challenges faced by the existing structure but importantly also demonstrate the ambition of the short life working group to develop a structure which supports integration of transport across modes, is able to respond to new opportunities as they arise and is able to support mobility across the city and region.
- 4.3 The working group also considered that the commercial sustainability of any new arrangement was also key, particularly given the likely recovery period for public transport in the wake of the Coronavirus (COVID-19) pandemic. In this context, efficiency savings as a result of reform become particularly important and a strategic approach to efficiencies across all companies should be enabled.
- 4.4 The recently adopted City Mobility Plan (CMP) outlines policy measures designed to support delivery of the vision and objectives. Of most relevance to ALEO reform is the need to reform the governance of the public transport companies in order to deliver strong integration between modes and to deliver public transport which takes account of public policy drivers. This policy measure seeks opportunities for greater integration in areas like pricing and ticketing, integrated routing and the creation of a better public transport experience. It notes that better alignment of strategic business planning and operational management of the Council-owned transport companies with the city's transport policies and programmes needs to be accelerated if the foundation for transformational change is to be laid securely.



- 4.5 The policy of governance reform itself supports optimal delivery of other policy measures within the CMP, including the requirement to explore further expansion of the rapid transit system, a bus network review, development of city interchanges, delivery of integrated ticketing and fleet enhancement. The CMP also notes the regional dimension of public transport provision. It notes that strengthening cross local authority border public transport services will be key to tackling the environmental and economic impacts of significant in-commuting into Edinburgh and, in light of the cross regional ownership of Lothian Buses, reform of governance of the public transport companies is well placed to maximise opportunities to develop this.
- 4.6 It is important to underline that in delivering Council policy, engagement is required not only with the Council's transport ALEOs, but also with other public transport providers in the city.

### **Working Group Conclusion**

- 4.7 In considering the proposed approach to governance of the Council's transport ALEOs moving forward, the working group agreed that the travelling public should not be impacted negatively in any way by the emerging proposals.
- 4.8 They considered three corporate structures. Broadly, those were:
- 4.8.1 One single transport company for all modes;
  - 4.8.2 A 'parent' company responsible for strategic decision making, but with subsidiary operational company or companies; and
  - 4.8.3 A refresh of the existing three entity structure with new corporate documentation and shareholder agreements.
- 4.9 In addition to the objectives set out for the new structure, consideration was also given to mitigation of risks associated with transition. Principal risks were considered to be:
- 4.9.1 TUPE and industrial relations;
  - 4.9.2 The challenge of embedding a new culture; and
  - 4.9.3 Disruption during recovery from the COVID 19 pandemic.
- 4.10 In analysing the three corporate structures, the working group considered that:
- 4.10.1 While the single company option had been the preferred option of the Council, it was a less attractive option as it significantly increased the industrial relations risk and did not deliver benefits that could not be achieved through the other options. This is because it would inevitably involve significant TUPE transfer of staff (which is a potentially major disruptive factor) and the working group felt the benefits of reform could be secured without this having to take place; and
  - 4.10.2 Utilising the existing structure, retaining three companies with different management teams and boards, but updating the corporate governance

documentation, would not deliver the level of reform required and it was therefore discounted.

4.11 Therefore, the working group discussions then focussed on their preferred option to create a single structure responsible for strategic and operational decision making with subsidiary companies holding operational assets as required. The working group agreed that:

- A single board with single executive team is critical to achieving the integrated approach which is a key driver of reform;
- A unified culture is essential for future integration and growth, recognising that any sense of “modal supremacy” should be avoided as this could be a threat to employee morale and an integrated identity;
- The company structure should be innovative, flexible and adaptable as it moves into the future;
- This outcome best reflected the objectives set out by Council and the transition principles agreed; and
- This outcome had the greatest potential to achieve efficiency and value for money savings.

4.12 In this option there are a number of further considerations which include ensuring:

4.12.1 That the board structure complies with the terms of the Transport Act 1985<sup>1</sup>. The role of the board in decision making should be clearly stated to avoid confusion around roles and responsibilities;

4.12.2 The role of the Council and the minority shareholders (in Lothian Buses) is clear:

4.12.2.1 With any new arrangement recognising the key role of all of the shareholders as owners and ensuring their shareholding interest is reflected within the structure; and

4.12.2.2 On the role that partner local authorities have in developing key strategic and policy direction, recognising and ensuring that the structure enables a strong regional dimension to public transport delivery. This aligns closely with the ambition of the CMP and wider regional and national transport delivery.

4.12.3 That operational delivery is bespoke to each transport mode, given the differing regulatory and safety considerations which are dependent on mode.

4.13 In order to deliver this preferred approach, the working group concluded that a single company should contain ‘headquarters’ functions across all modes. The functions would include strategic direction, employee relations, passenger services, risk and compliance, marketing, and financial and commercial strategy. This is

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<sup>1</sup> Transport Act 1985 s.73 (1) and (2) in terms of The Public Transport Companies (Permitted Maximum and Required Minimum Numbers of Directors) Order 1985

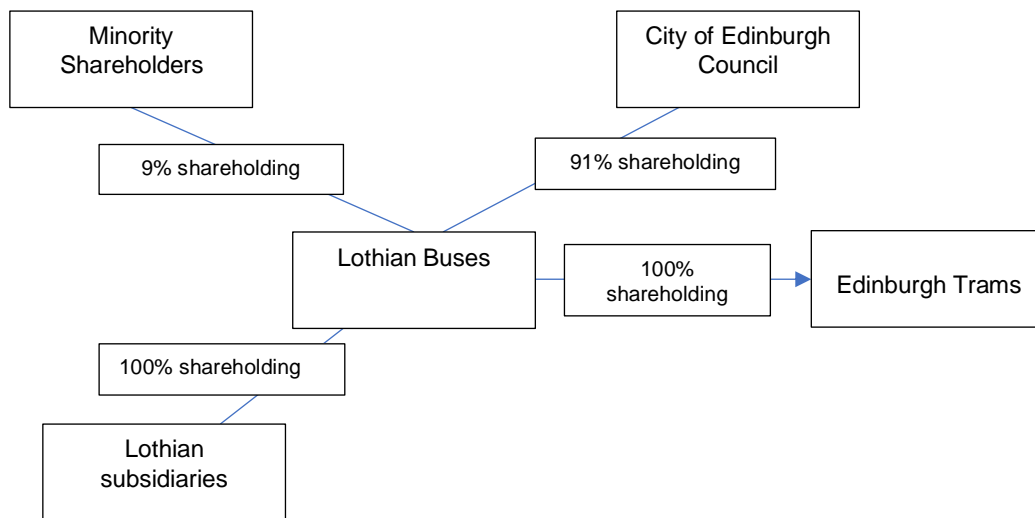
considered to be key to delivery of integrated transport and means that all strategic decision making takes place within a single entity.

- 4.14 It was considered by the working group to be essential that the transition to the new structure be supported by a change management process, which would set out the new vision and culture and create consensus and strong support for it within the new structure. An emphasis on multi modal delivery will be critical to delivering this new culture. While this would largely be the responsibility of the new Board (see below), the Council also needs to provide leadership, context and support to the process.
- 4.15 It was also agreed that that all modes of mobility policy and delivery should be represented at board level and that a senior executive team, with demonstrable experience of publicly owned transport delivery within a commercial environment, is established.
- 4.16 Two approaches were considered by the working group to achieve the preferred structure:
- 4.16.1 The first was to establish a new company to deliver the required functions;  
and
- 4.16.2 The second approach was to use the existing Lothian Buses corporate entity, but to reconstitute the company. This would mean that the company board would be completely reconstituted, with an amended Memorandum and Articles of Association and a revised Shareholder Agreement. All of these are considered to be of critical importance to ensure this is a wholly renewed company so that it is directed to deliver integrated public transport services rather than solely focussed on commercial bus operations and related business.
- 4.17 The working group noted that the first option was a development of the options previously considered however some participants felt that the second option, had not previously been considered and that this was a development of the single company option (which had previously been considered by the working group and discounted). There was a concern that the second option had not had the same level of scrutiny as other options, though since conclusion of the working group direct engagement has been undertaken.
- 4.18 In considering the two approaches, all members of the working group agreed that any industrial relations risk should be mitigated as far as possible both during the transition and in the end state corporate model. In addition, the issue of perceived 'takeover' or modal supremacy should be avoided.
- 4.19 The advantage of utilising a reconstituted Lothian Buses is that it minimises the risk of competing boards. In order to comply with the terms of the Transport Act 1985, Lothian Buses must retain three directors who are full time employees of the company. If Lothian Buses were a subsidiary to a new company, it would therefore need to have its own fully staffed board which could lead to conflicting positions

being taken between the boards. This is a key issue which the working group sought to avoid as the risk of fractured decision making is too high.

### Preferred approach

- 4.20 Taking account of all considerations, the approach recommended is to progress to reconstitute the Lothian Buses corporate entity with an amended Memorandum and Articles of Association, to be responsible for multi modal public transport delivery.
- 4.21 The reconstituted company would be responsible for delivering all Council owned public transport modes in the city, rather than being responsible for bus alone. It would also be responsible for anticipating and developing new transport modes. Opportunities for growth of public transport within Edinburgh and the wider region should be identified and developed to support and enable policy delivery and for the commercial sustainability of the company.
- 4.22 Edinburgh Trams would be a subsidiary of the reconstituted company. This gives sufficient control to develop multi modal public transport delivery, and also avoids multiple boards which has resulted in conflicting priorities in the past.
- 4.23 A diagram showing the legal/shareholding structure is shown below:



- 4.24 It is important to stress that the revised Lothian company would be responsible for delivery of multi-modal public transport. Therefore, no pre-eminence of any particular mode in the approach to delivery will be permitted, rather, the focus of the group will be on mobility, customer service, and commercial and environmental performance. This approach will be reflected in every aspect of the organisational design of the company.
- 4.25 To progress this new approach:
  - 4.25.1 A new shareholder agreement would be required. The role of the minority shareholders in the reconstituted company would remain and they should continue to have a Board observer as now. The shareholder agreement

would make clear that the profits and losses from Edinburgh Trams would be excluded from dividend to the minority shareholders. At Council officer level, a streamlined interface would be established to enable close working with dialogue to be established to work together on key policy issues. The Council would retain Board observer status;

- 4.25.2 Any revisions to Lothian Buses corporate documentation would make it clear that the new Board is to be responsible for existing and emerging transport modes, as directed by the owners of the company;
- 4.25.3 The Council would maintain formal political oversight through the existing committee structure;
- 4.25.4 As now, the commercial independence of the reformed company would be important (for legal and financial reasons), but key policies and practices would require the consent of the Council as majority shareholder in accordance with the terms of the new shareholder agreement;
- 4.25.5 Nominations will be sought from the existing Lothian Buses and Edinburgh Trams Boards to form the core of the new Board, to ensure continuity. An employee Board member from Lothian Buses would be sustained and an employee board member from Edinburgh Trams introduced. An advert for a new non-Executive Chair would be progressed, alongside an advert for new Board members. These appointments would reflect the need for leadership of a publicly owner multi modal transport and mobility company working in a competitive commercial environment;
- 4.25.6 Alongside an employee representative, the new Board would also welcome an observer from recognised Trade Unions for agreed agenda items;
- 4.25.7 The new board would be responsible for the appointment of the Chief Executive and the creation of a new senior management team with a process led by the policies of the company; and
- 4.25.8 At the appropriate time in the reform process, the Board of Transport for Edinburgh would be stood down. Any assets or liabilities of Transport for Edinburgh would be transferred into the Council or the reconstituted company. Thereafter Transport for Edinburgh would be wound down with all appropriate HR and legal processes being followed, as they will be across this whole process and in accordance with all relevant policies.

4.26 It is recognised there is significant value in the brands of the existing companies and therefore no changes to existing operating brands will take place.

4.27 This structure aligns with the objectives set, while mitigating the risks associated with transition. Detailed legal advice to date has not found any barriers to delivery of this structure however ongoing legal input for drafting the required corporate documentation will be required.

4.28 It is important to note that it has not been possible to achieve a consensus among the companies on this preferred approach. As a result, every effort has been made to address stated concerns in this report, and it will be important to ensure that

concerns are, where possible, further taken on board as implementation takes place.

## 5. Next Steps

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- 5.1 If Committee approves progressing with the implementation of the preferred approach Council officers will work with the existing bus and tram boards to establish phased transition arrangements. An outline transition plan will be established identifying key deliverables and related timescales. This will include new or revised corporate material and arrangements for the recruitment of a new transition board which will be a matter for future Committee approval. It is envisaged that the transition board will become the board of the reconstituted legal entity.
- 5.2 Once formed the new transition board will work with Council officers for the final design and implementation of the transition process, that will then establish the new integrated transport group company through a reform of the Lothian Buses legal entity as set out in this report.
- 5.3 Council officers will support the transition process by developing a new shareholder agreement in conjunction with the transition board which will oversee the appointment of a Chief Executive and executive team and the creation and implementation of a change management plan. As per current arrangements key appointments and terms and conditions will be subject to Council consent.
- 5.4 In line with the intent of the new shareholder agreement, the transition board will be expected to adopt and follow corporate governance best practice including the formation of appropriate governance structures and the establishment of independent benchmarking arrangements to guide executive remuneration. In the initial first phase Council officers will ensure appropriate communication and continuing consultation with key stakeholders with this responsibility being shared with the transition board, once formed.
- 5.5 The existing bus and tram boards will continue to operate in parallel with the transition process, focussing on business continuity and Covid-19 recovery. These boards will also be expected to cooperate fully with the transition process and ensure that business decisions taken are consistent with reform objectives and do not prejudice the integration process.
- 5.6 Within a twelve month period, the transition to the new corporate arrangements should be substantially in place and the appointment of the Chief Executive should be underway.
- 5.7 Officers will work closely with the minority shareholders to support their political and executive approval processes.

## **6. Financial impact**

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- 6.1 To minimise the financial costs associated with the implementation of this change, it is proposed to utilise existing resources of the Council with support from the Transport ALEOs to manage the development and implementation of the proposed reform.
- 6.2 However, it is anticipated that an implementation manager will be required in addition to specialist external advice and Technical Assistance. Locating the resources for this function will be progressed if the report recommendations are approved.
- 6.3 It is anticipated that efficiencies can be found through greater integration of the public transport companies through enabling centralisation of resources and closer working operationally. However, it should be recognised that the integration of the transport companies, along with a clear relationship with the shareholders as envisaged at paragraph 4.12.2, enables efficient policy delivery and the efficiencies arising from a new structure in policy delivery should not be overlooked.

## **7. Stakeholder/Community Impact**

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- 7.1 Discussion with stakeholders has been taking place throughout this process. This will continue and widen as implementation begins. This will continue to include recognised Trade Unions.

## **8. Background reading/external references**

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- 8.1 None.

## **9. Appendices**

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- 9.1 Appendix 1 – Working Group Guiding Principles
- 9.2 Appendix 2 – Working Group transition principles

## **Appendix 1 – Working Group Guiding Principles**

The group:

1. should work together to deliver the objectives of the reform, with all members working collectively to deliver these objectives rather than representing a particular mode;
2. should work collaboratively recognising mutual expertise and experience and with trust;
3. should be forward thinking whilst learning from the past and relevant experience elsewhere;
4. should deliver at pace with a commitment to fortnightly meetings lasting 2 hours;
5. should look to methodically gain agreement on and close off issues through the sequence of meetings; and
6. should inform a committee paper to be presented to the committee after conclusion of the working group process, which committee paper shall reflect the views of the group, including any points of contention or differences of opinion.



## Appendix 2 – Transition principles

1. Create a customer focussed unified public transport approach through service integration, route optimisation and fare ticketing optimisation. Service delivery and investment decisions should reflect local, regional and national policy objectives, anticipating and responding to future developments, as well as the fast changing nature of the transport market place.
2. Mitigate industrial relations and HR risks due to any unnecessary transition complexity.
3. Minimise existing executive team disruption during the current COVID-19 pandemic and minimise impact of transition arrangements on post COVID-19 recovery.
4. Maintain a financially and operationally viable public transport service that meets the current and future mobility needs of customers across Edinburgh and the Lothians, including sufficient flexibility to respond to respond to emerging trends and ideas in the transportation marketplace. The opportunity for minimal public subsidy, future dividends and efficiency benefits should also be optimised.
5. Ensure compliance with all relevant transport, employment, competition, and regulatory requirements.
6. The end state organisational model should reflect CEC desire to achieve a single corporate solution that maintains current public transport operating brands. This should also respect the existing rights of minority shareholders of Lothian Buses.
7. The board of the end state organisational model should have a strong commercial orientation, no political representation and have directors who have the requisite strategic, business and transport experience along with an understanding of the wider context in which publicly owned transport services operate. Employee board representation should also be a continuing feature.
8. An interface between the end state organisational model and CEC at officer level should be established to enable appropriate scrutiny, strategic guidance and policy formulation. Representation from the other Lothian local authorities should also be a consideration.
9. An interface between the end state organisational model and political oversight should be established to enable a direct discourse between elected members and the end state organisation along with appropriate reporting to relevant Council committees, both at City of Edinburgh Council and, where necessary, the minority shareholders.

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## QUESTION NO 1

**By Councillor Munro for answer by  
the Chair of the Edinburgh  
Integration Joint Board at a meeting  
of the Council on 26 August 2021**

**Question** (1) When will the EHSCP provide fully costed plans that detail how the care services proposed to replace the loss of residential beds in Edinburgh are workable and affordable?

**Answer** (1)

**Question** (2) Will these plans include local provision within a city wide context ?

**Answer** (2)

**Question** (3) Will these alternate services replicate the 24 hour care currently provided by staff within Council Care Home provision and can we expect to see an increase in the use of external providers?

**Answer** (3)

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## QUESTION NO 2

**By Councillor Munro for answer by  
the Chair of the Edinburgh  
Integration Joint Board at a meeting  
of the Council on 26 August 2021**

### **Question**

Before any closures or changeovers are implemented will there be a meaningful public consultation, with comments invited from all interested parties, but particularly from residents and their families and those others that are impacted?

### **Answer**

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## QUESTION NO 3

**By Councillor Munro for answer by  
the Chair of the Edinburgh  
Integration Joint Board at a meeting  
of the Council on 26 August 2021**

**Question**           (1) As it was known as far back as 2009 that Clovenstone, Ferrylee, Ford's Road and Jewel House had been deemed not fit for purpose by the Care Inspectorate why was the £15m set aside for the building of a 60 bed care home cut from the budget in February 2021?

**Answer**           (1)

**Question**           (2) The deletion of the replacement £15m for a 60 bed care home from the Capital budget strategy refers to a requirement to develop a business case "to identify a partially self-funding model to deliver this new facility, requiring a balance of £2 million". Where is this proposal, is it still to be actioned and can detail be provided?

**Answer**           (2)

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## QUESTION NO 4

**By Councillor Munro for answer by  
the Chair of the Edinburgh  
Integration Joint Board at a meeting  
of the Council on 26 August 2021**

**Question**           (1) Can improvements be carried out in the Care Homes which would satisfy the report recommendations to make them fit for purpose?

**Answer**            (1)

**Question**           (2) What is the cost or estimated cost involved?

**Answer**            (2)

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## QUESTION NO 5

**By Councillor Munro for answer by  
the Chair of the Edinburgh  
Integration Joint Board at a meeting  
of the Council on 26 August 2021**

**Question** (1) If City of Edinburgh Council intend on closing 4 care homes, where is the sense in handing over a fully functioning 60 bed residential care home for a different use by another organisation when demand for placements says otherwise?

**Answer** (1)

**Question** (2) When City of Edinburgh Council has paid the NHS £16 million for the purchase of Liberton Hospital, why is there no similar financial recompense from the NHS to the Council for the proposed handover over of Drumbrae?

**Answer** (2)

**Question** (3) If money has changed hands, why is not being used for the build of a replacement care home?

**Answer** (3)

**Question** (4) When did referrals to Drumbrae halt and where, when and who took this decision taken?

**Answer** (4)

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## QUESTION NO 6

**By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 26 August 2021**

**Question** (1) What is the current status of the review of the city's bus network, as set out on page 26 of the approved City Mobility Plan?

**Answer** (1)

**Question** (2) What is the timetable for the completion of the review and subsequent report to committee?

**Answer** (2)

**Question** (3) What opportunities exist for bus users, community councils and other stakeholders to contribute to the review?

**Answer** (3)

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## QUESTION NO 7

**By Councillor Lang for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 26 August 2021**

**Question** (1) How much Scottish Government funding does he expect the Council will receive as a result of the SNP's manifesto pledge to spend £60 million to refurbish all play parks?

**Answer** (1)

**Question** (2) Will this share of funding cover all the anticipated costs of refurbishing play parks maintained by the Council?

**Answer** (2)

**Question** (3) When does he expect to receive the first allocation of funding from the Scottish Government?

**Answer** (3)

**Question** (4) How will the first allocation of funding be prioritised?

**Answer** (4)

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## QUESTION NO 8

**By Councillor Osler for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 26 August 2021**

- Question** (1) How many road gullies are on the “sensitive” list?
- Answer** (1)
- Question** (2) Where are they (broken down by ward)?
- Answer** (2)
- Question** (3) What criteria are applied to meet sensitive status?
- Answer** (3)
- Question** (4) What resourcing and prioritisation is applied to gullies on the sensitive list compared to other gullies not on the list?
- Answer** (4)
- Question** (5) Is the sensitive list the highest priority list - if not
- Answer** (5)
- Question** (6) What is?
- Answer** (6)
- Question** (7) Please can the questions 1,2,3,4, be applied to 6 if applicable
- Answer** (7)

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## QUESTION NO 9

**By Councillor Osler for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 26 August 2021**

### **Question**

What instruction is given to waste operatives when returning empty householder bins so that the bins do not obstruct the pavement?

### **Answer**

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## QUESTION NO 10

**By Councillor Johnston for answer  
by the Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 26 August 2021**

'The 2021-31 Sustainable Capital Budget Strategy – Outturn 2021/21 and Revised Budget 2011/22 report, which was presented to the Finance and Resources Committee on 12<sup>th</sup> of August, states that as regards Trams to Newhaven there has been out-turn slippage of £6.577m. This slippage is partially attributed to 'utilities diversions being more onerous than forecasted'.

### Question

Can the Convener advise

- Which utility diversions are proving more onerous than forecasted?
- What problems have been encountered?
- Whether she remains confident that the Trams to Newhaven project will complete, on budget, by May 2023?

### Answer

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## QUESTION NO 11

**By Councillor Whyte for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 26 August 2021**

The Council's Management Rules for Public Parks and Greenspace state, amongst other things, the following:

"BBQs, Fire and Camping The following acts are prohibited:

6.1 Lighting barbecues outwith designated barbecue sites, where these are provided, or in areas or in a manner likely to burn or scorch the ground or cause danger or nuisance to other Park users or neighbouring residents.

6.2 Failing to remove litter associated with BBQs and picnics"

Despite this, a number of parks have recently been provided with barbecue disposal bins.

Can the Convener answer the following:

- |                 |  |
|-----------------|--|
| <b>Question</b> | <b>(1)</b> How much did these bins cost and from which budget were they provided?  |
| <b>Answer</b>   | <b>(1)</b>   |
| <b>Question</b> | <b>(2)</b> Using the example of Leith Links what locations within the park exist where it is permitted to light a barbecue whilst remaining compliant with Rule 6.1? |
| <b>Answer</b>   | <b>(2)</b>   |
| <b>Question</b> | <b>(3)</b> How is it envisaged that Rule 6.1 is enforced and how many times has this been undertaken in 2020 and 2021 by Council staff?                              |
| <b>Answer</b>   | <b>(3)</b>   |

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## QUESTION NO 12

**By Councillor Rust for answer by the  
Convener of the Finance and  
Resources Committee at a meeting  
of the Council on 26 August 2021**

**Question**           (1) What sum has been received from UK Treasury in furlough payments in financial years 2020-21 and 2021 to date?

**Answer**            (1)

**Question**           (2) How many employees remain furloughed, both flexibly and in full?

**Answer**            (2)

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## QUESTION NO 13

**By Councillor Rust for answer by the  
Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 26 August 2021**

### Question

Where there are proposals for interventions in relation to pedestrians (such as the subsequently refused pedestrian crossing on Lanark Road) data is gathered. In relation to the installation, adjustment and retention of cycle lanes what data gathering on cycling is planned and please can you provide details of

- (a) location and
- (b) dates of this data gathering and
- (c) which organisation(s) is/are undertaking this?

### Answer

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**QUESTION NO 14**

**By Councillor Rust for answer by the  
Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 26 August 2021**

**Question**           **(1)** Can the Convener please arrange for this table from November 2020 to be updated, including any new schemes since then, showing the breakdown of Spaces for People expenditure (incurred and scheduled), broken down by project.

**Answer**             **(1)**

**Question**           **(2)** Now all the Spaces for People schemes have been completed, please also add the estimate for removing each of the schemes and carrying out any extra road repairs for any damage caused by burning the road surface and attaching bollards etc.

**Answer**             **(2)**

**Question**           **(3)** Please confirm that funding is still ringfenced and available for this as required.

**Answer**             **(3)**

Scheme	Status On / Off	Cost Projection	Maintenance Projection	Actual Cost to Date	Status
South Bridge	Awaiting decision	£117,683.55	£12,033.17	£1,369.75	Underway
Waverley Bridge	On	£13,305.46	£371.80	£7,585.46	Underway
Forest Road	On	£52,695.78	£3,839.33	£33,863.78	Underway
George IV Bridge	On	£138,179.63	£5,687.06	£118,389.63	Installed
The Mound	On	£148,331.72	£2,669.17	£148,088.37	Installed
Princes Street East End	On	£100,375.96	£2,469.90	£95,282.23	Underway
Victoria Street	On	£18,501.01	£371.80	£16,781.01	Installed
Cockburn Street	On	£13,638.45	£371.80	£12,716.00	Installed
Chamber St / George IV	On	£136,000.00	£5,032.00	£1,493.45	Underway
Non-allocated	On	£6,729.45	£0.00	£6,402.17	

<b>Scheme</b>	<b>Status</b> On / Off	<b>Cost Projection</b>	<b>Maintenance Projection</b>	<b>Actual Cost to Date</b>	<b>Status</b>
Expenditure					
<b>City Centre Phase 1</b>		<b>£745,441.01</b>	<b>£32,846.03</b>	<b>£441,971.85</b>	
Queensferry High St	On	£30,000.00	£1,024.55	£0.00	
Great Junction St	On	£14,957.64	£307.51	£2,840.50	Underway
Stockbridge	On	£48,494.40	£3,784.70	£3,126.50	Underway
Portobello High Street	On	£30,132.72	£1,965.44	£2,598.50	Underway
Newington	Off	£0.00	£0.00	£0.00	
Gorgie / Dalry Road	On	£43,812.35	£3,433.65	£42,721.29	Installed
Corstorphine	On	£43,060.40	£2,953.17	£3,243.50	Underway
Bruntsfield	On	£31,983.48	£2,389.81	£29,998.69	Installed
Tolcross	On	£31,761.69	£1,652.80	£29,898.08	Installed
Morningside	On	£63,081.17	£4,229.95	£56,188.81	Installed
Haymarket Terrace	Off	£0.00	£0.00	£0.00	
Easter Road	Off	£0.00	£0.00	£0.00	
<b>Shopping Streets</b>		<b>£337,283.85</b>	<b>£21,741.58</b>	<b>£170,615.87</b>	
Telford Road	Off	£0.00	£0.00	£0.00	
Carrington Road	On	£0.00	£0.00	£0.00	
Fountainbridge Dundee	On	£61,858.64	£4,980.14	£0.00	
Ferry Road	On	£106,284.88	£8,168.73	£100,146.32	Installed
Melville Drive	Off	£0.00	£0.00	£0.00	
Teviot Pl / Potterrow	On	£6,952.32	£257.24	£0.00	
Buccleuch St / Causewayside	On	£46,185.52	£3,537.28	£37,378.44	Underway
Crewe Toll Roundabout	On	£28,995.00	£1,880.20	£0.00	
Meadowplace Road	Off	£0.00	£0.00	£0.00	
Duddingston Road	On	£48,320.48	£3,805.36	£0.00	
Wester Hailes Road	Off	£0.00	£0.00	£0.00	
Craigmillar Park / Liberton	On	£110,058.80	£7,851.87	£0.00	
Gilmerton Road	On	£42,695.68	£3,717.04	£0.00	
Crewe Road South	On	£88,222.63	£5,116.01	£85,216.63	Installed
Old Dalkeith Road	On	£78,008.98	£3,056.52	£75,002.98	Installed
Comiston Road	On	£139,839.05	£10,466.80	£113,207.61	Underway
Ingils Green Road	Off	£0.00	£0.00	£0.00	
Pennywell Road	On	£119,757.32	£8,785.73	£111,788.32	Installed
Mayfield Road	On	£29,715.11	£2,380.00	£0.00	
QC - Meadows / Greenbank	On	£43,680.00	£2,751.46	£0.00	
Queensferry Road 1a	Awaiting decision	£75,261.00	£4,965.51	£0.00	
A1 Corridor	Awaiting decision	£93,692.00	£6,662.40	£0.00	
Slateford Road (A70), Lanark Rd, Longstone Rd & Murrayburn Rd	On	£252,774.00	£19,092.74	£0.00	

Scheme	Status On / Off	Cost Projection	Maintenance Projection	Actual Cost to Date	Status
Orchard Brae	On	£13,330.00	£851.91	£0.00	
Non-allocated Expenditure	On	£5,992.61	£0.00	£0.00	
Phase 1b Bus Lanes	Off	£0.00	£0.00	£0.00	
West Coates	Off	£0.00	£0.00	£0.00	
<b>Arterial Routes</b>		<b>£1,391,624.02</b>	<b>£98,326.94</b>	<b>£522,740.30</b>	
East Craigs	Awaiting decision	£55,598.00	£4,878.09	£0.00	
Drum Brae North	On	£36,419.00	£2,896.50	£0.00	
Leith Connections	On	£42,880.00	£4,087.20	£0.00	
Non-allocated Expenditure	On	£2,536.00	£0.00	£0.00	
<b>Low Traffic Neighbourhoods</b>		<b>£137,433.00</b>	<b>£11,861.79</b>	<b>£0.00</b>	
Braid Road	On	£2,000.00	£0.00	£0.00	
Links Garden	On	£2,000.00	£0.00	£0.00	
Cammo Walk	On	£1,700.00	£0.00	£1,700.00	Installed
Warriston Road	On	£2,000.00	£0.00	£0.00	
Stanley Street/Hope Street	On	£2,000.00	£0.00	£0.00	
Braidburn Terrace	On	£2,000.00	£0.00	£0.00	
Silverknowes Road (South)	On	£33,318.00	£2,464.65	£0.00	
Silverknowes Road (North)	On	£27,900.00	£2,306.09	£0.00	
Granton Sq / Gypsy Brae	On	£77,463.92	£5,981.42	£0.00	
Braid Hills Drive	Off	£0.00	£0.00	£0.00	
Seafield Street	On	£2,174.00	£78.10	£1,467.00	Installed
Kings Place	On	£17,177.00	£929.50	£877.00	Underway
Arboretum Place	On	£12,431.46	£729.55	£1,766.10	Underway
Maybury Rd Temp. Crossing	On	£55,883.63	£1,950.00	£22,975.84	Underway
<b>Spaces for Exercise</b>		<b>£238,048.01</b>	<b>£14,439.31</b>	<b>£28,785.94</b>	
Broughton Street	Awaiting decision	£49,428.24	£4,939.08	£0.00	
Broughton St Roundabout	Awaiting decision	£50,624.20	£3,817.03	£0.00	
Restalrig Rd South - Opt. 2	On	£6,920.00	£416.20	£0.00	
West End of Princes Street	On	£3,763.00	£316.92	£0.00	
Musselburgh to Portobello Opt. 1 Edinburgh section	On	£55,399.20	£5,601.98	£0.00	
Duddingston Road West	Off	£0.00	£0.00	£0.00	
Fillyside Road - Crossing	On	£30,000.00	£1,950.00	£0.00	

<b>Scheme</b>	<b>Status</b> On / Off	<b>Cost Projection</b>	<b>Maintenance Projection</b>	<b>Actual Cost to Date</b>	<b>Status</b>
Fillyside Road	<b>On</b>	£4,584.36	£411.93	£0.00	
Glenlockhart Drive	<b>On</b>	£2,798.00	£103.53	£0.00	
Starbank Road	<b>On</b>	£12,608.40	£1,128.81	£0.00	
<b>Commonplace Interventions</b>		<b>£216,125.40</b>	<b>£18,685.48</b>	<b>£0.00</b>	
<b>Schools</b>		<b>£150,000.00</b>		<b>£20,625.49</b>	
<b>Sub-total</b>			<b>£3,413,856.42</b>	<b>£1,184,739.45</b>	
Consultancy Support			£300,000.00	£118,478.78	
Internal Management Costs			£750,000.00	£504,759.07	
Segregation units for maintenance and schemes to be developed			£171,292.00	£0.00	
Monitoring & Evaluation			£175,000.00	£86,410.00	
Removal Allowance			£450,000.00	£0.00	
Street Cleaning Over Winter Period 20/21/22			£50,000.00	£0.00	
Removal of Street Clutter			£50,000.00	£0.00	
Uncertainty - installation, maintenance, removal			£196,005.10	£0.00	
<b>TOTAL PROJECTION</b>			<b>£5,556,153.52</b>	<b>£1,894,387.30</b>	



## QUESTION NO 15

**By Councillor Jim Campbell for  
answer by the Lord Provost at a  
meeting of the Council on 26 August  
2021**

Standing Order 22.3 required motions and amendments to be provide to the clerk no later than 2pm on the working day before Council. In the case of June Council, motions and amendments were not published so that Members and the public could view them until after 7pm at night.

**Question** (1) Could the Lord Provost provide an explanation for this protracted delay?

**Answer** (1)

**Question** (2) Would the Lord Provost remind Council that Standing Orders applies to all Members?

**Answer** (2)

**Question** (3) Would it be in order for the Clerk to set out a timetable for the publishing of Motions and Amendments, and routinely include an explanation of any deviation from such a timetable?

**Answer** (3)

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## QUESTION NO 16

**By Councillor Jim Campbell for  
answer by the Convener of the  
Transport and Environment  
Committee at a meeting of the  
Council on 26 August 2021**

The Convener will be aware of recent localised flooding events in Edinburgh.

**Question** (1) Between 1 July and 17 August, how many requests have been made to clear individual gullies on the roads of Edinburgh?

**Answer** (1)

**Question** (2) What was the average time between the request being made, and the first physical attendance to the gully?

**Answer** (2)

**Question** (3) How many reports resulted in attendance to a gully that was not blocked or partially blocked?

**Answer** (3)

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## QUESTION NO 17

**By Councillor McLellan for answer by the Leader of the Council at a meeting of the Council on 26 August 2021**

June Council's expression of unanimous dismay at the slur against Lothian Buses by SNP MSP James Dornan

**Question (1)** Can the leader copy the text of what he wrote to SNP MSP James Dornan following the instructions of June Council, agreed under item 8.10 (with addendum) by way of answer to this question?

**Answer (1)**

**Question (2)** Can the leader copy any and all responses received as a result of him writing as instructed?

**Answer (2)**

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## QUESTION NO 18

**By Councillor Brown for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 26 August 2021**

Many vulnerable / elderly residents across the city either have no on-line access, do not feel comfortable making card payments over the phone or sadly have no relatives or neighbours who can assist with doing so.

**Question** (1) I understand a Working Group was set up to look the removal of cash and other options for residents for the future. What are the findings of this working group?

**Answer** (1)

**Question** (2) As the Council no longer accept cash payments in our Local Offices, where can residents make cash payments if they don't have online access?

**Answer** (2)

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## QUESTION NO 19

**By Councillor Mitchell for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 26 August 2021**

### Question

Please could the convener confirm the number of injuries recorded by members of staff in each Ward, where applicable, over the course of the last five years whilst emptying:

- a) Grey bins
- b) Green bins
- c) Brown bins
- d) Blue boxes
- e) Red boxes
- f) Food caddies

### Answer

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## QUESTION NO 20

**By Councillor Webber for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 26 August 2021**

- Question** (1) Who created the brand name "Spaces for People"
- Answer** (1)
- Question** (2) Who designed the adverts for the retaining Spaces for People consultation (used on lampposts and digital formats) for Council to approve and implement?
- Answer** (2)
- Question** (3) Why is the programme, largely consisting of the same schemes, being rebranded as "Travelling Safely"?
- Answer** (3)
- Question** (4) When there have been so many accidents relating to existing Spaces for People schemes, with a number of personal injury claims, could the Council be accused of misrepresentation by rebranding the programme "Travelling Safely"?
- Answer** (4)
- Question** (5) Why is the programme not more clearly being branded in relation to the main aim of supporting the Net Zero target?
- Answer** (5)
- Question** (6) Please can you provide evidence of the exact dangers and number of incidents in the last 5 years in Edinburgh that the "Travelling Safely" programme is aiming to address broken down by each road user group?
- Answer** (6)
- Question** (7) Please can you provide the target of reduced accidents by category of road user group, that the "Travelling Safely" programme is aiming to address, in what timescale, and how that will be measured

**Answer**

**(7)**

## QUESTION NO 21

**By Councillor Webber for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 26 August 2021**

### **Question**

As the cost of providing the service has increased by 40% to £35, can the Convener please pinpoint and specify what is driving such a significant increase?

### **Answer**

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## QUESTION NO 22

**By Councillor Rust for answer by the  
Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 26 August 2021**

### **Question**

Has the City Council reported to Scottish Government as funder of Spaces for People through Sustrans about the red audit finding and if not, does it intend to do so?

### **Answer**

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## QUESTION NO 23

**By Councillor Whyte for answer by the Vice-Convenor of the Transport and Environment Committee at a meeting of the Council on 26 August 2021**

On 21 January 2020 the Evening News reported that the Vice Convenor of the Transport and Environment Committee, Councillor Doran would be “devastated” if she found out a loved-one's bench had been burned and that “she did not know how the scandal could have happened” and that “the person behind the decision must be held accountable”. The article quotes Councillor Doran directly saying: “I don't know how this would have happened and that is what we need to investigate. We need to find out who made that decision.”

The article also notes the Council Leader as saying a full investigation was underway.

Can the Vice-Convenor answer the following:

- |                 |            |                                   |
|-----------------|------------|-----------------------------------|
| <b>Question</b> | <b>(1)</b> | Has the investigation concluded?  |
| <b>Answer</b>   | <b>(1)</b> |                                   |
| <b>Question</b> | <b>(2)</b> | How did the incident happen?      |
| <b>Answer</b>   | <b>(2)</b> |                                   |
| <b>Question</b> | <b>(3)</b> | Who made the decision?            |
| <b>Answer</b>   | <b>(3)</b> |                                   |
| <b>Question</b> | <b>(4)</b> | Has anyone been held accountable? |
| <b>Answer</b>   | <b>(4)</b> |                                   |

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## QUESTION NO 24

**By Councillor Booth for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 26 August 2021**

Further to the letter sent to the Education Secretary by the Convenor and Vice-Convenor of Education on 12 August and circulated to GME parents, please could the Convener respond to the following points:

**Question** (1) The letter mentions a table outlining site options the council has already explored for GME secondary. Will the council publish that table?

**Answer** (1)

**Question** (2) Have the following sites been considered for GME secondary? If they have been ruled out, what are the grounds for this?

- a) Princess Alexandra Eye Pavilion
- b) Old Royal High School
- c) Old Tynecastle High School
- d) Lothian Buses depot, Annandale Street
- e) Russel Road Depot (former)

**Answer** (2)

**Question** (3) What steps are the council taking to ensure that demand for GME within Edinburgh is met, and that the situation in Glasgow, where parents are being refused places at GME primary, is not repeated in Edinburgh?

**Answer** (3)

**Question** (4) Will the council conduct a further informal consultation on options for GME secondary before proceeding to a statutory consultation? If so, when?

**Answer** (4)

**Question**

**(5)** Please can the Convenor clarify:

- a) whether the proposed consultation on GME Secondary is a 'discontinue' consultation in terms of paragraph 1 of schedule 1 of the Schools (Consultation) (Scotland) Act 2010?
- b) If so, and if the council consults and does not proceed with its proposal, can the council consult again on proposals to discontinue GME education at JGHS within 5 years?

**Answer**

**(5)**

## QUESTION NO 25

**By Councillor Booth for answer by the Leader of the Council at a meeting of the Council on 26 August 2021**

### Question

Further to his supplementary answer to my question at full council on 24 June 2021, please can the council leader confirm when he met with Gaelic parents to hear their concerns, and what was the outcome of this meeting?

### Answer

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